

**ASRS Database Report Set**

**Parachutist / Aircraft Conflicts**

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Report Set Description.....A sampling of reports involving parachuting activity and conflicts with aircraft.

Update Number.....15.0

Date of Update .....April 28, 2009

Number of Records in Report Set.....50

Number of New Records in Report Set .....2

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

TH: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the reporting of a specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director  
Aviation Safety Reporting System

## CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

# **Report Synopses**

**ACN: 809486** (1 of 50)

**Synopsis**

PILOT OF A BEECHCRAFT 99 AIRLINER USED FOR SKYDIVING OPERATIONS, INSTALLS AN ALUMINUM PLUG REPAIR TO REPLACE A BROKEN CABIN SIDE WINDOW USING HIS MAINTENANCE CERTIFICATES FOR THE SIGNOFF.

**ACN: 790073** (2 of 50)

**Synopsis**

M20 PLT ON A TEST FLT EXPERIENCES A NMAC WITH A HIGH WING ACFT.

**ACN: 787559** (3 of 50)

**Synopsis**

A PARACHUTE OPERATOR REPORTS MAKING THE REQUIRED NOTAM APPLICATION FOR A PARACHUTE DROP WITH THE FSS CONTRACTOR. NOTAM DID NOT GET ISSUED.

**ACN: 761539** (4 of 50)

**Synopsis**

C206 PILOT REPORTS ENGINE FAILURE AT 800 FEET AGL ON DEPARTURE AND SUCCESSFUL LANDING ON A ROAD.

**ACN: 749180** (5 of 50)

**Synopsis**

CONFLICT DEVELOPS BETWEEN SKY DIVER JUMP PLANE AND IFR CITATION WHEN AN UNEXPECTED DESCENT IS INITIATED BY JUMP ACFT.

**ACN: 743280** (6 of 50)

**Synopsis**

SF34 HAS CLOSE ENCOUNTER WITH A SKYDIVING JUMP PLANE ON DEP FROM EAU.

**ACN: 742028** (7 of 50)

**Synopsis**

PHL CTLR EXPRESSED CONCERN REGARDING PARACHUTE JUMPING OPS THAT POTENTIALLY CONFLICTS WITH PHL IFR DEP ACFT.

**ACN: 716906** (8 of 50)

**Synopsis**

A C172 PLT RECEIVING TA'S NEAR N68 SPOTTED A PARACHUTE JUMPER ACFT BANKING AND DSNDING NEARBY AFTER ATC HAD GIVEN JUMP ADVISORY.

**ACN: 712510** (9 of 50)

**Synopsis**

C172 PLT ENCOUNTERS SKYDIVERS WHILE ON A PHOTO FLT.

**ACN: 710351** (10 of 50)

**Synopsis**

PA28 PLT HAS CLOSE ENCOUNTER WITH SKYDIVER OVER 7B9 ARPT AT 5500 FT.

**ACN: 704108** (11 of 50)

**Synopsis**

TPA TWR CTLR EXPRESSED CONCERN REGARDING MIL PARACHUTE ACTIVITY AT MCF WITHOUT TIMELY COORD, REQUIRING ADDITIONAL CTLR WORKLOAD.

**ACN: 703144** (12 of 50)

**Synopsis**

A CE560 FLT CREW ON APCH TO DTW HAD AN NMAC WITH AN ACFT CARRYING PARACHUTISTS THAT WAS NOT COMPLYING WITH ATC CLRNC.

**ACN: 702151** (13 of 50)

**Synopsis**

A CASA 212 FLT CREW ON A SKYDIVING MISSION OVER 8N2 PASSED WITHIN 2 MI OF AN AIRLINER INBOUND TO ORD.

**ACN: 701390** (14 of 50)

**Synopsis**

THE PLT OF A PA31 RPTS ENCOUNTERING SKYDIVERS OVER MOLALLA ARPT AT 4000 FT. THE PLT WAS USING VFR FLT FOLLOWING FROM PDX APCH, ALONG WITH THE SKYDIVING ACFT. THE PA31 PLT RECEIVED NO WARNINGS.

**ACN: 700732** (15 of 50)

**Synopsis**

PLT OF C182 IS CONCERNED ABOUT ORGANIZED PARACHUTE JUMPING ACTIVITIES AT EUL.

**ACN: 698653** (16 of 50)

**Synopsis**

A C208 ON CLB AT 6500 FT HAD ABNORMAL SOUND FROM ENG AND TEMP 780 DEGS AND RISING. REDUCED THROTTLE TEMP ROSE TO 805 DEGS. ENG SHUT DOWN.

**ACN: 695334** (17 of 50)

**Synopsis**

BE99 PLT LANDS GEAR UP.

**ACN: 694726** (18 of 50)

**Synopsis**

TPA CTLR REFUSES TO COORD PARACHUTE OPS AT 16500 FT BECAUSE 13500 FT IS THE ALT SPECIFIED IN LOA.

**ACN: 694228** (19 of 50)

**Synopsis**

C182 SKYDIVING PLT IN GND EFFECT LANDS IN GRASS AT THE END OF THE ARPT WHEN HE REALIZES SUFFICIENT AIRSPD FOR FLT IS NOT ATTAINABLE PRIOR TO TREES AT DEP END OF RWY.

**ACN: 686276** (20 of 50)

**Synopsis**

SC-7 SKYVAN PLT LOSES BOTH ENGS DUE TO FUEL STARVATION. PLT DEAD STICKS ACFT TO A LNDG.

**ACN: 686002** (21 of 50)

**Synopsis**

TWIN PLT UPON ENTERING UNCTLED ARPT PATTERN HAS NMAC WITH C172 ON DOWNWIND ENTRY.

**ACN: 672159** (22 of 50)

**Synopsis**

A BE20 PLT RELEASED HIS SKYDIVERS AT 14000 FT WITH ONCOMING 9000 FT IFR TFC. THE TFC RPTED MISSING A SKYDIVER BY 300 FT.

**ACN: 658576** (23 of 50)

**Synopsis**

DHC8 PLT ON SKYDIVING DROP INADVERTENTLY FLIES INTO BASE OF OVCST.

**ACN: 646558** (24 of 50)

**Synopsis**

ZMA ASSOCIATE CTLR WITNESSED CLOSE CONFLICT AT 8000 FT BTWN IFR AND PARACHUTE ACFT DURING BUSY TFC WITH MINIMAL STAFFING.

**ACN: 639825** (25 of 50)

**Synopsis**

MD80 ON BYP STAR INTO DFW EXPERIENCED TCASII RA BELIEVED TO BE INITIATED BY ACFT CONDUCTING PARACHUTE ACTIVITY NEAR STAR RTE.

**ACN: 638093** (26 of 50)

**Synopsis**

DHC6 MAKING STEEP APCH TO LAND ON RWY 9 ENCOUNTERS SMA RAPIDLY TAXIING TO EXIT AFTER LNDG OPPOSITE DIRECTION AT UNCTLED ARPT. SMA EXITS THE HARD SURFACE AND COLLAPSES R MAIN LNDG GEAR.

**ACN: 635176** (27 of 50)

**Synopsis**

THE PLT OF A DHC6 RELEASED SKYDIVERS IN VMC CONDITIONS BUT JUMPERS VIOLATE MINIMUM CLOUD CLRNC DURING DSCNT.

**ACN: 634219** (28 of 50)

**Synopsis**

POTENTIAL CONFLICT BTWN AN ACR CRJ200 AND A SKYDIVING ACFT ON THE 12 DME NE COURSE OF THE ILS RWY 23L AT RDU.

**ACN: 632764** (29 of 50)

**Synopsis**

C182 PLT ALLOWS SKYDIVERS TO JUMP AFTER SUNSET WITHOUT LIGHTS.

**ACN: 631265** (30 of 50)

**Synopsis**

RPTR CLAIMS A PARACHUTE ACFT IN THE VICINITY OF VCN CLBED THROUGH A MAIN ARR AREA, WAS NOT IN CONTACT WITH ATC AS REQUIRED TO RECEIVE TFC INFO.

**ACN: 627616** (31 of 50)

**Synopsis**

AN A319 CREW RESPOND TO A TCASII RA CAUSED BY DH6 ACFT WITH PARACHUTE JUMPERS. A ZNY ARTCC RADAR CTLR HAD ISSUED TFC TO BOTH ACFT, BUT DID NOT ADVISE THE A319 CREW THE DH6 PLT HAD THEM IN SIGHT.

**ACN: 623275** (32 of 50)

**Synopsis**

A DFW APCH CTLR EXCHANGED TFC BETWEEN A B737 CREW AND A TWIN OTTER PLT CONDUCTING SKYDIVING OPS NEAR THE CTR OF THE BONHAM ARR AT 12000 FT.

**ACN: 622245** (33 of 50)

**Synopsis**

CLRED TO CROSS BBALL INTXN AT 11000 FT, FLT CREW OF B737 EXPERIENCES A CONFLICT WITH A C182 SKYDIVER DROP PLANE AT 13200 FT WHILE ON STAR ARR TO PHX.

**ACN: 620782** (34 of 50)

**Synopsis**

C182 PARACHUTE JUMP PLT EXPERIENCED POTENTIAL TFC CONFLICT AT 9500 FT, 10 MI N OF DMW WITH IAD ACR ARR ON ZNY FREQ.

**ACN: 620659** (35 of 50)

**Synopsis**

POTENTIAL CONFLICT AVOIDED WHEN RADAR CTLR POINTS OUT CONFLICTING SKYDIVING ACFT SLIGHTLY BELOW RPTR'S MD80 DSNDING THROUGH 13000 FT AT BENKY INTXN, IL.

**ACN: 618581** (36 of 50)

**Synopsis**

A C177 PLT RPTED THAT HE UNEXPECTEDLY ENCOUNTERED PARACHUTISTS IN ZNY'S AIRSPACE, CAUSING HIM TO MAKE AN EVASIVE MANEUVER.

**ACN: 616626** (37 of 50)

**Synopsis**

RPTR ON GND WITNESSES NEAR MISS BETWEEN LNDG ACFT AND SKYDIVER ON RWY AT D73.

**ACN: 616512** (38 of 50)

**Synopsis**

40 MI NE OF MSP AN ARR DC9 FLT CREW ENCOUNTERS PARACHUTE ACTIVITY, RECEIVING A TCASII RA FROM THE DROP ACFT IN THE VICINITY OF TWINZ INTXN, MN.

**ACN: 616472** (39 of 50)

**Synopsis**

A GLIDER PLT IS CONCERNED WITH THE NUMBER OF PARACHUTE JUMPERS THAT LAND ON THE ARPT SURFACE AT D73 WITH OTHER ACFT LNDG AT THE SAME TIME.

**ACN: 615374** (40 of 50)

**Synopsis**

TPA TRACON CTLR EXPRESSED CONCERN REGARDING PARACHUTE ACFT CLBING THROUGH AIRWAY.

**ACN: 615357** (41 of 50)

**Synopsis**

INBOUND ACFT PLT VOICES CONCERN OVER THE NEWLY ESTABLISHED DROP AREA FOR PARACHUTE ACTIVITY 3 TO 4 NM E AND ON CTRLINE OF RWY 26R AT SDM, CA.

**ACN: 615036** (42 of 50)

**Synopsis**

CL65 ARR TO PHX ON SUNSS 5 EXPRESSED CONCERN REGARDING PARACHUTE ACFT TFC NEAR DSCNT ROUTING.

**ACN: 614543** (43 of 50)

**Synopsis**

SCT CTLR EXPRESSED CONCERN REGARDING PARACHUTE JUMP OPS AND NON COMPLIANCE WITH LOA.

**ACN: 612789** (44 of 50)

**Synopsis**

PLT OF C172 ADVISES THAT SKYDIVERS WERE RELEASED IN THE VICINITY OF 4A4 WITHOUT PROVIDING TIMELY WARNINGS TO OTHER ACFT.

**ACN: 609537** (45 of 50)

**Synopsis**

C182 PLT SHOWS PAX PARACHUTE SKYDIVING ACTIVITY AND IS OVERTAKEN BY THE PERCEIVED JUMP PLANE DSNDING TOWARDS A LNDG STRIP.

**ACN: 607697** (46 of 50)

**Synopsis**

PLT OF SC7 ON PARACHUTE DROP MISSION AT FL230 HAS ALTDEVS AND HDG DEVS EXACERBATED BY OXYGEN DEPRIVATION AND MECHANICAL DIFFICULTIES.

**ACN: 604118** (47 of 50)

**Synopsis**

A CE-560XL FLT CREW HAS AN NMAC WITH A TWIN OTTER SKYDIVE PLANE.

**ACN: 603113** (48 of 50)

**Synopsis**

C208 COLLIDES WITH A C172 ON FINAL TO ZZZ.

**ACN: 601917** (49 of 50)

**Synopsis**

PLT OF BE10 RETURNING TO ZZZ FOLLOWING A SKYDIVE MISSION ENCOUNTERS GLIDER TOW ROPE ACROSS RWY 8 ON LNDG ROLLOUT.

**ACN: 601646** (50 of 50)

**Synopsis**

CESSNA PLT, WITH A GLIDER UNDER TOW, ENCOUNTERED SKYDIVERS ABOVE HIS ACFT.

