



# National Transportation Safety Board

Washington, D.C. 20594  
Safety Recommendation

Log 2366

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Date: August 2, 1993  
In reply refer to: A-93-84

Mr. Joseph M. Del Balzo  
Acting Administrator  
Federal Aviation Administration  
Washington, D.C. 20591

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On March 26, 1991, a Beech F33A, N7224L, fell through the taxiway pavement while taxiing at Peachtree DeKalb Airport in Chamblee, Georgia.

The pilot stated that as he was taxiing to the runway, the left main wheel fell through the pavement, and the airplane made a violent left turn and came to a stop. After exiting the airplane, the pilot said he could see that the pavement had given way and that the wheel had fallen through the hole in the pavement. The airplane was substantially damaged, but the pilot and passenger were not injured.

According to the airport manager, storm drainage pipes had been installed beneath many areas of the aircraft operating area of the airport approximately 50 years ago. The soil beneath the pavement and surrounding the pipe in this area had been eroded through infiltration into the pipe. This process had left a void beneath the pavement, and consequently, the wheel from N7224L punctured the pavement and fell into the hole.

Also according to the airport manager, the soil surrounding storm drainage pipes in other areas of the airport had eroded in much the same manner during the 9 months preceding the accident. The storm drainage pipes at Peachtree DeKalb Airport had not been inspected since they were installed.

Although the Safety Board is not aware of previous accidents or incidents caused by soil erosion, it believes that reasonable preventative efforts should be made where possible to preclude this type of accident from recurring.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Inform airport operators of the circumstances of this accident and alert them of the potential for erosion near underground pipelines, and urge them to restrict operations on any areas that are identified as potentially hazardous until they are repaired.  
(Class II, Priority Action) (A-93-84)

Also, as a result of its investigation, the Safety Board has issued Safety Recommendation A-93-85 to the American Association of Airport Executives and Safety Recommendation A-93-86 to the Airports Council International-North America.

Chairman VOGT, Vice Chairman COUGHLIN, and Members LAUBER, HART, and HAMMERSCHMIDT concurred in this recommendation.



By: Carl W. Vogt  
Chairman