



National Transportation Safety Board Aviation Accident Final Report

Location:	Albuquerque, NM	Accident Number:	DCA16CA113
Date & Time:	03/05/2016, 0631 MDT	Registration:	N305UP
Aircraft:	BOEING 767 34AF	Aircraft Damage:	Substantial
Defining Event:	Tailstrike	Injuries:	2 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

On March 5, 2016 at 6:31 mountain standard time, a Boeing 767-300, N305UP, operated by United Parcel Service (UPS) as flight 916 was substantially damaged following a tailstrike during landing on runway 03 at the Albuquerque International Sunport Airport (ABQ), Albuquerque, New Mexico. Neither of the 2 flight crew were injured. The flight originated from the Louisville International Airport (SDF), Louisville, Kentucky.

The airplane sustained damage to a 23 foot long section of lower fuselage skin, 4 fuselage stringers, 5 fuselage frames, 3 floor stringers and the tail skid. The replacement of the frames and stringers was considered a major repair and qualified as substantial damage in accordance with 49 CFR 830.2

According to the operator, the Captain was the pilot flying, and the First Officer the pilot monitoring for the flight from SDF-ABQ. Ground operations were normal in SDF and no aircraft loading or Weight and Balance discrepancies were noted. The climb, cruise, and descent portion of the flight were uneventful. Weather conditions at ABQ prior to arrival were reported as visual conditions, with wind from 090 at 20 knots gusting to 29 knots. The target approach speed used was 146 knots. The crew was vectored to the ILS approach to runway 03 and joined the localizer and glideslope using the autopilot. The autopilot was then disengaged at 1103 feet Height Above Touchdown (HAT) and at 1000 feet HAT the approach met all UPS Stabilized Approach criteria with the aircraft fully configured at flaps 30, gear down, and speed 145 knots. At 500 feet HAT the approach continued to meet all stabilized approach criteria with speed 146 knots. Flight data indicated that the crosswind component at this point was 23 knots from the right.

At 158 feet above touchdown the approach met all stabilized approach criteria and the Captain disconnected the autothrottles. UPS guidance recommends use of the autothrottle until 50 feet above touchdown. From this point on the approach until touchdown, the aircraft pitch attitude began to increase as the airspeed slowly decreased. Flight Data indicates that the thrust levers were at a reduced thrust setting when the autothrottles were disconnected and remained at

that setting until touchdown. At 1.75 seconds from touchdown the airspeed had decayed to 129 knots and the aircraft pitch had increased to 7.2 degrees. The crosswind had also decreased and was now 13 knots from the right. At touchdown the airspeed was 128 knots and pitch attitude 8.4 degrees. The tailskid impacted the runway at touchdown followed immediately by the lower aft fuselage as the pitch attitude increased momentarily to 8.6 degrees. Initial tailskid impact occurred at approximately 800 feet from the runway threshold.

The crew reported that they encountered a 10 knot wind loss just prior to touchdown and landed firmer than normal, but didn't suspect that they had struck the tailskid.

Probable Cause and Findings

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

the pilot flying's failure to maintain airspeed and correct pitch attitude. Contributing to the accident was the pilot's failure to maintain appropriate thrust after disconnecting the autothrottles. Also contributing was the first officer's failure to monitor the decaying airspeed and increasing pitch.

Findings

Personnel issues	Incorrect action performance - Pilot (Cause)
	Use of automation - Pilot (Factor)
	Identification/recognition - Copilot (Factor)

Factual Information

History of Flight

Landing-flare/touchdown	Tailstrike (Defining event)
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Pilot Information

Certificate:	Airline Transport; Private	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	02/02/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	11/25/2015
Flight Time:	4429 hours (Total, all aircraft), 2501 hours (Total, this make and model), 2392 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	05/15/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	11/10/2015
Flight Time:	4708 hours (Total, all aircraft), 3388 hours (Total, this make and model), 47 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	Registration:	N305UP
Model/Series:	767 34AF 34AF	Aircraft Category:	Airplane
Year of Manufacture:	1995	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	27243
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:		Certified Max Gross Wt.:	400998 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:		Engine Model/Series:	CF6-80 SERIES
Registered Owner:	UNITED PARCEL SERVICE CO	Rated Power:	0 hp
Operator:	UNITED PARCEL SERVICE CO	Air Carrier Operating Certificate:	Supplemental

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	KABQ	Observation Time:	1152 MDT
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Temperature/Dew Point:	9°C / -6°C
Lowest Ceiling:	Broken	Visibility	10 Miles
Wind Speed/Gusts, Direction:	19 knots/ 26 knots, 90°	Visibility (RVR):	
Altimeter Setting:	30.18 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Louisville, KY (KSDF)	Type of Flight Plan Filed:	IFR
Destination:	Albuquerque, NM (KABQ)	Type of Clearance:	IFR
Departure Time:	0918 EDT	Type of Airspace:	Class C

Airport Information

Airport:	Albuquerque (KABQ)	Runway Surface Type:	Concrete
Airport Elevation:	5355 ft	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.020000, 106.500000 (est)

Administrative Information

Investigator In Charge (IIC): William R English Adopted Date: 08/24/2016

Additional Participating Persons:

Publish Date: 10/31/2017

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92918>

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