# **Report Narratives**

**ACN: 809486**

## **Time / Day**

Date : 200809

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Airliner 99  
Flight Phase.Ground : Maintenance

## **Component : 1**

Aircraft Component : Cabin Window

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Function.Maintenance : Technician  
Qualification.Pilot : Commercial  
Qualification.Technician : Airframe  
Qualification.Technician : Inspection Authority  
Qualification.Technician : Powerplant  
Qualification.Technician : Repairman  
Experience.Flight Time.Total : 3500  
Experience.Maintenance.Repairman : 2  
Experience.Maintenance.Technician : 16  
ASRS Report : 809486

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.Other

## **Maintenance Factors**

Maintenance.Performance Deficiency : Repair

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Maintenance Human Performance

## **Narrative**

I WAS THE PIC OF SAID ACFT. WHILE CONDUCTING SKYDIVING OPS, AN INSTRUCTOR BROKE A CABIN SIDE WINDOW WITH HIS ELBOW. I CALLED THE FAA FSDO TO OBTAIN A FERRY PERMIT. SINCE THERE IS NO ONE AVAILABLE

AFTER HRS OR ON WKENDS, I WAS NOT ABLE TO OBTAIN ONE. I EVALUATED THE DAMAGE AND DETERMINED THAT THE ACFT COULD BE FERRIED TO MY SHOP FOR A REPAIR. NOT HAVING THE HEART TO SHUT DOWN THE BUSINESS FOR THE WKEND FOR SUCH A MINOR INCIDENT, I MADE A LOGBOOK ENTRY STATING THE ACFT COULD BE FERRIED, SECURED THE DAMAGED WINDOW AND FERRIED THE ACFT TO MY SHOP. I DID NOT HAVE A REPLACEMENT WINDOW IN STOCK, SO I DEvised A REPAIR BY CUTTING OUT THE 2 VERTICAL INSIDE RETAINERS AND REMOVED THE BROKEN WINDOW. I THEN FABRICATED A WINDOW PLUG OUT OF 2024 T3 ALUMINUM AND RIVETED IT INTO PLACE. THIS REPAIR WAS STRONGER THAN ANY OF THE PLASTIC WINDOWS AND DID NOT PRESENT ANY SAFETY HAZARDS TO THE PUBLIC. I COMPLETED THE FLYING SCHEDULED FOR THAT WKEND WITH THE PLUG IN PLACE. THE FOLLOWING MONDAY I ORDERED A NEW WINDOW AND REPLACED IT. IT WAS MY DECISION TO INSTALL THIS PLUG IN THE WINDOW AND OPERATE THE AIRPLANE RATHER THAN TO SHUT THE BUSINESS DOWN FOR THE WKEND. THE FACTORS IN MY DECISION MAKING WERE THAT I KNEW I COULD REPAIR THE WINDOW (TEMPORARILY) WITHOUT PUTTING MYSELF OR ANYONE ELSE AT RISK. THIS REPAIR WAS STRONGER THAN ANY SIDE WINDOW INSTALLED IN THE ACFT. CALL IT A BAD JUDGEMENT ON MY PART. I DID NOT ENDANGER ANYONE BY MY ACTIONS AND I REPAIRED THE AIRPLANE THE FOLLOWING WK. SUPPLEMENTAL INFO FROM ACN 809487: I WAS FACED WITH THE DECISION OF SHUTTING DOWN THE BUSINESS FOR THE WKEND AND WAITING TO OBTAIN A FERRY PERMIT OR SECURE THE WINDOW AND FERRY IT TO THE SHOP FOR A REPAIR. I CHOSE TO FERRY THE ACFT TO THE SHOP FOR A REPAIR. MY CALL WAS RETURNED BY THE FSDO. THE INSPECTOR TOLD ME THAT HE 'APPRECIATED' MY ATTEMPT TO OBTAIN A FERRY PERMIT, BUT I SHOULD HAVE CLOSED THE BUSINESS DOWN FOR THE WKEND IN ORDER TO OBTAIN A FERRY PERMIT IN A FEW DAYS. I ATTEMPTED TO UTILIZE THE FAA IN THIS CASE AND WHEN I NEEDED THEM, THEY WERE NOT THERE. THERE NEEDS TO BE A 'DUTY INSPECTOR' AVAILABLE AFTER HRS AND ON WKENDS SO OPERATORS DO NOT HAVE TO SHUT DOWN BUSINESSES. CALLBACK CONVERSATION WITH RPTR ACN 809486 REVEALED THE FOLLOWING INFO: REPORTER STATED THE 2024-T3 ALUMINUM WAS 032 THOUSANDTHS THICK AND STRUCTURALLY STRONGER THAN THE WINDOW THAT WAS BROKEN ON THE BEECH-99 AIRLINER. HIS FLIGHT VISIBILITY WAS NOT AFFECTED.

## **Synopsis**

PILOT OF A BEECHCRAFT 99 AIRLINER USED FOR SKYDIVING OPERATIONS, INSTALLS AN ALUMINUM PLUG REPAIR TO REPLACE A BROKEN CABIN SIDE WINDOW USING HIS MAINTENANCE CERTIFICATES FOR THE SIGNOFF.

**ACN: 790073**

## **Time / Day**

Date : 200806  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 9500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : M-20 J (201)  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Intermediate Altitude

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 40  
Experience.Flight Time.Total : 440  
Experience.Flight Time.Type : 210  
ASRS Report : 790073

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : NMAC  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 0

## **Assessments**

Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

WHILE CONDUCTING A TEST FLT TO CAPTURE PRESSURE ALT/VACUUM PRESSURE DATA TO RECERTIFY MY ACFT'S STANDBY VACUUM SYS, I WAS INVOLVED IN AN NMAC WITH A LARGE HIGH-WING ACFT. I DEPARTED ZZZ1 AT XA00 AM, JUN/XA/08 WITH UNRESTR VISIBILITY. DEPARTED ZZZ1 TO THE SE, CLBING UP TO 10000 FT, OVER-FLYING ZZZ2. I WAS IN CONTACT WITH ZZZ2 CTAF FREQUENTLY MAKING POS CALLS. THE FLT TEST DATA I WAS CAPTURING INCLUDED RPM/MP SETTINGS FOR MINIMUM VACUUM HG FOR PRESSURE ALTS AT: 10000 FT, 8000 FT, 6000 FT, 4000 FT, AND 2000 FT. I COMPLETED RECORDING MY FIRST DATA POINT AT 10000 FT, 12 NM S OF ZZZ2 AND 3 NM W OF ZZZ, PERFORMED A WBOUND TURN TO THE N AND WAS ON A HDG OF 330 DEGS, WHEN I STARTED MY GRADUAL DSCNT FROM 10000 FT DOWN TO 8000 FT TO COLLECT MY NEXT DATA POINT. GLANCING OUT OF THE COPLT SIDE WINDOW, I SAW A LARGE HIGH-WING ACFT IN A HIGH ANGLE-OF-ATTACK, BANKING AWAY FROM MY ACFT. THE ACFT PASSED OUT OF MY VIEW WITHIN A BLINK OF AN EYE. I WAS ABLE TO DISCERN THAT THE ACFT WAS A LARGE HIGH-WING PAX ACFT THE SIZE OF EITHER A CESSNA GRAND CARAVAN OR A DEHAVILLAND TWIN OTTER. THE ACFT'S COLOR WAS RED/ORANGE ON WHITE. THE ACFT CLBED PAST MY PLANE WITHIN 150 FT. ZZZ IS DESIGNATED AS 'EXTREMELY HVY PARACHUTE JUMPING ACTIVITY,' WITH JUMPING ACTIVITY OVER THE E OF THE ARPT. MY GUESS, IS THAT THE ACFT WHICH MISSED ME BY 150 FT, IS/WAS ENGAGED IN SKYDIVING ACTIVITY AT ZZZ. DUE TO THE FACT THAT MY MOONEY IS A LOW-WING ACFT, LIMITS MY ABILITY TO SPOT CLBING ACFT FROM BELOW. DUE TO THE SPDS AT WHICH THE ACFTS PASSED, THERE WAS NO REACTION TIME ON MY PART. IN HINDSIGHT, I SHOULD HAVE BEEN IN RADIO CONTACT WITH CTR, FOR RADAR TFC SVCS. THE SAME HOLDS TRUE FOR THE LARGE HIGH-WING ACFT.

## **Synopsis**

M20 PLT ON A TEST FLT EXPERIENCES A NMAC WITH A HIGH WING ACFT.

**ACN: 787559**

## **Time / Day**

Date : 200805  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport  
Altitude.MSL.Single Value : 7000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : ZZZ.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Total : 3985  
Experience.Flight Time.Type : 400  
ASRS Report : 787559

## **Events**

Anomaly.Non Adherence : Published Procedure  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : FAA

## **Situations**

## **Narrative**

THE WAIVER ISSUED BY THE FAA REQUESTED OUR SKYDIVING COMPANY NOTIFY THE WASHINGTON HUB OF THE DATE, TIME, PLACE, AREAS, ALTS, NATURE OF THE ACTIVITY, AND DURATION OF THE OPERATION AND REQUEST THAT A NOTAM BE ISSUED. I CONTACTED THE PHONE NUMBER AND FILED THE NOTAMS FOR THE PARACHUTE DROPS AT ZZZ AND AT ZZZ1. THE PHONE BILLING SHOWS THAT THE

CALL FROM MY CELL PHONE LASTED 8 MINUTES. AT XA:58 I CALLED AGAIN TO CORRECT THE RADIAL AND DISTANCE INFO. THIS WAS ANOTHER 8 MINUTE CALL. BOTH CALLS WERE OVERHEARD BY THE OWNER OF THE SKYDIVING COMPANY. THE OWNER OF THE SKYDIVING OPERATION WAS CONTACTED BY THE FSDO COMPLAINING THAT THE NOTAMS WERE NOT FILED. THE FAA APPARENTLY FILED A NOTAM THAT WAS GIVEN THE NUMBER XXX-00000. IN THE EVENING WE CHKED FIRST WITH THE 1-800-WXBRIEF SITE THAT COULD NO LONGER FIND ANY RECORDS OF THESE NOTAMS. WE THEN CONTACTED THE NOTAM DESK AGAIN. WHEN THEY COULD NOT LOCATE ANY DETAILS OF THE NOTAMS, I REQUESTED TO TALK TO A SUPVR. FIRST I REPORTED MY PROBLEM TO SUPVR ONE AND LATER SUPVR TWO AT THE SAME NUMBER REQUESTING THEY SAVE THE CONVERSATION TAPES BETWEEN XA:00 AND XD:00. LATER WE THOUGHT THE TIME OF MY CALL WAS AROUND XB:03. IN THE EVENING I CONTACTED SUPVR TWO AGAIN AFTER CHKING MY CELL PHONE BILLING RECORD ONLINE AND CONFIRMED THAT MY FIRST CALL TO THE NOTAM DESK WAS AT XA:36 AND THE LATER CALL WITH THE CORRECTION WAS AT XA:58. DURING THAT FIRST CALL I WAS INFORMED BY A LADY THAT SHE WAS WORKING WITH A TRAINEE. DURING MY SECOND CALL I ONLY TALKED TO A LADY BUT DID NOT ASK FOR HER NAME AND SHE DID NOT VOLUNTEER IT EITHER. THERE WAS NO DAMAGE OR HURT TO ANYBODY AND NO TFC CONFLICTS RESULTED FROM THIS. IT SEEMS THAT THIS WAS A TRAINING EXERCISE BY THE CONTRACTOR CREW THAT FELL THROUGH THE CRACKS AND ANTAGONIZED THE FSDO.

## **Synopsis**

A PARACHUTE OPERATOR REPORTS MAKING THE REQUIRED NOTAM APPLICATION FOR A PARACHUTE DROP WITH THE FSS CONTRACTOR. NOTAM DID NOT GET ISSUED.

