



Aviation Investigation Final Report

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

Analysis

Probable Cause and Findings

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

Findings

Factual Information

History of Flight

Approach-IFR missed approach	Turbulence encounter (Defining event)
Approach-IFR missed approach	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

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

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Wreckage and Impact Information

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

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.nts.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](#).