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COMISIÓN DE
INVESTIGACIÓN
DE ACCIDENTES
E INCIDENTES DE
AVIACIÓN CIVIL

Interim report IN-043/2013

Incident involving a BOEING 767 aircraft,
registration N-182 DN, operated by
Delta Airlines at the Madrid-Barajas
Airport on 5 December 2013



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DE ESPAÑA

MINISTERIO
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SUBSECRETARÍA

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DE ACCIDENTES E INCIDENTES
DE AVIACIÓN CIVIL

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Important notice

This document constitutes the interim statement envisioned in Article 16.7 of Regulation (EU) no. 996/2010 of the European Parliament and of the Council, as well as in paragraph 6.6 of Annex 13 to the Convention on International Civil Aviation. The statement includes the details of the progress of the investigation and the most important operational safety issues revealed to date. The information provided herein is subject to change as the investigation proceeds.

Pursuant to the contents of Regulation (EU) no. 96/2010 of the European Parliament and of the Council and of Annex 13 to the Convention on International Civil Aviation, the investigation is purely technical in nature and is not intended to determine or apportion blame or liability. The investigation is being conducted without necessarily resorting to evidentiary procedures and for the sole purpose of preventing future accidents.

Consequently, the use of this information for any purpose other than to prevent future accidents may result in faulty conclusions or interpretations.

Abbreviations

ATC	Air Traffic Transport
ATPL (A)	Airline Transport Pilot License (Aircraft)
UTC	Universal Time Coordinated

DATA SUMMARY**LOCATION**

Date and time	Thursday, 5 December 2013 at 12:05 local time¹
Site	Madrid-Barajas Airport

AIRCRAFT

Registration	N-128DN
Type and model	BOEING 767-300 ER
Operator	DELTA AIRLINES

ENGINES

Type and model	PRATT & WHITNEY PT6A-67D
Number	2

CREW

	Pilot	Copilot	Monitor
Age	57	51	50
License	ATPL (A)	ATPL (A)	ATPL (A)
Total flight hours	16,739	12,000	13,000
Flight hours on the type	6,623	4,685	5,304

INJURIES

	Fatal	Serious	Minor / None
Crew			11
Passengers			192
Third persons			

DAMAGE

Aircraft	Significant
Third parties	Signage and lights on runway 32L

FLIGHT DATA

Operation	Commercial Air Transport - Scheduled - International - Passenger
Phase of flight	Takeoff - Initial climb

REPORT

Date of approval	29 October 2014
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¹ Unless otherwise specified, all times in this report are local. To convert to UTC, subtract one hour from local time.

1. INFORMATION ON THE EVENT

The Boeing 767-300 ER aircraft operated by Delta Airlines, registration N182DN and callsign DAL145, took off at 11:41 from runway 36L at the Madrid-Barajas Airport en route to JFK Airport in New York. Onboard were 192 passengers, 3 pilots and 8 flight attendants.

During the takeoff run the aft right wheel on the right main landing gear broke and the debris from the tire detached and struck the lower wing, forming a hole and also rupturing important components in the hydraulic system, which in turn detached and struck the upper surface of the wing, causing one of the outer panels to detach.

The damage to the hydraulic system made it impossible to retract the landing gear. The crew detected this immediately during the climb and declared an emergency, returning to the airport as instructed by ATC and landing on runway 32L at 12:05.

At the end of the landing run the aircraft left the runway via the last rapid-exit taxiway on the left side (L3), coming to a stop outside said taxiway in a grassy area located halfway between the end of runway 32L and terminal T4.

There was no fire during the landing. The airport firefighters, however, who were already on alert, as they had been the first to detect the rupture of the wheel when they heard a loud noise as the airplane passed in front of the firefighting station on the north side of the airport, escorted the aircraft during its landing run and, once the airplane came to a stop, doused the landing gear.

There were no injuries and the passengers were disembarked normally via the right front door using a ladder.

2. PROGRESS OF THE INVESTIGATION

The investigation is studying the crew's actions, the operator's procedures, the actions carried out by airport services, their procedures, and the communications and procedures of air traffic control.

Investigators are also examining and reviewing issues involving the design of the aircraft. Both the wheel that broke and some of the objects picked up from the runway from which the aircraft took off are being analyzed.

3. NEXT STEPS

The investigation is almost complete. The draft report is being written and, when complete, it will be presented to the board for authorization and comments.