



Aviation Investigation Final Report

Location:	MILWAUKEE, Wisconsin	Incident Number:	CHI00IA062
Date & Time:	January 21, 2000, 05:58 Local	Registration:	N842JS
Aircraft:	British Aerospace JETSTREAM 3101	Aircraft Damage:	None
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

After receiving a taxi clearance, which included holding short of runway 1L, the crew of Chataqua Flight 4376 proceeded to taxi across runway 1L, without clearance, resulting in a near collision with a departing Sun Country Boeing 727-200. The First Officer of Chataqua Flight 4376 reported that he was handling radio communications and had received the taxi clearance, which included the hold-short limitation, and read-back the clearance to ground control. According to the captain, contributing factors to the incident were crew fatigue, the cold temperature of the cockpit, and the windows being obscured with de-icing fluid.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: the hold-short clearance not being followed by the flightcrew, which resulted in a near collision with the departing Boeing 727-200.

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: TAXI

Findings

1. (C) ATC CLEARANCE - NOT FOLLOWED - FLIGHTCREW
2. FATIGUE(LACK OF SLEEP) - FLIGHTCREW

3. WEATHER CONDITION - TEMPERATURE,LOW

4. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION,OTHER THAN WATER

Factual Information

On January 21, 2000, at 0558 central standard time, there was a near collision between a taxiing British Aerospace Jetstream 3101 and a departing Boeing 727-200 from runway 1L at the General Mitchell International Airport, Milwaukee, Wisconsin. The British Aerospace Jetstream 3101, N842JS, was operating under the provisions of 14 CFR Part 121 as Chataqua Flight 4376. The Boeing 727-200, N283SC, was operating under the provisions of 14 CFR Part 121 as Sun Country Flight 603. Visual meteorological conditions prevailed during this incident. There were no revenue passengers aboard either airplane and the respective crews did not report any injuries.

According to Federal Aviation Administration (FAA) records, Chataqua Flight 4376 was issued a clearance to taxi to runway 25L via taxiways bravo and mike and to hold short of runway 1L. Chataqua Flight 4376 read back the taxi-clearance, including the hold-short clearance. Sun Country Flight 603 was issued a clearance to takeoff from runway 1L and fly the runway heading. Full transcripts of Air Traffic Control (ATC) voice transmissions are attached to this factual report.

According to a written statement, provided by the captain of Sun Country Flight 603, just prior to rotation the crew noticed a Jetstream taxiing onto runway 1L at the mike taxiway/runway intersection. The Boeing 727-200 captain reported that that his aircraft was able to clear the taxiing airplane without taking any "extraordinary" actions. The captain stated that their aircraft cleared the Jetstream by approximately 50-feet and the position of the taxiing aircraft was approximately 30-feet left of the runway 1L centerline. The captain stated that his inboard landing lights, runway turnoff lights, and strobe lighting systems were on at the time of the incident.

According to a written statement, provided by the captain of Chataqua Flight 4376, he was taxiing the aircraft and the first officer was handling the radio communications. The captain reported that prior to crossing runway 1L, he and the first officer visually checked to see if the runway was clear. The captain stated that visibility was restricted from de-icing fluid on the side windows. The captain reported that the runway was clear of traffic, and he continued to taxi across runway 1L. The captain stated that after crossing runway 1L the crew was informed that a departing Boeing 727-200 had just cleared them. The captain stated that he did not hear the hold-short clearance given by ground control.

According to a written statement, provided by the first officer of Chataqua Flight 4376, the crew was issued instructions to taxi to runway 25L via taxiways bravo and mike and to hold short of runway 1L. The first officer stated that he acknowledged the clearance by reading-back the taxi instructions to ground control.

Airport operations inspected the taxiway/runway intersection and found the wigwag lighting system operating normally, and the doublewide hold short lines visible at the center of the taxiway, with snowdrifts obscuring the taxiway edges.

According to the captain's written statement, "Contributing Factors:

(1) The crew was on a CDO (Continuous Duty Over-Night) and the incident in question occurred some 12+ hrs into the duty period. While at the hotel the crew had only 4 hours sleep.

(2) The aircraft was parked outside in sub-zero degree-Fahrenheit temperatures for approximately 5 hrs. Temperatures in the cockpit at the time of taxi was approx. 10 degrees-Fahrenheit.

(3) Due to heavy frost on the aircraft, de-icing was required. With Glycol on the aircraft windows there was reduced visibility to the sides of the aircraft."

Pilot Information

Certificate:	Airline transport	Age:	34, 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:	August 24, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2636 hours (Total, all aircraft), 150 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	British Aerospace	Registration:	N842JS
Model/Series:	JETSTREAM 3101 JETSTREAM	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	753
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	December 28, 1999 AAIP	Certified Max Gross Wt.:	15212 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	24587 Hrs	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE331-10-UGR
Registered Owner:	FIRST UNION NATIONAL BANK	Rated Power:	1000 Horsepower
Operator:	CHATAQUA AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	US AIRWAYS EXPRESS	Operator Designator Code:	CHQ

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	MKE ,723 ft msl	Distance from Accident Site:	
Observation Time:	05:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MKE)	Type of Flight Plan Filed:	IFR
Destination:	INDIANAPOLIS , IN (IND)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class C

Airport Information

Airport:	GENERAL MITCHELL INTERNAT MKE	Runway Surface Type:	
Airport Elevation:	723 ft msl	Runway Surface Condition:	
Runway Used:	1L	IFR Approach:	None
Runway Length/Width:	9690 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	CHESTER CYBULSKI; MILWAUKEE , WI
Original Publish Date:	July 26, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48562

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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](#).