**ACN: 761539**

## **Time / Day**

Date : 200711

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 800

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Make Model Name : Skyhawk 172/Cutlass 172

Operating Under FAR Part.Other

Flight Phase.Climbout : Initial

## **Component : 1**

Aircraft Component : Reciprocating Engine Assembly

## **Person : 1**

Function.Flight Crew : Single Pilot

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Total : 480

Experience.Flight Time.Type : 25

ASRS Report : 761539

## **Events**

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Other

Consequence.Other

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Company

## **Narrative**

THE DAY BEGAN AND PROGRESSED NORMALLY. THE FIRST 2 LOADS WERE FLOWN SUCCESSFULLY, AND THEN THE PLANE WAS REFUELED. THIS PARTICULAR

REFUELING IS QUITE VIVID IN MY MIND NOT ONLY BECAUSE THE ENG FAILURE OCCURRED SOON AFTERWARD, BUT ALSO BECAUSE I DISTINCTLY RECALL FILLING BEYOND THE COMPANY'S PRESCRIBED AMOUNT. THE 3RD LOAD FOLLOWED AND WAS SUCCESSFUL AS USUAL. THE 4TH LOAD WAS WHAT WE CALL A 'HOT TURN' MEANING THE ENG STILL RUNS WHILE THE JUMPERS BOARD. IT WAS THE 2ND OF 2 LOADS BEFORE ANOTHER REFUELING. DURING THE TIME THE 3 JUMPERS WERE BOARDING, I TURNED THE FUEL SELECTOR TO THE R WING TANK AS USUAL. WE TAXIED TO THE RWY AND TOOK OFF AND DEPARTED NBOUND. CLBING THROUGH APPROX 700 FT AGL, I NOTICED THE ENG PWR SURGING SLIGHTLY AND SAW THAT THE FUEL FLOW GAUGE WAS WAVERING BTWN 12 AND 14 GPH. AT AROUND 800 FT AGL, I ENTERED A L BANK TO PROCEED WBOUND WHEN THE ENG FAILED. HAVING LITTLE TIME, I CHKED SOME VITAL THINGS INCLUDING THE MIXTURE CTL, FUEL SELECTOR, MAGNETOS AND MASTER SWITCH, BUT VERY IMMEDIATELY CONCENTRATED ON PUTTING IT DOWN ON A ROAD. IT WAS WHAT I BELIEVE TO BE SUCCESSFUL IN THAT THERE WERE NO INJURIES, AND ZERO DAMAGE TO THE ACFT. THE LNDG WAS QUITE NORMAL. MECHS ON THE SCENE CONCLUDED THAT THE FUEL LINE FROM THE R WING TANK SUFFERED MOMENTARY CAVITATION DURING THE BANK WHICH ULTIMATELY CAUSED THE FAILURE. TO SAY THE LEAST, THIS RESULT CONFUSED ME. HAVING PERSONALLY MADE SURE THAT THE FUEL WAS AT AND EVEN BEYOND OUR TYPICAL FUEL AMOUNTS, I DIDN'T UNDERSTAND HOW THE CAVITATION COULD HAVE OCCURRED. AT THE VERY END OF THE DAY, I NOTICED THAT THE NOSE STRUT SEEMED UNUSUALLY INFLATED AND ASKED THE MGR. HE INFORMED ME THAT IT HAD BEEN FILLED DURING ITS 50 HR OIL CHANGE. AT THIS POINT, I BEGAN TO WONDER IF THIS HAD BEEN THE CAUSE OF A SERIOUS FUELING MISCALCULATION ON ACCOUNT OF THE PLANE SITTING MUCH MORE NOSE PITCH UP. MYSELF NOT BEING AN A&P, I AM REALLY AT A LOSS. ULTIMATELY, NOT MUCH LIGHT HAS BEEN SHED INTO THIS SITUATION. IF THE CAUSE WAS INDEED THE INFLATION OF THE NOSE STRUT LEADING TO FUEL Mismeasurements AND THE ULTIMATE FUEL LINE CAVITATION, I SHOULD THINK THE LESSON WOULD OBVIOUSLY BE TO MAKE THE PLTS AWARE OF ANY AND ALL MAINT PERFORMED ON THE ACFT, ESPECIALLY IF THE MAINT ALTERS THE ACCURACY OF FUEL MEASUREMENTS. HOWEVER, SINCE THE NOSE STRUT HAS NOT BEEN RULED THE OFFICIAL CAUSE, THIS OPINION IS NOT WORTH MUCH.

## **Synopsis**

C206 PILOT REPORTS ENGINE FAILURE AT 800 FEET AGL ON DEPARTURE AND SUCCESSFUL LANDING ON A ROAD.

**ACN: 749180**

## **Time / Day**

Date : 200708  
Local Time Of Day : 1201 To 1800

## **Place**

State Reference : IA  
Altitude.MSL.Single Value : 10500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : DSM.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Cessna Stationair/Turbo Stationair 6  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Vacating Altitude

## **Aircraft : 2**

Controlling Facilities.TRACON : DSM.TRACON  
Make Model Name : Cessna Citation Undifferentiated or Other Model

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Total : 340  
Experience.Flight Time.Type : 320  
ASRS Report : 749180

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.Controller : Issued Alert  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## **Narrative**

I HAD BEEN FLYING SKYDIVERS OVER THE WINTERSET ARPT. I HAD BEEN FLYING ALL DAY LONG AND MADE SEVERAL JUMP RUNS. WHEN I WOULD TKOF EACH TIME I WOULD CONTACT DES MOINES APCH AND TELL THEM I WAS JUST OFF WINTERSET CLBING TO 10500 FT WITH JUMPERS. I HAD DONE THIS SEVERAL TIMES THAT DAY. I WOULD CLB UP TO ALT STAYING WITHIN 5 NM OF THE ARPT. I WOULD BE IN CONTACT WITH DES MOINES APCH THE WHOLE WAY TO ALT AND ON THE WAY BACK DOWN. I ALSO STAY ON AND MONITOR THE LCL FREQ FOR OTHER LCL TFC. I WOULD ANNOUNCE MY INTENTIONS ON THE LCL FREQ. THE SITUATION STARTED WHEN I TOOK OFF. DES MOINES APCH CTLR WAS VERY BUSY. I WAS ABLE TO CONTACT DES MOINES APCH SHORTLY AFTER TKOF JUST LIKE I HAD BEEN SEVERAL TIMES BEFORE THAT. THE CTLR SAID TO RPT 1 MIN TO JUMPERS AWAY, I SAID ROGER RPT 1 MIN TO JUMPERS AWAY. THE AIRPLANE IS EQUIPPED WITH A MODE C XPONDER AND I HAD THE SAME CODE ALL DAY. AT THIS POINT NOTHING IS OUT OF THE ORDINARY. DES MOINES APCH CONTINUED TO BE EXTREMELY BUSY. THERE WAS CONTINUOUS RADIO XMISSIONS FROM THE CTLR AND CALLING ACFT AND IT WAS DIFFICULT FOR ANYONE TO GET ON THE RADIO TO CALL DES MOINES APCH. IT CONTINUED TO BE VERY BUSY. I GOT TO ALT 10500 FT WITHIN 2 NM OF THE WINTERSET ARPT. I WAS ABLE TO GET IN TO DES MOINES APCH AND I RPTED 'I AM TURNING JUMP RUN, 1 MIN TO JUMP.' THE CTLR SAID 'ROGER ACFT X' SO I CONTINUED. DES MOINES APCH IS STILL VERY BUSY AT THIS POINT. ABOUT A MIN LATER THE JUMPERS LEFT THE PLANE, I WAS ABLE TO GET IN ON DES MOINES APCH AND ANNOUNCED JUMPERS AWAY OVER WINTERSET. I DID NOT HEAR A RESPONSE FROM THE CTLR. AT THIS POINT I AM WITHIN 3 NM FROM THE ARPT. I CALL BACK AND RPT JUMPERS AWAY AND STARTING TO DSND. I THOUGHT THE CTLR SAID ROGER, SO I CONTINUED TO DSND. THE RADIOS ARE STILL VERY BUSY AT THIS POINT. I AM ABOUT 10000 FT AND THE CTLR COMES BACK AND I THOUGHT HE SAID STAY AT OR BELOW 11000 FT. I SAID ROGER THAT I AM AT 10000 FT. THE CTLR COME BACK 'NO! TFC A CITATION 12 O'CLOCK 1 MI 10000 FT. I WANTED YOU ABOVE 11000. ACFT X SQUAWK VFR FREQ CHANGE APPROVED, DON'T CALL ME BACK THE REST OF THE DAY.' THE RADIOS ARE STILL VERY BUSY AND I REPLIED ROGER GOING VFR. I AM STILL ABOUT 4 NM N OF THE ARPT STARTING TO TURN BACK INBOUND AND CONTINUE TO DSND AND LAND. I NEVER SAW THE OTHER TFC. I DID NOT MAKE EVASIVE ACTION. I WAS COMMUNICATING WITH DES MOINES APCH LIKE I ALWAYS DO. I WAS WITHIN 5 NM OF THE ARPT LIKE USUAL. DES MOINES APCH WAS VERY BUSY AT THE TIME AND I THINK IT WAS JUST A MISCOM BTWN THE CTLR AND ME. I AM ASSUMING THAT THE CITATION WAS ON AN IFR FLT PLAN AND WAS TALKING TO DES MOINES. I DON'T KNOW WHY THE CTLR WOULD HAVE ROUTED HIM THAT CLOSE TO WINTERSET WITH JUMPERS IN THE AIR. I DON'T KNOW IF THE CITATION HAD TCAS OR IF HE SAW ME OR IF HE MADE EVASIVE ACTION. THE CTLR CALLED THE ARPT MGR LOOKING FOR ME. I CALLED HIM BACK ON HIS PERSONAL CELL PHONE. HE APOLOGIZED AND SAID HE WAS UNPROFESSIONAL AND WE DISCUSSED THE SITUATION AND CONCLUDED IT WAS A MISCOM. HE SAID HE WAS VERY BUSY. HE ALSO SAID THE SITUATION SET OFF AN ALARM.

## **Synopsis**

CONFLICT DEVELOPS BETWEEN SKY DIVER JUMP PLANE AND IFR CITATION WHEN AN UNEXPECTED DESCENT IS INITIATED BY JUMP ACFT.

**ACN: 743280**

## **Time / Day**

Date : 200706  
Day : Sat  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : EAU.Airport  
State Reference : WI  
Altitude.MSL.Single Value : 7000

## **Environment**

Flight Conditions : VMC  
Light : Dusk

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZMP.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : SF 340B  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Intermediate Altitude

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZMP.ARTCC  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Descent.Other

## **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer  
Qualification.Pilot : Commercial  
ASRS Report : 743280

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 5000

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## **Narrative**

THE EVENT OCCURRED BECAUSE ATC TOLD US TO TURN N INTO THE DSNDING TFC INSTEAD OF S. THE JUMP ZONE IS N OF THE COURSE FROM EAU TO ZZZ AND I HAVE NEVER HAD A PROB WITH THE ZONE BEFORE. A CONTRIBUTING FACTOR IS THE EXCESSIVE DSCNT THAT THE JUMP PLANE WAS MAKING IN ORDER TO BEAT THE JUMPERS TO THE GND. FLT X DEPARTED RWY 22 AT EAU AND MADE A L TURN OUT ON COURSE TO ZZZ CLBING OUT OF 5000 FT MSP CTR (125.3) TOLD US TO EXPEDITE OUR CLB THROUGH 7000 FT FOR A JUMP PLANE THAT WAS DSNDING N OF US. THEN ATC TOLD US TO TURN 20 DEGS L FOR TFC. WE COMPLIED WITH ATC AND SOON WE COULD SEE THE ACFT ON TCAS DSNDING RAPIDLY. WE GOT TCAS TA AND NOW TURNED 20 DEGS MORE L (N) TO AVOID THE TFC. WE ADVISED ATC THAT WE WERE DEVIATING AND CTLR STATED THAT OUR RADAR TARGETS WERE GOING TO MERGE. WE WERE STILL CLBING TO 9000 FT, OUR ASSIGNED ALT, WHEN WE GOT A TCAS RA (MONITOR VERT RATE). WE THEN SAW THE JUMP PLANE IN A STEEP TURNING DIVE OBLIVIOUS TO ANY TFC. WE TURNED FURTHER N TO AVOID HIM AND THEN WE GOT ANOTHER TCAS RA TO CLB BECAUSE HE DSNDDED THROUGH OUR ALT. I COMPLIED WITH THE RA AGAIN AND WE ADVISED ATC THAT WE HAD MULTIPLE TCAS RA'S. AFTER WE GOT THE CLR OF CONFLICT FROM THE TCAS WE CONTINUED ON COURSE TO ZZZ AND LANDED UNEVENTFULLY. WE COMPLIED WITH THE TCAS RA'S. I THINK THE ATC CTLR SHOULD HAVE TURNED US S INSTEAD OF N. THIS WOULD HAVE AVOIDED THE TFC CONFLICT. ALSO THE JUMP ACFT NEEDS TO CLR THE AREA AND ASK ATC IF ANY TFC IS IN THE AREA BEFORE STARTING SUCH STEEP DSCNTS. THE ACFT WAS IN CONTACT WITH ATC AND TOLD HER THE JUMPERS WERE AWAY, YET HE MADE NO EFFORT TO ARREST HIS DSCNT OR MAKE ANY TURNS TO AVOID US.

## **Synopsis**

SF34 HAS CLOSE ENCOUNTER WITH A SKYDIVING JUMP PLANE ON DEP FROM EAU.

**ACN: 742028**

### **Time / Day**

Date : 200706  
Day : Thu  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : 17N.Airport  
State Reference : NJ  
Altitude.MSL.Bound Lower : 12000  
Altitude.MSL.Bound Upper : 13500

### **Environment**

Flight Conditions : VMC  
Light : Dusk

### **Aircraft : 1**

Controlling Facilities.Tower : PHL.Tower  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet 200 ER&LR  
Operating Under FAR Part : Part 121  
Flight Phase.Climbout : Initial

### **Aircraft : 2**

Controlling Facilities.TRACON : PHL.TRACON  
Operator.Common Carrier : Charter  
Make Model Name : De Havilland Canada Undifferentiated or Other Model  
Operating Under FAR Part.Other  
Flight Phase.Descent : Approach

### **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Approach  
Function.Controller : Departure  
Function.Controller : Handoff Position  
Qualification.Controller : Radar  
Experience.Controller.Radar : 1  
Experience.Controller.Time Certified In Position1 : 0.4  
Experience.Flight Time.Total : 180  
ASRS Report : 742028

### **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach  
Experience.Controller.Radar : 2.5  
ASRS Report : 742027

### **Person : 3**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 4**

Affiliation.Company : Charter  
Function.Flight Crew : Captain

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.ControllerB : 2  
Resolatory Action.None Taken : Anomaly Accepted

## **Assessments**

Problem Areas : Airspace Structure  
Problem Areas : FAA

## **Situations**

ATC Facility.Procedure Or Policy : PHL.TRACON

## **Narrative**

I WAS WORKING S DEP COMBINED WITH S HIGH AND DQO. THE HOLEY HOLDING PATTERN WAS HOT. I CLBED X TO 12000 FT AND GAVE VECTORS TO THE S TO AVOID THE HOLEY HOLDING PATTERN. ONCE CLR, I GAVE X DIRECT DITCH INTXN. ABOUT 15 MI NW OF DITCH, IN THE VICINITY OF CROSS KEYS ARPT, X HAD TO TAKE EVASIVE ACTION TO AVOID A VFR ACFT. THE VFR ACFT WAS FROM COMPANY Y, A PARACHUTE JUMPING OP BASED AT ZZZ. THIS ARPT IS JUST OUTSIDE OF THE PHL B AIRSPACE. JUMPERS NORMALLY JUMP FROM 13500 FT AND PHL DEPS GO OUT OVER DITCH AT 12000 FT. WHILE COMPANY DOES DO A GOOD JOB OF REMAINING CLR OF THE B AIRSPACE, THEIR JUMP ZONE IS RIGHT IN LINE WITH ALL PHL DEPS GOING OUT OVER DITCH. THIS MAKES FOR AN UNSAFE SITUATION. S DEP IS NOT THE ONLY SECTOR AFFECTED BY THE PARACHUTE JUMPERS. ANYONE WORKING THE S ARR OR OOD SECTOR WILL ALSO HAVE TO VECTOR AROUND PARACHUTE JUMPING.

