



# Aviation Investigation Final Report

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<b>Location:</b>	Buenos Aires,	<b>Incident Number:</b>	DCA14WA042
<b>Date &amp; Time:</b>	January 21, 2014, 10:00 UTC	<b>Registration:</b>	N191DN
<b>Aircraft:</b>	Boeing 767 332	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>	Turbulence encounter	<b>Injuries:</b>	209 None
<b>Flight Conducted Under:</b>			

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## Analysis

### Probable Cause and Findings

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

### Findings

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## Factual Information

### History of Flight

<b>Approach-IFR missed approach</b>	Turbulence encounter (Defining event)
<b>Approach-IFR missed approach</b>	Part(s) separation from AC

The Direccion Nacional de Aviacion Civil e Infraestructura Aeronautica (DINACIA) has notified the NTSB of an incident involving Boeing 767-300, which occurred on January 21, 2014. The NTSB has appointed a U.S. Accredited Representative to assist the DINACIA investigation under the provisions of ICAO Annex 13 as the State of Manufacture and Design of the airplane, and state of the Operator.

All investigative information will be released by the DINACIA.

### Information

<b>Certificate:</b>	<b>Age:</b>
<b>Airplane Rating(s):</b>	<b>Seat Occupied:</b>
<b>Other Aircraft Rating(s):</b>	<b>Restraint Used:</b>
<b>Instrument Rating(s):</b>	<b>Second Pilot Present:</b>
<b>Instructor Rating(s):</b>	<b>Toxicology Performed:</b>
<b>Medical Certification:</b>	<b>Last FAA Medical Exam:</b>
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>
<b>Flight Time:</b>	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N191DN
<b>Model/Series:</b>	767 332 332	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1997	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	28448
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	348220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	PW4000 SER
<b>Registered Owner:</b>	DELTA AIR LINES INC	<b>Rated Power:</b>	24900 Horsepower
<b>Operator:</b>	Delta Air Lines	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>		<b>Condition of Light:</b>	
<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>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>		<b>Type of Clearance:</b>	
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	10 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	199 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	209 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Helson, David

**Additional Participating Persons:**

**Original Publish Date:** November 3, 2020

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=88719>

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](#).