



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Miami, FL	<b>Accident Number:</b>	DCA14CA161
<b>Date &amp; Time:</b>	09/15/2014, 2027 EDT	<b>Registration:</b>	N654A
<b>Aircraft:</b>	BOEING 757 223	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	172 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## Analysis

On September 15, 2014, at about 2027 eastern daylight time, American Airlines flight 2404, a B757-200, N654A, experienced a tail strike during landing at Miami International Airport (KMIA), Miami, Florida. The aircraft sustained substantial damage to the aft pressure bulkhead and there were no injuries to the 172 passengers and crew onboard. The flight was operating under 14 CFR Part 121 as a regularly scheduled passenger flight from Luis Munoz Marin International Airport (KSJU), San Juan, Puerto Rico to KMIA.

According to the operator, the first officer (FO) was the pilot flying and the captain was the pilot monitoring and was initial operating experience (IOE) training for the FO. The flight crew reported that they had the ILS tuned and the approach was stabilized. They reported that the main gear touchdown was smooth but that the nose came up rapidly before the captain could make the "deployed" call for the spoilers. The captain reportedly quickly grabbed the yoke and lowered the nose to the ground. Postflight maintenance inspection found damage to the aft fuselage skin and substantial damage to the aft pressure bulkhead.

## Probable Cause and Findings

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

The failure of the first officer to control the airplane pitch after touchdown. Contributing to the accident was the first officers inexperience in the aircraft type.

## Findings

### Personnel issues

Incorrect action performance - Copilot (Cause)

Total experience - Copilot (Factor)

## Factual Information

### History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
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### Check Pilot Information

Certificate:	Airline Transport	Age:	54, Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	04/02/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/26/2014
Flight Time:	5470 hours (Total, this make and model)		

### Co-Pilot Information

Certificate:	Airline Transport	Age:	36, Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Unknown
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Unknown	Last FAA Medical Exam:	04/28/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/19/2014
Flight Time:	22 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N654A
Model/Series:	757 223 223	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	24612
Landing Gear Type:	Retractable - Tricycle	Seats:	172
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	255500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	71575.5 Hours	Engine Manufacturer:	ROLLS-ROYC
ELT:	Installed, not activated	Engine Model/Series:	RB.211 SERIES
Registered Owner:	AMERICAN AIRLINES INC	Rated Power:	42500 lbs
Operator:	AMERICAN AIRLINES INC	Operating Certificate(s) Held:	Flag carrier (121)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 3000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	Unknown / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	Unknown / N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	29° C / 22° C
Precipitation and Obscuration:			
Departure Point:	San Juan, PR (SJU)	Type of Flight Plan Filed:	IFR
Destination:	Miami, FL (MIA)	Type of Clearance:	IFR
Departure Time:	1744 AST	Type of Airspace:	Class B

## Airport Information

Airport:	MIAMI INTL (MIA)	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	ILS; Visual
Runway Length/Width:	13016 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	Substantial
Passenger Injuries:	166 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	172 None	Latitude, Longitude:	25.765833, -80.218889 (est)

## Administrative Information

Investigator In Charge (IIC):	Effie Lorenda Ward	Adopted Date:	09/05/2018
Additional Participating Persons:			
Publish Date:	09/05/2018		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90092">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90092</a>		

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