## **Synopsis**

PHL CTLR EXPRESSED CONCERN REGARDING PARACHUTE JUMPING OPS THAT POTENTIALLY CONFLICTS WITH PHL IFR DEP ACFT.

**ACN: 716906**

### **Time / Day**

Date : 200611  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : N68.Airport  
State Reference : PA  
Altitude.MSL.Single Value : 6500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : MDT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

### **Aircraft : 2**

Controlling Facilities.TRACON : MDT.TRACON  
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng  
Operating Under FAR Part.Other  
Flight Phase.Descent : Intermediate Altitude

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 15.1  
Experience.Flight Time.Total : 187.5  
Experience.Flight Time.Type : 186.5  
ASRS Report : 716906

### **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

### **Person : 4**

Function.Flight Crew : Single Pilot  
Function.Oversight : PIC

## Events

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Resolatory Action.None Taken : Insufficient Time

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## Narrative

APCHED N68 AT 6500 FT MSL FROM NE, ENRTE FROM NS TO THS VOR, HENCE TO CBE. USED THIS RTE TO STAY WELL CLR OF CAMP DAVID AIRSPACE. WAS A LITTLE N OF COURSE AND ANGLING SOUTHWARD TO GET BACK ON. HEARD AN ACFT ANNOUNCE SOMETHING ALONG THE LINES OF 'JUMPERS AWAY, 10000 FT, OVER CHAMBERSBURG.' WAS USING VFR FLT FOLLOWING AND UNDER ADVISORY SVC AT HARRISBURG APCH. SOON AFTER JUMPER PLANE ANNOUNCEMENT, HARRISBURG APCH ASKED FOR MY HDG, WHICH WAS ABOUT 265 DEG HDG. HE ASKED ME TO TURN TO 290 DEGS TO PASS N OF N68 TO KEEP ARPT CLR FOR JUMPERS. I COMPLIED. SAW N68 ON MY 9 O'CLOCK POS, AT ABOUT 4 MI (OUR CLOSEST APCH TO N68) AS WE PASSED BY. SOON AFTERWARDS MY SON, RIDING IN THE R FRONT SEAT, EXCLAIMED SOMETHING LIKE 'LOOK AT THAT.' I LOOKED OVER HIS WAY AND SAW A PISTON TWIN BANKING AWAY FROM US, SAME ALT AND INITIALLY CLOSE TO SAME HDG, ABOUT 500 OR SO FT (MAYBE LESS) AWAY AT OUR 3 O'CLOCK POS. THE TWIN APPEARED TO HAVE AN OPEN L FUSELAGE DOOR AND WAS PRESUMABLY THE JUMPER PLANE. ABOUT THAT TIME HARRISBURG APCH CALLED AND ASKED IF WE HAD 2 XPONDERS ON BOARD. I ANSWERED NEGATIVE AND ADVISED THE CTLR THAT A TWIN JUST BANKED AWAY FROM US OFF OUR R WING. MY SON TOOK A PICTURE OF THE TWIN AFTER IT WAS ABOUT 1 MI FROM US, ON A NEARLY REVERSE HDG, AND A LITTLE LOWER THAN US. I SAW OR HEARD NOTHING MORE OF THE TWIN AFTER SEEING IT BANK AWAY FROM US. I DID NOT TAKE EVASIVE ACTION SINCE THE TWIN WAS ALREADY RAPIDLY SEPARATING FROM US. I HEARD NOTHING MORE FROM THE CTLR ABOUT THIS INCIDENT, AND THAT WAS THE END OF IT. WHAT CAUSED INCIDENT: TWIN PLT EITHER ACCIDENTALLY OR INTENTIONALLY PASSED CLOSE BY US. DO NOT KNOW WHY HARRISBURG APCH DID NOT SEE SITUATION DEVELOPING, ALTHOUGH I DO NOT BLAME THEM. I HAD NO WAY OF SEEING THE TWIN AS IT OVERTOOK US FROM R SIDE AND IT DID NOT ANNOUNCE ITS LOCATION AFTER JUMPERS LEFT THE ACFT. PREVENTIVE MEASURES: ALSO MONITOR N68 CTAF ON 122.8 WHEN IN AREA. ALSO, GIVE N68 A WIDE BERTH IF PARACHUTING ACTIVITY SUSPECTED. NOTE: I CONTACTED FLT SVC AT ABOUT XA30 BEFORE DEPARTING ON TRIP, AND AGAIN JUST BEFORE DEPARTING LNS ON HOMEWARD LEG. NEITHER BRIEFING MENTIONED ANYTHING ABOUT PARACHUTING ACTIVITY AT N68. ALSO, WHY COULD NOT THE JUMP PLANE PLT CONTACT HARRISBURG APCH PRIOR TO JUMPERS LEAVING THE PLANE? HE COULD

ASK THE CTLR IF HE WAS PAINTING ANY ACFT IN THE AREA. I KNOW RADAR WILL NOT SHOW EVERYTHING, BUT THE CTLR WAS CERTAINLY AWARE OF OUR PRESENCE IN THE AREA.

### **Synopsis**

A C172 PLT RECEIVING TA'S NEAR N68 SPOTTED A PARACHUTE JUMPER ACFT BANKING AND DSNDING NEARBY AFTER ATC HAD GIVEN JUMP ADVISORY.

**ACN: 712510**

## **Time / Day**

Date : 200609  
Day : Sat  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : MRY.Airport  
State Reference : CA  
Altitude.AGL.Single Value : 5

## **Environment**

Flight Conditions : Mixed  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : MRY.Tower  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.Tower : MRY.Tower  
Make Model Name : King Air C90 E90  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Total : 4500  
Experience.Flight Time.Type : 2500  
ASRS Report : 712510

## **Person : 2**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## **Narrative**

ON A PHOTO SHOOT, LEAVING CARMEL VALLEY HEADING N TO LAGUNA. SQUAWKING WITH NORCAL. HDOF TO MRY TWR TO CROSS RWY 28L/R FINAL ENRTE TO LAGUNA SECA RACEWAY. THERE WERE A FEW SCATTERED CLOUDS OVER LAGUNA, I WAS TRYING TO POS MYSELF FOR THE PHOTOS THE CLIENT WANTED, MAINTAINING PROPER DISTANCE FROM EVENT AT LAGUNA WHILE MAINTAINING CLOUD CLRNCs. WHILE MANEUVERING INTO POS I SAW 2 JUMP CANOPIES TO MY L. (I WAS HEADING E AT THIS TIME) -- THOUGHT THERE COULD BE 100 MORE! -- LOOKED S AND SAW THE KING AIR JUMP PLANE DROPPING IN ALT. TOLD MRY TWR I WANTED TO CHANGE TO NORCAL. TOLD NORCAL I WANTED TO TERMINATE SVCS. WOVE MY WAY AWAY FROM JUMP SITE AND BELOW CLASS C SHELF AND GOT OUT OF THERE BY VISUAL REFS. MY PROB: TWR NOR NORCAL TALKED ABOUT JUMPERS IN THE AIR OR VICINITY. WHY? I WAS ON RADAR. JUMP PLANE HAD TO BE ON RADAR. WHY DIDN'T WE KNOW ABOUT EACH OTHER?

## **Synopsis**

C172 PLT ENCOUNTERS SKYDIVERS WHILE ON A PHOTO FLT.

**ACN: 710351**

## **Time / Day**

Date : 200609  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : BDL.VORTAC  
State Reference : CT  
Altitude.MSL.Single Value : 5500

## **Aircraft : 1**

Controlling Facilities.TRACON : BDL.TRACON  
Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.TRACON : BDL.TRACON  
Make Model Name : Caravan 1 208A  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 8  
Experience.Flight Time.Total : 405  
Experience.Flight Time.Type : 400  
ASRS Report : 710351

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Miss Distance.Horizontal : 600  
Miss Distance.Vertical : 600

## Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## Narrative

I FILED A VFR FLT PLAN FROM ZZZ TO PVD. ETE 3 HRS 40 MINS. I DEPARTED ZZZ AROUND XA30. I OPENED MY FLT PLAN WITH FSS. FOR MOST OF THE TRIP I WAS MAINTAINING 5500 FT. I CLBED TO 7500 FT, BUT DECIDED THE WINDS WERE BETTER LOWER, SO I RETURNED TO 5500 FT MSL. I FOLLOWED THE SAME HDG FOR 2.5 HRS AND WAS IN CONSTANT COMS WITH ATC (FROM STATION-TO-STATION) UNTIL MOMENTS BEFORE THIS INCIDENT TOOK PLACE. I CLRLY RECALL TALKING WITH ALBANY AND THEY HANDED ME OFF TO BRADLEY. I MAY OR MAY NOT HAVE CONTACTED BRADLEY ATC. I REMEMBER LOOKING AT MY GPS AND SEEING THAT I WAS 76 NM FROM PVD, I TUNED-IN PVD APCH, TWR AND ATIS TO DETERMINE I SHOULD EXPECT AS AN APCH TO HELP PVD WITH LNDG SEQUENCING. IT WAS AT THIS TIME I SAW SOMETHING UNUSUAL IN THE SKIES AHEAD OF ME. IT WAS ABOUT 10-15 DEGS TO THE L OF MY HDG (OF APPROX 115 DEGS), ABOUT 1/2 MI AHEAD AND SLIGHTLY LOWER THAN MY ALT. I QUICKLY REALIZED IT WAS A PARACHUTE JUMPER. HE HAD AN OPEN CANOPY AND WAS NOW DOING A TWIST/TURN MANEUVER TO FURTHER INCREASE THE DISTANCE AND PATH ANGLE BTWN HIMSELF AND ME. RECOGNIZING I HAD WANDERED INTO AN ACTIVE DROP ZONE AND FEARING OTHER JUMPERS MAY BE ABOVE ME IN BLIND SPOTS, SEEING THE CLR PATH AHEAD OF ME AND A GENEROUS HIGH AND WIDE 'TUNNEL OF AIRSPACE' IN FRONT OF ME, I DECIDED TO MAKE A SLIGHT (1 OR 2 DEG) VEER TO MY R (AWAY FROM THE JUMPER) AND CONTINUE A FORWARD, STRAIGHT AND LEVEL EXIT OUT OF THE JUMP ZONE WHILE SITTING FAR FORWARD IN MY SEAT TO GET THE BEST POSSIBLE, UNOBSTRUCTED VIEW OF THE CLR AREA AHEAD OF ME. I FELT IF I HAD MADE SUDDEN, DRAMATIC, EVASIVE MANEUVERS IN THE JUMP ZONE TO AVOID THE ONE JUMPER WHO I COULD CLRLY SEE, I WOULD HAVE GREATLY INCREASED THE RISK TO OTHER JUMPERS HAD THEY BEEN IN THE SAME AIRSPACE. I FELT A STEADY, STRAIGHT AND LEVEL EXIT FROM THE JUMP ZONE WAS THE BEST AND SAFEST SITUATION. AT THIS TIME THE CESSNA CARAVAN 208B (JUMP PLANE) WAS APPROX 1000-2000 FT ABOVE ME AND PERFORMING A VERY STEEP TURN. FROM MY POINT OF VIEW HE WAS FLYING FROM R TO L. MOMENTS LATER, WHILE I WAS MAKING MY EXIT OUT OF THE JUMP ZONE THIS CESSNA HAD CIRCLED ME AND WAS NOW 100 FT OFF MY R WINGTIP. I'M SURE HE WAS FUMING MAD AND WAS PROBABLY TRYING TO DEMONSTRATE HIS FRUSTRATION WITH ME. I DIDN'T SEE THE PLT AS I WAS STUNNED TO SEE SUCH A LARGE ACFT SUDDENLY APPEAR ALONGSIDE OF ME, AND I WAS STILL SO THROWN (AND PUMPED WITH ADRENALINE) RECOUNTING THE DANGEROUS SITUATION THAT I'D PLACED MYSELF AND THE JUMPER(S) INTO. I REALIZED AT THIS POINT MY RADIO WAS TUNED TO ALBANY, NOT BRADLEY ATC. I CHANGED FREQS AND TALKED WITH BRADLEY ATC. THEY IMMEDIATELY SAID, 'ACFT X, WE'VE BEEN TRYING TO REACH YOU FOR 15 MI.' I REPLIED 'I LOST COMS.' THEY ASKED IF I SAW THE JUMPER. I REPLIED 'AFFIRMATIVE, I SAW THE JUMPER.' SHORTLY AFTER THIS THEY PASSED ME OVER TO ZBW. FROM THIS POINT, IT BECAME A PRETTY ROUTINE LNDG AT PVD, BUT I WAS THOROUGHLY DISTR BY THE JUMP ZONE INCIDENT AND THE CESSNA 208B ALONGSIDE OF ME. AFTER PARKING AT FBO, I CALLED FSS TO REVIEW MY FLT PATH AND TO SEE IF THERE WERE ANY TFR'S ALONG MY COURSE. THE ANSWER WAS NO. I THEN DROVE TO FBO #2 AND SPOKE WITH A CFI. I EXPLAINED WHAT HAD JUST HAPPENED. HE EXPLAINED LOST COMS AND LOST SITUATIONAL

AWARENESS WAS MY FAULT AS PIC. HE ADVISED I SHOULD SPEND MORE TIME REVIEWING MY FLT PLANS AND BEING AWARE OF MY INTENDED AND ACTUAL FLT PATH -- WHICH I WILL. HOWEVER, BRADLEY ATC, KNOWING THEY COULDN'T VERBALLY CONTACT ME FOR 15 MI AND COULD SEE I WAS ON A STRAIGHT AND STEADY HDG (AT APPROX 120 KTS) AT APPROX 115 DEGS AT 5500 FT FOR QUITE A WHILE -- LEADING RIGHT INTO THE ACTIVE JUMP ZONE, DIDN'T NOTIFY THE CESSNA 208B JUMP PLANE. IN THIS SHARED 'SEE AND AVOID' AIRSPACE THE JUMP PLANE ALLOWED JUMPERS TO LEAP FROM HIS PLANE. WHY DIDN'T BRADLEY ATC ASK THE JUMP PLANE TO WAIT A MIN OR TWO UNTIL I WAS THROUGH THE AREA? WHY DIDN'T THE JUMP PLANE SEE ME? I EVEN CALLED A C206 JUMP PLANE PLT TO DISCUSS THIS EVENT. HE AGREED THE AREA OF THE INCIDENT IS A SHARED AIRSPACE. EVEN A BARE BONES PIPER J-3 CUB (WITH NO RADIOS AND NO XPONDER) IS PERMITTED TO PASS DIRECTLY THROUGH THE JUMP ZONE. IT'S NOT ADVISABLE BUT IT'S STILL FAA LEGAL. NO ONE WAS INJURED. HOWEVER, THIS WAS FAR TOO CLOSE FOR ME. I WILL SPEND MORE TIME REVIEWING MY FLT PATH AND ENSURING I'M TUNED INTO TO CORRECT FREQS. I AM A SAFE PLT. I AM BETTER THAN WHAT I EXHIBITED ON SUNDAY AFTERNOON. I'VE BEEN FLYING FOR 4.5 YRS AND I FEEL I'M A MORE 'AWARE' AND CAPABLE PLT THAN OTHER PLTS I KNOW. I FEEL THIS INCIDENT HAPPENED AND WILL KEEP THIS EXPERIENCE IN THE FOREFRONT OF MY MIND WHILE FLYING IN THE FUTURE.

## **Synopsis**

PA28 PLT HAS CLOSE ENCOUNTER WITH SKYDIVER OVER 7B9 ARPT AT 5500 FT.

**ACN: 704108**

## **Time / Day**

Date : 200607  
Day : Fri  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : TPA.Airport  
State Reference : FL  
Altitude.MSL.Single Value : 10000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.Other : Military  
Make Model Name : Hercules (C-130)  
Operating Under FAR Part : Part 91  
Flight Phase.Climbout : Intermediate Altitude  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Local  
Qualification.Controller : Military  
Qualification.Controller : Non Radar  
Qualification.Controller : Radar  
Experience.Controller.Military : 7  
Experience.Controller.Non Radar : 3  
Experience.Controller.Radar : 11  
ASRS Report : 704108

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Events**

Anomaly.Inflight Encounter : Skydivers  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.ControllerA : 1  
Resolutive Action.None Taken : Anomaly Accepted

## **Assessments**

Problem Areas : Airspace Structure

Problem Areas : FAA

## **Narrative**

A C130, DEPARTED MACDILL AFB (MCF) AT APPROX XA30 LCL ON AN IFR FLT PLAN TO PERFORM PARA-DROP ACTIVITY OVER MCF FROM 10000 FT. MCF IS DUE S OF TPA. THE PARA-DROP ACTIVITY WAS IN DIRECT CONFLICT WITH DEPS OFF OF TPA (TPA WAS ON A S OP). THIS ACTIVITY WAS NOT COORD WITH TPA CTLR PERSONNEL UNTIL AFTER THE FACT (IE, AFTER ACFT X DEPARTED MCF). THIS PLACED AN INCREASED WORKLOAD ON THE LCL CTL POS, AS WE IN THE TWR WERE DIRECTED TO TAKE DEPARTING ACFT OFF OF THE TPA 3 SID AND HAVE THEM EITHER FLY A 120 DEG OR 220 DEG HDG TO AVOID THE PARA-DROPS. THE LCL CTLR POS THEN HAD TO REDIRECT THE ELECTRONIC FLT STRIPS TO THE APPROPRIATE DEP SECTOR, IN ADDITION TO MODIFYING THE STARS TRACK INFO TO THE CORRECT SCOPE. THIS INCREASED 'HEADS DOWN' TIME ON A CRITICAL POS WHERE SCANNING THE RWY AND ARPT ENVIRONMENT IS A MUST. THIS ACTIVITY OCCURS ON A REGULAR BASIS AND IS A SAFETY OF FLT HAZARD. IT IS ONLY A MATTER OF TIME UNTIL AN INCIDENT/ACCIDENT OCCURS. THIS COULD ALL BE EASILY AVOIDED IF THE USAF AT MCF WOULD SIMPLY PERFORM PARA-DROP ACTIVITIES AT THE RESTR AREA E OF TPA, INSTEAD OF THE ARR/DEP CORRIDOR OF A BUSY ARPT. TO DO OTHERWISE IS LUDICROUS.

## **Synopsis**

TPA TWR CTLR EXPRESSED CONCERN REGARDING MIL PARACHUTE ACTIVITY AT MCF WITHOUT TIMELY COORD, REQUIRING ADDITIONAL CTLR WORKLOAD.

**ACN: 703144**

### **Time / Day**

Date : 200607  
Day : Sun  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.ATC Facility : D21.TRACON  
State Reference : MI  
Altitude.MSL.Single Value : 6000

### **Environment**

Flight Conditions : IMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : D21.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Citation V  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Arrival.STAR : PICES

### **Aircraft : 2**

Controlling Facilities.TRACON : D21.TRACON  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other

### **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 50  
Experience.Flight Time.Total : 7500  
Experience.Flight Time.Type : 2500  
ASRS Report : 703144

### **Person : 2**

Affiliation.Company : Corporate  
Function.Flight Crew : First Officer

### **Person : 3**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Inflight Encounter : VFR In IMC  
Anomaly.Non Adherence : Clearance  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 100

## **Assessments**

Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

## **Narrative**

WHILE APCHING PTK ON THE NEW PICES 1 STAR, AT 6000 FT MSL IN IMC, A TCAS ALERT SOUNDED. VISIBILITY WAS NEAR ZERO. SUDDENLY THE PF MADE A SEVERE CLBING TURN TO AVOID A PARACHUTE JUMPING PLANE WHICH HE SAW VERY BRIEFLY JUST UNDER HIS SIDE OF THE ACFT. A PARACHUTIST WAS ON THE WING STRUT PREPARING TO JUMP. WHEN I TOLD DETROIT APCH OF OUR NEAR ENCOUNTER, HE STATED THAT THE PARACHUTE PLANE PLT STATED THAT HE WOULD STAY BELOW 5000 FT MSL. WE HAD BEEN HANDED OFF FROM SELFRIDGE APCH CTL TO DETROIT APCH CTL JUST BEFORE THE INCIDENT. THE INCIDENT WAS CAUSED BY THE PARACHUTE PLANE'S PLT NOT MAINTAINING VFR CONDITIONS AND ASSIGNED ALT. ALSO, DETROIT ATC STATED THEIR RADAR IS POOR IN THAT AREA, SO THEY DID NOT KNOW THE OTHER PLANE WAS CLBING INTO US. THIS NEW STAR GETS JET ACFT LOW VERY EARLY SO THEY MUST FLY IN CONGESTED AIRSPACE TOO LONG. THE ARR SHOULD BE MODIFIED TO KEEP US HIGHER IN THE POOR RADAR COVERAGE AREA.

## **Synopsis**

A CE560 FLT CREW ON APCH TO DTW HAD AN NMAC WITH AN ACFT CARRYING PARACHUTISTS THAT WAS NOT COMPLYING WITH ATC CLRNC.

**ACN: 702151**

### **Time / Day**

Date : 200607  
Day : Sun  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : 8N2.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 12500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.Common Carrier : Charter  
Make Model Name : Light Transport, High Wing, 2 Turboprop Eng  
Operating Under FAR Part : Part 135  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level

### **Aircraft : 2**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival : On Vectors

### **Person : 1**

Affiliation.Company : Charter  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Total : 1830  
Experience.Flight Time.Type : 200  
ASRS Report : 702151

### **Person : 2**

Affiliation.Company : Charter  
Function.Flight Crew : First Officer  
Qualification.Pilot : CFI

Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Total : 550  
Experience.Flight Time.Type : 20  
ASRS Report : 702072

### **Person : 3**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Radar

### **Events**

Anomaly.Conflict : Airborne Critical  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 10000  
Miss Distance.Vertical : 1500

### **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Flight Crew Human Performance

### **Narrative**

WE DEPARTED 8N2, SKYDIVE CHICAGO, FOR NORMAL SKYDIVE OPS. WE CONTACTED ZAU BTWN 4000-5000 FT IN ALT, NOTIFYING THEM THAT WE WERE CLBING TO 14500 FT FOR PARACHUTE OPS OVER SKYDIVE CHICAGO. WE WERE SW OF THE ARPT AT THAT TIME. THE SKY CONDITIONS WERE SCATTERED LAYERS AT 8000 FT AND 10000 FT. WE TURNED E ON OUR DOWNWIND LEG, AND CTR CALLED TO SAY THAT THEY HAD AIRPLANES STACKING UP IN HOLDS FOR ORD ARPT ABOVE 11000 FT. I ASKED THEM WHAT THIS MEANT TO US, AND THE CTLR REPLIED THAT HE WOULD WORK US IN AND THAT WE WOULD BE ABLE TO CLB TO 14500 FT. WE CONTINUED OUR DOWNWIND LEG AND CLB. WHEN WE WERE SE OF THE ARPT, THE CTLR CALLED TO TELL US TO LIMIT OUR CLB TO 12500 FT FOR PASSING TFC AT 13000 FT AND TO SAY THAT WE COULD TURN N TOWARDS THE ARPT AT OUR DISCRETION. I CALLED BACK TO ACKNOWLEDGE THE ALT RESTR AND TO SAY THAT WE WOULD CONTINUE ON OUR CURRENT HDG FOR THE TIME BEING -- THERE WAS A LARGE CLOUD AT OUR 11 O'CLOCK POS AND I THOUGHT THAT WE WOULD FLY COUNTERCLOCKWISE AROUND THE CLOUD AND PICK UP OUR INBOUND COURSE TO THE ARPT ON THE OTHER SIDE OF IT. BUT AFTER TAKING A CLOSER LOOK AT THE CLOUD, I DETERMINED THAT IT MIGHT EXTEND TOO FAR TO THE E AND TAKE TOO MUCH TIME FOR THAT ROUTING. SO, I CALLED CTR AND INFORMED THEM THAT I WAS TURNING TO A NNW HDG TO AVOID A CLOUD AND AGAIN ACKNOWLEDGED THE 12500 FT ALT RESTR. AS I FLEW A HDG OF APPROX 340-350 DEGS AROUND THE CLOUD, WE WATCHED THE AIRLINER PASS FROM OUR R TO L AT WHAT APPEARED TO BE 13000 FT. I CALLED CTR, INFORMING THEM THAT WE WATCHED THE TFC PASS AND ASKED IF WE COULD

CONTINUE OUR CLB. THEY DID NOT RESPOND. I REPEATED THE REQUEST TO CONTINUE THE CLB 2 ADDITIONAL TIMES. WE HAD LEVELED OFF AT 12500 FT MSL. WHEN CTR DID RESPOND, THEY SAID THAT THEY WERE 'BUILDING THE STACK' AND THAT WE WERE LIMITED TO 12500 FT FOR OUR CLB. I ACKNOWLEDGED THIS RESTR AND TURNED BACK TOWARDS THE ARPT. I BELIEVED THAT I TOLD THEM I WAS TURNING BACK TO THE ARPT AS WELL. WITH THE TFC BACKING UP INTO ORD, THE CTLRS WERE BUSY ON THE FREQ DIRECTING A NUMBER OF ACFT. THE FREQ WAS VERY BUSY. WE NORMALLY CALL THEM WHEN WE ARE 2 MINS PRIOR TO JUMPERS, BUT THE FREQ WAS BUSY. I HEARD THEM CALL ANOTHER ACFT, I BELIEVE IT WAS AN AIRLINER, AT 11000 FT AND INFORMED THEM ABOUT THE JUMP OPS, OUR LOCATION, AND OUR ALT -- WE WERE AT 12300 FT MSL AT THAT MOMENT. THEN THEY CALLED US AND TOLD US ABOUT THAT OTHER ACFT. I IMMEDIATELY CALLED THEM BACK AND TOLD THEM THAT WE WERE 1 MIN FROM JUMPERS INBOUND TO THE ARPT. THE CTRLR SOUNDED ALARMED AND IMMEDIATELY CALLED THE OTHER ACFT TO DIVERT IT 15 DEGS TO AVOID CONFLICT. THE SKY CONDITIONS WERE SCATTERED. WE HAD JUST WATCHED AN AIRLINER AT 13000 FT AND OBSERVED AN EARLIER AIRLINER AROUND 11000 FT BELOW US WHILE WE WERE AVOIDING CLOUDS TO OUR E. THE AIRSPACE BTWN OUR LOCATION AND THE ARPT AND FOR SOME DISTANCE TO THE W OF THE ARPT WAS CLR. BECAUSE WE WERE 1 MIN FROM JUMPERS EXITING THE ACFT, WE WERE VERY BUSY FLYING THE AIRPLANE, NAVING, AND MAKING RADIO CALLS. I DID NOT SEE THE CONFLICTING ACFT. WE HAVE TIME DATED VIDEO FOOTAGE OF THE JUMP. IT CLRLY SHOWS THAT THE SKY CONDITIONS IN THE VICINITY OF THE ARPT WERE CLR. AT NO TIME DID CTR TELL US TO HOLD THE JUMPERS OR TO TURN AWAY FROM OUR INBOUND COURSE. AT 1 MIN OUT, THIS COULD HAVE BEEN EASILY ACCOMPLISHED AND IS NOT UNCOMMONLY DONE.

## **Synopsis**

A CASA 212 FLT CREW ON A SKYDIVING MISSION OVER 8N2 PASSED WITHIN 2 MI OF AN AIRLINER INBOUND TO ORD.

**ACN: 701390**

### **Time / Day**

Date : 200606  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : UAO.Airport  
State Reference : OR  
Altitude.MSL.Single Value : 4000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : P80.TRACON  
Operator.General Aviation : Personal  
Make Model Name : PA-31T-1 Cheyenne I  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Vacating Altitude  
Route In Use.Arrival : VFR

### **Aircraft : 2**

Controlling Facilities.TRACON : P80.TRACON  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Flight Engineer  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Total : 7500  
Experience.Flight Time.Type : 550  
ASRS Report : 701390

### **Person : 2**

Function.Flight Crew : Single Pilot

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## Events

Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Evasive Action

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure

## Narrative

BACKGND; FLT WAS FROM RDM TO UAO. WX: SKY CLR, VISIBILITY AT LEAST 20 SM. I DECIDED TO FLY VFR, RATHER THAN FILE IFR AS I USUALLY DO. I DID NOT GET A VERBAL, LIVE FSS BRIEFING FOR THE FLT, NOR DID I FILE A VFR FLT PLAN. I PLANNED TO, AND DID, REQUEST ATC RADAR ADVISORIES ENRTE. I DID GET A COMPUTERIZED WX BRIEFING AND CONSULTED THE SEATTLE SECTIONAL CHART CURING THE FLT. EVENT: DSNDRG INTO UAO, I WAS HANDED OFF TO PORTLAND APCH (118.1) BY ZSE AND WAS SQUAWKING AN ASSIGNED CODE FOR RADAR ADVISORIES. ON INITIAL CONTACT, PORTLAND GAVE NO TA'S. SOON AFTER, PORTLAND CALLED TO TERMINATE MY RADAR SVC AND ADVISED ME TO SQUAWK 1200. NO TA GIVEN AT THAT TIME EITHER. FORTUNATELY, I CONTINUED LISTENING ON PORTLAND'S FREQ. I HEARD PORTLAND ADVISE ANOTHER ACFT OF MY POS. THAT ACFT, A JUMP PLANE, RPTD TO PORTLAND THAT HE WAS LOOKING FOR ME AND THAT HIS JUMPERS WERE AWAY. I WAS ABOUT TO ASK PORTLAND ABOUT THE JUMP PLANE'S POS WHEN, ALL ABOUT AT THE SAME TIME, THE FOLLOWING HAPPENED: THE JUMP PLANE RPTD ME IN SIGHT, THEN TOLD PORTLAND I WAS HEADING THROUGH THE DROP AREA, I VISUALLY ACQUIRED THE JUMPERS, DISCONNECTED AUTOPLT AND STARTED A L TURN TO AVOID, AND I XMITTED TO PORTLAND THAT I HEARD THE XMISSIONS AND WAS TURNING TO AVOID. I ESTIMATE BEING AT THE PARACHUTISTS ALT AND ABOUT 2000 FT AWAY AT CLOSEST POINT. CONTRIBUTING FACTORS: 1) PORTLAND APCHS OMISSIONS OF ADVISORY TO ME ABOUT THE JUMP PLANE AND ITS OP. PERHAPS THIS WAS NOT REQUIRED ON THE CTLR'S PART, BUT IT WOULD HAVE PREVENTED THE EVENT. PORTLAND DID NOT APPEAR TO BE OVERLY BUSY AT THE TIME, AND THERE WAS TIME AVAILABLE TO ADVISE THE JUMP PLANE ABOUT ME (BUT I THINK IT WOULD HAVE BEEN MORE CRITICAL TO ADVISE ME ABOUT THE JUMP PLANE). 2) MY DECISION TO FLY VFR INSTEAD OF IFR. 3) LACK OF SITUATIONAL AWARENESS ON MY PART. ALTHOUGH SECTIONAL WAS OPEN AND BEING ACTIVELY CONSULTED IN THE COCKPIT, I DID NOT SEE THE PARACHUTE SYMBOL FOR THE AREA AND WAS UNFAMILIAR WITH THE AREA. 4) WX BRIEFING FOR UAO VIA WEBSITE DID NOT INDICATE JUMP OP FOR NEARBY ARPT. (QUESTION: WOULD A LIVE FSS BRIEFING EVEN HAVE ALERTED ME?) PREVENTING FACTORS: 1) MY DECISION TO REMAIN LISTENING ON PORTLAND APCH FREQ. 2) JUMP PLANE PLT'S VIGILANCE AND RADIO CALLS TO PORTLAND. 3) GOOD VISUAL SCANNING AND PROMPT REACTION FROM ME. 4) BRIEFING TO MY R SEAT PAX TO POINT OUT ANYTHING SHE SAW, EVEN IF SHE THOUGHT I SAW IT ALREADY (HER POINTING ENABLED ME TO QUICKLY ACQUIRE JUMPERS VISUALLY). CHANGES TO MY FUTURE FLT OPS: 1) ALWAYS FILE AND FLY IFR WHEN PRACTICAL, EVEN WHEN WX IS CLR. 2) ALWAYS HAVE SECTIONAL OUT AND CONSULT WHEN IN VMC. 3)

MAKE A HABIT OF ASKING ATC, WHEN RADAR SVC IS BEING TERMINATED, IF THERE IS ANY TFC AHEAD I SHOULD BE AWARE OF.

### **Synopsis**

THE PLT OF A PA31 RPTS ENCOUNTERING SKYDIVERS OVER MOLALLA ARPT AT 4000 FT. THE PLT WAS USING VFR FLT FOLLOWING FROM PDX APCH, ALONG WITH THE SKYDIVING ACFT. THE PA31 PLT RECEIVED NO WARNINGS.

**ACN: 700732**

### **Time / Day**

Date : 200606  
Day : Tue  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : EUL.Airport  
State Reference : ID  
Altitude.AGL.Bound Lower : 0  
Altitude.AGL.Bound Upper : 1000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

### **Aircraft : 2**

Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Experience.Flight Time.Last 90 Days : 10  
Experience.Flight Time.Total : 10100  
Experience.Flight Time.Type : 400  
ASRS Report : 700732

### **Person : 2**

Affiliation.Company.Other  
Function.Flight Crew : Single Pilot

### **Person : 3**

Function.Other Personnel.Other

### **Events**

Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Unable

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor

## **Narrative**

WHILE ENTERING THE TFC PATTERN ON A R-HAND 45 DEG ENTRY FOR RWY 30 (EUL) WE HEARD AND OBSERVED 'JUMPERS AWAY' FROM A CE182 FLOWN BY A LCL AND BUSY SKYDIVING OP. SEVERAL JUMPERS WERE OBSERVED DEPLOYING THEIR CHUTES. WHILE TURNING BASE LEG AND FINAL, SKYDIVERS WERE OBSERVED LNDG IN 2 DIFFERENT DROP ZONES ON THE S AND N SIDE OF RWY 30 (EUL) IN THE VICINITY OF THE TOUCHDOWN ZONE. THE SKYDIVER LNDG IN THE N DROP ZONE WAS DRIFTING DIRECTLY OVER THE RWY WHILE OUR ACFT WAS ON FINAL, SECONDS AFTER OBSERVING THIS, THE SKYDIVER FINALLY DRIFTED BACK TO THE N. I WAS ADVISED THAT THIS COMPANY IS USING SEVERAL DROP ZONES ON THE ARPT AND FREQUENTLY AT THE SAME TIME. I WAS ALSO ADVISED THAT THE DROP ZONE TO THE N OF THE RWY IS FOR BEGINNER SKYDIVERS. THIS SITUATION WAS VERY DANGEROUS AND PLACES THE OCCUPANTS OF ACFT AND THE SKYDIVERS AT SERIOUS RISK. THE ACFT WAS COMMITTED TO LAND AND A GAR WOULD HAVE BEEN DIFFICULT DUE TO THE CHANGING POS OF THE DRIFTING SKYDIVERS ON BOTH THE S AND N SIDE OF THE RWY. THIS ARPT IS A VERY BUSY GA ARPT, WHICH INCLUDES BUT IS NOT LIMITED TO HVY HELI TRAINING, FIXED-WING TRAINING, AND ULTRALIGHT ACTIVITY. THE HELIS AND ULTRALIGHTS USE THE S PATTERN AND FIXED-WING USE THE N PATTERN.

## **Synopsis**

PLT OF C182 IS CONCERNED ABOUT ORGANIZED PARACHUTE JUMPING ACTIVITIES AT EUL.

**ACN: 698653**

## **Time / Day**

Date : 200605  
Day : Mon  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 6500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Caravan 1 208A  
Operating Under FAR Part : Part 91  
Flight Phase.Climbout : Initial

## **Component : 1**

Aircraft Component : Turbine Assembly

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 50  
Experience.Flight Time.Total : 1600  
Experience.Flight Time.Type : 300  
ASRS Report : 698653

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Maintenance Problem : Improper Maintenance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ITT  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other

## **Maintenance Factors**

Maintenance.Contributing Factor : Schedule Pressure  
Maintenance.Performance Deficiency : Inspection  
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements  
Maintenance.Performance Deficiency : Scheduled Maintenance  
Maintenance.Performance Deficiency : Training

## Assessments

Problem Areas : Aircraft  
Problem Areas : Chart Or Publication  
Problem Areas : Maintenance Human Performance

## Narrative

ENG START-UP NORMAL (NG 16%, ITT 720) OUTSIDE AIR TEMP 78 DEGS, NO WIND. TAXIED TO PICK UP SKYDIVERS. TKOF PWR SETTING NORMAL 1800 TORQUE, 730 TEMP, 95% NG. DURING CLB AT APPROX 6500 FT, LOUD SOUND STARTED FROM FRONT OF ACFT (SOUNDED LIKE WHEEL BEARING ON A LARGE TRUCK THAT WAS GOING OUT, VERY LITTLE VIBRATION). UPON HEARING SOUND, I STATED TO JUMPER IN R SEAT 'THAT DOESN'T SOUND GOOD,' AS I STARTED TO SCAN ENG GAUGES. AS I SCANNED ACROSS OBSERVED ITT AT 780 AND SLOWLY RISING. BY THE TIME I STARTED TO REDUCE THROTTLE TEMP HAD REACHED 805. I REDUCED THROTTLE TO APPROX HALF, NO CHANGE IN SOUND, BUT TEMP DECREASED BUT STARTED TO RISE AGAIN SLOWLY. I TOLD JUMPERS TO EXIT ACFT IF THEY COULD (WE WERE RIGHT OVER FIELD). I THEN REDUCED THROTTLE TO IDLE, OBSERVED TEMP FALL BACK AND THEN START TO RISE AGAIN, STILL NOT MUCH CHANGE IN SOUND OF NOISE, SO UPON REACHING IDLE I THEN FEATHERED THE PROP AND MOVED CONDITION LEVER TO CUTOFF. JUMPERS WERE STILL EXITING THE ACFT AT THIS POINT. TOTAL TIME FROM HEARING NOISE TO ENG SHUTDOWN WAS APPROX 1 - 1 1/2 MINS AT THE MOST. AS THERE WAS STILL JUMPERS EXITING WHEN PROP WAS STOPPED, AFTER ALL JUMPERS AWAY, I THEN SECURED ENG AND SET UP FOR BEST GLIDE. SET UP ON AND EXTENDED BASE LEG FOR RWY 8 AND CALLED UNICOM THAT I WAS ON EXTENDED BASE FOR RWY 8, PWR OFF LNDG. ON SHORT FINAL WITH RWY ASSURED, I ADDED 20 DEGS FLAPS AND HAD NICE LNDG ABOUT 1/2 WAY DOWN RWY. COASTED TO PARKING AREA AT E END DROP ZONE. ENG HAD AROUND 1700 HRS ON IT. A FEW FACTORS CONTRIBUTING TO THIS EARLY FAILURE: 1) FIRST FUEL NOZZLE CHANGE AT 1000+ HRS (RECOMMENDED 400 HRS). 2) LACK OF START CART GPU WHICH WOULD ALLOW COOLER STARTS. 3) INFREQUENT COMPRESSOR WASHES (HVY SALT FROM LARGE WAVES). 4) 12 PLTS IN 1.5 YRS AND NO REAL TRAINING PROGRAM.

## Synopsis

A C208 ON CLB AT 6500 FT HAD ABNORMAL SOUND FROM ENG AND TEMP 780 DEGS AND RISING. REDUCED THROTTLE TEMP ROSE TO 805 DEGS. ENG SHUT DOWN.

**ACN: 695334**

## Time / Day

Date : 200604  
Day : Tue  
Local Time Of Day : 0601 To 1200

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Operator.General Aviation : Personal  
Make Model Name : Airliner 99  
Operating Under FAR Part.Other  
Flight Phase.Landing : Roll

## Person : 1

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 41  
Experience.Flight Time.Total : 3660  
Experience.Flight Time.Type : 25  
ASRS Report : 695334

## Events

Anomaly.Ground Encounters : Gear Up Landing  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew  
Consequence.Other : Aircraft Damaged

## Assessments

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance

## Narrative

I WAS LNDG AT THE ZZZ ARPT ON RWY 36 AFTER TAKING A LOAD OF 12 SKYDIVERS TO 13500 FT MSL. I WAS OPERATING A BEECH B99. I WAS WAITING FOR THE ACFT TO TOUCH DOWN AND WAS IN THE FLAIR WHEN THE AIRPLANE STRUCK THE RWY. IT WAS AT THAT TIME I REALIZED THAT I DID NOT HAVE THE

LNDG GEAR DOWN. AS I WAS ENTERING THE TFC PATTERN I WATCHED A JUMPER LAND OFF THE ARPT. ENSURING THE JUMPER'S SAFETY IS ONE OF MY TOP PRIORITIES AS A JUMP PLT. ON THE DAY IN QUESTION, I FLEW A NORMAL TFC PATTERN, TURNING DOWNWIND AT 1500 FT AGL. I BEGAN TO GO THROUGH MY FLOW PATTERN CHKLIST, BUT CONTINUED TO WATCH THE JUMPER (AND THE OTHER SKYDIVERS WHO WERE LNDG NEAR THE RWY) TO MAKE SURE THEY WERE SAFE WHILE I PERFORMED MY FINAL CHKLIST. FATIGUE MAY HAVE PLAYED A ROLE IN THE INCIDENT. I HAD ONLY SLEPT FOR 3 HRS THE MORNING OF THE INCIDENT AND I HAD WORKED ALL NIGHT DOING FLT STANDBY DUTY. HOWEVER, I DIDN'T MENTION IN THE STATEMENT THAT I HAD SLEPT APPROX 4 HRS THE PRIOR EVENING. I ARRIVED AT THE ARPT MID MORNING ON THE DAY OF THE INCIDENT.

## **Synopsis**

BE99 PLT LANDS GEAR UP.

**ACN: 694726**

## Time / Day

Date : 200604

Day : Fri

## Place

Locale Reference.ATC Facility : TPA.TRACON

State Reference : FL

Altitude.MSL.Single Value : 16500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Controlling Facilities.TRACON : TPA.TRACON

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase.Climbout : Initial

Flight Phase.Cruise : Level

Route In Use.Enroute.Airway : V7.Airway

## Person : 1

Affiliation.Government : FAA

Function.Controller : Approach

Function.Controller : Radar

Experience.Controller.Radar : 21

ASRS Report : 694726

## Person : 2

Function.Flight Crew : Captain

Function.Oversight : PIC

## Events

Anomaly.Other Anomaly.Other

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

## Assessments

Problem Areas : Airspace Structure

## Situations

Airspace Structure.Class B : TPA.B

## Narrative

PARACHUTE CLUB HAS A LCL LETTER TO CLB TO 13500 FT, CLR OF CLASS B AIRSPACE AT TPA AND DROP JUMPERS WHEN GIVING A 2 MIN WARNING. LATELY, THE PLT HAS BEEN REQUESTING TO CLB TO 16500 FT, WHICH IS 3000 FT MORE

IN ZJX'S AIRSPACE, AND SAYS HE HAS COORD THIS WITH THE CTR. I REFUSE TO WORK HIM ABOVE 13500 FT BECAUSE WE DO NOT HAVE AN LOA ABOVE THAT ALT, AND I BELIEVE IT IS A DANGEROUS OP.

### **Synopsis**

TPA CTLR REFUSES TO COORD PARACHUTE OPS AT 16500 FT BECAUSE 13500 FT IS THE ALT SPECIFIED IN LOA.

**ACN: 694228**

## **Time / Day**

Date : 200604  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Bound Lower : 5  
Altitude.AGL.Bound Upper : 10

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Ground : Takeoff Roll

## **Person : 1**

Affiliation.Company : Charter  
Function.Flight Crew : Single Pilot  
Function.Oversight : PIC

## **Person : 2**

Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 94  
Experience.Flight Time.Total : 744  
Experience.Flight Time.Type : 283  
ASRS Report : 694228

## **Events**

Anomaly.Excursion : Runway  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Rejected Takeoff  
Resolatory Action.Flight Crew : Took Evasive Action

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

I DEPARTED RWY MIDFIELD WITH 4 SKYDIVERS ON BOARD GIVING ME APPROX 2600 FT OF RWY FOR TKOF. AS I APCHED THE THRESHOLD OF THE RWY WHILE IN GND EFFECT, I MADE SURE ALL MY PWR SETTINGS WERE FULL ON AND I REALIZED I DID NOT HAVE SUFFICIENT AIRSPD TO ESTABLISH A CLB TO CLR THE TREES IN FRONT OF ME. I ELECTED TO CUT THE PWR AND LAND THE PLANE IN THE GRASS SHORT OF THE TREES. THE ACFT CAME TO A HALT JUST SHORT OF THE TREES. OTHER THAN THE SMOKING BRAKES, THERE APPEARED TO BE LITTLE WRONG WITH THE ACFT. HOW THE PROB AROSE: FAILURE TO USE MORE RWY AND OVERLOADING THE ACFT. CONTRIBUTING FACTORS: MAX GROSS WT EXCEEDED. HIGH DENSITY ALT. HOW IT WAS DISCOVERED: ACFT WAS SLOW TO PERFORM. CORRECTIVE ACTIONS: ABORTING TKOF AND LNDG THE ACFT AS SOON AND AS SAFELY AS POSSIBLE. HUMAN PERFORMANCE: MY DECISION TO DEPART MIDFIELD OVER GROSS WT WITH HIGH DENSITY ALT WAS INDEED THE WRONG DECISION. ON FUTURE FLTS, MYSELF AND THE OWNER WILL BE MUCH MORE IN TUNE WITH FACTORS AFFECTING INDIVIDUAL FLT CIRCUMSTANCES.

## **Synopsis**

C182 SKYDIVING PLT IN GND EFFECT LANDS IN GRASS AT THE END OF THE ARPT WHEN HE REALIZES SUFFICIENT AIRSPD FOR FLT IS NOT ATTAINABLE PRIOR TO TREES AT DEP END OF RWY.

**ACN: 686276**

## **Time / Day**

Date : 200602  
Day : Fri  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 12000

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZZZ.ARTCC  
Make Model Name : Shorts SC7 Skyvan 3/3M  
Operating Under FAR Part : Part 91  
Flight Phase.Other

## **Person : 1**

Affiliation.Government : Foreign  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 450  
Experience.Flight Time.Total : 10640  
Experience.Flight Time.Type : 276  
ASRS Report : 686276

## **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Other Anomaly.Other  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng  
Instruments  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Consequence.Other

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance

## **Narrative**

I FLEW A TOTAL OF 13 LOADS OF PARACHUTE JUMPERS IN 2 SHORTS SC-7 SKYVAN ACFT. AFTER THE FIRST 3 LOADS, I SWITCHED FROM THE ORIGINAL ACFT TO ANOTHER SHORTS SC-7 SKYVAN, THE ACFT THAT WAS USED FOR THE REST OF THE DAY AND RESULTED IN THE FUEL STARVATION INCIDENT THAT EVENING. AFTER PREFLT INSPECTION OF THE SECOND SKYVAN, I DETERMINED THAT THE MAIN TANKS HELD APPROX 200 LBS OF FUEL IN EACH MAIN TANK. I ADDED AN ADDITIONAL 140 GALLONS OF JET A (70 GALLONS PER SIDE), BRINGING THE FUEL LEVEL UP TO AN AMOUNT SUITABLE FOR 5 LOADS OF PARACHUTE JUMPERS. EACH LOAD TAKES APPROX .4 TO .5 HRS. I FLEW 3 LOADS OF PARACHUTISTS AND SHUT THE AIRPLANE DOWN, AT WHICH TIME I PUMPED AN ADDITIONAL 120.1 GALLONS OF JET A (60 GALLONS PER SIDE). FLT PLANNING FOR PARA-DROPS, WE PLAN TO USE 30-35 GALLONS OF FUEL PER LOAD. THE FUEL WAS PUMPED INTO THE AIRPLANE FROM THE DROP ZONE'S MAIN JET A FUEL PUMP, WHICH HAS A METER ON IT TO DETERMINE THE NUMBER OF GALLONS PUMPED. WHEN I STARTED THE SKYVAN FOR THE LAST 3 LOADS, 1 TWILIGHT JUMP AND 2 NIGHT JUMP LOADS, I BELIEVED I HAD ENOUGH FUEL ON BOARD FOR 4 LOADS PLUS A RESERVE OF 30-40 MINS. ALL PARADROP LOADS WERE CONDUCTED WITHIN A 5 NM RADIUS OF THE ARPT. I FLEW THE TWILIGHT LOAD (.4 HRS) AND LANDED TO PICK UP THE FIRST NIGHT LOAD. AT THAT TIME, THE ACFT FUEL GAUGES INDICATED APPROX 400-450 LBS OF FUEL IN EACH MAIN TANK. I FLEW THE FIRST OF 2 NIGHT LOADS UNEVENTFULLY AND LANDED (.5 HRS) TO PICK UP THE FINAL NIGHT JUMP LOAD. UPON LNDG, THE ACFT FUEL GAUGES INDICATED 180-200 LBS OF FUEL REMAINING IN EACH MAIN TANK. I WAS CONVINCED THAT THE ACFT HELD SUFFICIENT FUEL FOR THE LAST LOAD PLUS A RESERVE. I DEPARTED THE ARPT AND TURNED ON JUMP RUN 14 MINS LATER AT AN ALT OF 12000 FT MSL. WHILE ON THE FIRST OF 4 JUMP RUNS, THE L ENG FUEL PRESSURE FLUCTUATED AND I ACTIVATED THE FUEL XFEED FROM THE STARBOARD TANK. ABOUT 40 SECONDS LATER, THE L ENG FLAMED OUT AND QUIT. I SECURED THE PROP AND ENG AND SHUT THE XFEED OFF. I INFORMED THE JUMPERS THAT I HAD LOST AN ENG AND IT WAS TIME FOR AN EMER EXIT. I REQUESTED THAT ALL THE JUMPERS LEAVE THE ACFT ON ONE PASS AS WE FLEW OVER THE DROP ZONE. I INFORMED CTR OF THE ENG FAILURE AND THAT I WAS DROPPING JUMPERS AND RETURNING TO THE ARPT. CTR ASKED IF I NEEDED ASSISTANCE AND I INFORMED THE CTLR THAT I WAS OVER THE ARPT AND HAD THE SITUATION UNDER CTL. I WAS INSTRUCTED TO SQUAWK 1200 AND CLRED TO LEAVE CTR FREQ. AS THE LAST JUMPERS WERE LEAVING THE AIRPLANE, THE R ENG FUEL PRESSURE FLUCTUATED AND THE ENG FLAMED OUT. I SECURED THE R ENG AND WAS ABLE TO DEAD STICK THE ACFT TO A LNDG ON THE RWY AT THE ARPT. THERE WERE NO INJURIES TO THE JUMPERS AND NO DAMAGE TO THE ACFT. UPON LNDG, THE MAIN FUEL TANK GAUGES INDICATED THAT THERE WAS APPROX 50 LBS OF FUEL REMAINING IN EACH MAIN TANK, YET BOTH ENGS HAD FAILED DUE TO FUEL STARVATION. AT THE TIME THAT I DEPARTED ON THE LAST LOAD, I WAS CONVINCED, FROM PAST EXPERIENCE AND THE AMOUNT OF FUEL I HAD PERSONALLY PUMPED INTO THE ACFT, AND CALCULATED THAT I HAD AMPLE FUEL FOR THE LAST FLT PLUS A RESERVE OF LEAST 30 MINS. I REQUESTED THAT THE MAINT DEPT CHK THE ACFT FUEL GAUGES FOR ACCURACY AND CALIBRATE THEM, AND THAT THE DROP ZONE'S MAIN JET A FUEL PUMP METER BE CHKED FOR ACCURACY REGARDING THE NUMBER OF GALLONS PUMPED.

## **Synopsis**

SC-7 SKYVAN PLT LOSES BOTH ENGS DUE TO FUEL STARVATION. PLT DEAD STICKS ACFT TO A LNDG.

**ACN: 686002**

## **Time / Day**

Date : 200601  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : 17N.Airport  
State Reference : NJ  
Altitude.AGL.Single Value : 1550

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

## **Person : 1**

Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Total : 1650  
Experience.Flight Time.Type : 10  
ASRS Report : 686002

## **Person : 2**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Inflight Encounter.Other  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Vertical : 450

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## **Narrative**

I DSNDDED TO THE S OF THE ARPT AND ENTERED THE PATTERN ON A 45 DEG ENTRY. I ANNOUNCED MY POS AND ASKED IF ANY OTHER TFC WAS IN THE PATTERN. AT 1500 FT, ESTABLISHED AND IN THE DOWNWIND I EXTENDED MY LNDG GEAR AND NOTICED A C172 UNDER AND BEHIND ME. DUE TO THE LOW WING AND POOR VISIBILITY DOWN AS A RESULT OF THE WING CONFIGN, I DID NOT NOTICE THIS ACFT, AND THE HIGH WING CESSNA DID NOT NOTICE ME UNTIL I HAD FLOWN IN FRONT OF HIM. I CONTINUED TO TRY TO CONTACT THE ACFT BY RADIO BUT WAS UNSUCCESSFUL. UPON LNDG, I CONTACTED UNICOM AND THEY ALSO TRIED TO CONTACT THE ACFT. AFTER THE CESSNA LANDED, THE PLT CAME OVER TO DISCUSS THE SITUATION. ACCORDING TO HIM, HE HAD MADE PATTERN CALLS, BUT NOT MYSELF NOR ANY OTHER AIRPLANE IN THE PATTERN WAS ABLE TO HEAR HIM.

## **Synopsis**

TWIN PLT UPON ENTERING UNCTLED ARPT PATTERN HAS NMAC WITH C172 ON DOWNWIND ENTRY.

**ACN: 672159**

## **Time / Day**

Date : 200509  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 14000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZZZ.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : Super King Air 200/Huron  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZZZ.ARTCC  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 235  
Experience.Flight Time.Total : 1960  
Experience.Flight Time.Type : 110  
ASRS Report : 672159

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Person : 3**

Function.Other Personnel.Other

## **Person : 4**

Function.Flight Crew : Single Pilot

## Events

Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 4  
Resolatory Action.None Taken : Detected After The Fact  
Miss Distance.Vertical : 300

## Assessments

Problem Areas : Cabin Crew Human Performance  
Problem Areas : Flight Crew Human Performance

## Narrative

WHILE SETTING UP FOR JUMP RUN, CENTER ADVISED ME OF AN ACFT COMING FROM THE NE, HEADING DIRECTLY TOWARD THE ARPT. THE AIRPLANE WAS A LIGHT TWIN ON AN IFR FLT PLAN AT 9000 FT. THE AIRPLANE WAS TALKING TO A DIFFERENT CTLR THAN I WAS TALKING TO. I THEN GAVE CTR MY 1 MIN NOTICE THAT THE SKYDIVERS WERE GOING TO BE EXITING THE AIRPLANE. AS THE FIRST JUMPERS WERE LEAVING, CTR ADVISED ME THAT THE OTHER AIRPLANE WAS NOW 3 MI NE. I DIDN'T THINK THE PLANE WOULD BE A FACTOR AS THE JUMPERS WOULD BE WELL BELOW HIS ALT BY THE TIME HE CAME THROUGH. I DIDN'T THINK THE NEXT JUMPERS WOULD BE A FACTOR SINCE I WAITED TO LET THEM GO UNTIL THE PLANE WAS JUST PAST US. THE JUMP AIRPLANE I WAS FLYING WAS 5000 FT ABOVE THE INCOMING AIRPLANE. THE PLT OF THE OTHER AIRPLANE RPTED COMING AS CLOSE AS 300 FT FROM ONE OF THE SKYDIVERS. THE PLT SAID THAT THE SKYDIVER HAD HIS PARACHUTE OPEN. NORMALLY, THE HIGHEST ALT ANY OF THE SKYDIVERS PULL THEIR CHUTES IS 4000-5000 FT. MOST OF THE SINGLE JUMPERS, WHICH ARE NOT THE TANDEM JUMPERS, PULL THEIR CHUTES AT AROUND 2000 FT. IF A JUMPER FROM THE FIRST GROUP PULLED HIS OR HER CHUTE ABOVE 9000 FT, THE ALT AT WHICH THE CONFLICTING ACFT WAS AT, THEY COULD BE A FACTOR SINCE THEY ARE NOW DRIFTING DOWN IN THE AIRPLANE'S WAY. THE SKYDIVERS SHOULD ADVISE ME IF THEY ARE GOING TO PULL THEIR CHUTES AS SOON AS THEY EXIT. USUALLY THE ONLY TIME THEY PULL THEIR CHUTES RIGHT AWAY, WHICH THEY CALL A HOP AND POP, IS WHEN THEY ARE JUMPING FROM LOWER ALTS OR FURTHER AWAY FROM THE ARPT. I NEVER WAS ABLE TO TALK TO ALL OF THE SKYDIVERS TO SEE IF ANYONE PULLED THEIR CHUTES AT AN ABNORMALLY HIGH ALT. IN THE FUTURE, I WILL MAKE SURE I DON'T LET ANY OF THE SKYDIVERS LEAVE UNTIL ANY AIRPLANES IN THE AREA ARE HEADING AWAY FROM THE DROP ZONE. IF AN AIRPLANE IS INBOUND TOWARD THE DROP ZONE, I WILL MAKE SURE IT IS A FARTHER DISTANCE OUT, JUST IN CASE ONE OF THE JUMPERS PULL THEIR PARACHUTE EARLY AND GET IN THE AIRPLANE'S WAY.

## Synopsis

A BE20 PLT RELEASED HIS SKYDIVERS AT 14000 FT WITH ONCOMING 9000 FT IFR TFC. THE TFC RPTED MISSING A SKYDIVER BY 300 FT.

**ACN: 658576**

## Time / Day

Date : 200505  
Day : Mon  
Local Time Of Day : 1201 To 1800

## Place

Locale Reference.Navaid : ZZZ.VORTAC  
State Reference : US  
Altitude.MSL.Single Value : 13000

## Environment

Flight Conditions : IMC  
Light : Daylight

## Aircraft : 1

Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other  
Navigation In Use.Other.VORTAC  
Flight Phase.Cruise : Level

## Person : 1

Affiliation.Company.Other  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 120  
Experience.Flight Time.Total : 7100  
Experience.Flight Time.Type : 650  
ASRS Report : 658576

## Events

Anomaly.Inflight Encounter : VFR In IMC  
Anomaly.Inflight Encounter : Weather  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment

## Assessments

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

## Narrative

FLYING JUMP RUN FOR SKYDIVING OP VFR BELOW AN OVCST. SNOW WAS FALLING FROM THE OVCST, BUT VISIBILITY WAS VFR, HOWEVER, THE BOTTOM OF

THE OVCST WAS NOT CLRLY DEFINED. WHILE JUMPERS WERE EXITING, I FLEW INTO A LOWER PART OF THE OVCST. PWR WAS REDUCED AND DSCNT WAS MADE OUT OF THE CLOUD AFTER 15-20 SECONDS. NO FURTHER CLOUDS WERE BELOW. UNDER THESE CONDITIONS IN THE FUTURE, I WOULD FLY MUCH LOWER BELOW THE OVCST.

### **Synopsis**

DHC8 PLT ON SKYDIVING DROP INADVERTENTLY FLIES INTO BASE OF OVCST.

**ACN: 646558**

## **Time / Day**

Date : 200502  
Day : Wed  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : X07.Airport  
State Reference : FL  
Altitude.MSL.Single Value : 8000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZMA.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : Super Skymaster  
Operating Under FAR Part : Part 119  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZMA.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : SR22  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Radar  
Qualification.Controller : Radar  
Experience.Controller.Radar : 20  
Experience.Controller.Time Certified In Position1 : 18  
ASRS Report : 646558

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Person : 4**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Person : 5**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : Airborne Critical  
Independent Detector.ATC Equipment : Conflict Alert  
Independent Detector.Other.ControllerA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Miss Distance.Horizontal : 50

## **Assessments**

Problem Areas : FAA

## **Situations**

ATC Facility.Procedure Or Policy : ZMA.ARTCC  
ATC Facility.Staffing : ZMA.ARTCC

## **Narrative**

I WAS CONDUCTING OJT ON THE RADAR ASSOCIATE POS AT R67 (LAL LO) AT ZMA. THE RADAR CTLR IDENTED A PARACHUTE JUMP ACFT (ACFT X) AND ADVISED HIM TO REMAIN W OF TFC HE CALLED, WHICH WAS ACFT Y, AN SR22 ON AN IFR CLRNC AT 8000 FT. THE SECTOR WAS VERY BUSY AND PROBABLY SHOULD HAVE BEEN SPLIT. WE WERE VERY SHORT STAFFED (I WAS TRAINING FOR CLOSE TO 2 HRS STRAIGHT) AND COULD NOT SPLIT THE SECTOR BECAUSE WE HAD NO PERSONNEL. I BELIEVE IF THE SECTOR WAS SPLIT, THE WORKLOAD AND COMPLEXITY WOULD HAVE DIMINISHED TO THE POINT WHERE IT WOULD HAVE BEEN MANAGEABLE AND THE TFC CALL AND NON READBACK WOULD HAVE BEEN CAUGHT. AS IT WAS, THE R-SIDE DID NOT REALIZE THAT ACFT X DID NOT GET THE TFC CALL AND THE INSTRUCTION TO REMAIN W OF THE TFC. HE ALSO DID NOT HAVE TIME TO CALL THE TFC TO THE IFR ACFT (ACFT Y). THE R-SIDE RECEIVED AN OVERRIDE CALL AFTER ISSUING THE TFC TO ACFT X. I WAS TRAINING AND MY TRAINEE WAS ON THE LINE WITH APCH CTL COORDINATING, SO I WAS TRYING TO PAY ATTN TO BOTH AND DIDN'T HEAR ACFT X ACKNOWLEDGE. I INFORMED MY RADAR CTLR OF THIS, BUT IT WAS TOO LATE, AS THE 2 ACFT MERGED AT THE SAME ALT. THE IFR ACFT (ACFT Y) THEN INQUIRED ABOUT THE TFC, INFORMING US HOW CLOSE IT WAS. HE SAID HE SAW IT ON THE TCASII BUT NOT VISUALLY UNTIL IT WAS TOO LATE. I BELIEVE WE ARE IN A CRISIS SIT AT OUR FACILITY, STAFFING-WISE. WE CANNOT FULLY STAFF ALL THE POS AND, THEREFORE, THEY REMAIN CLOSED DURING BUSY PERIODS. WE ARE ALSO ASKED TO WORK BUSY POS ALONE, WITHOUT A RADAR ASSOCIATE WITH AS MANY AS 20 ACFT AT ONCE. WHEN WE NEED A RADAR TRACKER IF THE SECTOR HAS GOTTEN OUT OF CTL, THEY HAVE TO PULL TRAINERS AWAY FROM TRAINEES TO TRACK, LEAVING THE TRAINEES WORKING A POS THEY ARE NOT QUALIFIED TO WORK ALONE. WE ARE AN AGING WORK FORCE, AND WORKING 2 HR STRETCHES WITH 20-30 BREAKS IN BTWN IS CAUSING FATIGUE AND WILL LEAD TO ERRORS OR WORSE. TFC HAS INCREASED TREMENDOUSLY AND WE HAVE NOT ADAPTED AIRSPACE CHANGES OR STAFFING LEVELS ACCORDINGLY. WE HAVE LESS CPC'S NOW THAN AT ANY TIME SINCE THE STRIKE IN 1981.

TRAINEES ARE NOT GETTING CERTIFIED BECAUSE TFC IS SO BUSY AND COMPLEX AND MGMNT IS AT A LOSS TO DO ANYTHING TO HELP.

**Synopsis**

ZMA ASSOCIATE CTLR WITNESSED CLOSE CONFLICT AT 8000 FT BTWN IFR AND PARACHUTE ACFT DURING BUSY TFC WITH MINIMAL STAFFING.

**ACN: 639825**

## **Time / Day**

Date : 200412  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : BYP.VORTAC  
State Reference : TX  
Altitude.MSL.Single Value : 15000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZFW.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Navigation In Use.Other : GPS  
Navigation In Use.Other.VORTAC  
Flight Phase.Descent : Approach  
Route In Use.Arrival.STAR : BYP5

## **Aircraft : 2**

Operator.Common Carrier : Air Carrier  
Make Model Name : Caravan 1 208A  
Operating Under FAR Part.Other

## **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
ASRS Report : 639825

## **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer  
ASRS Report : 640287

## **Person : 3**

Affiliation.Other : Instructional  
Function.Flight Crew : Single Pilot

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Radar

## Events

Anomaly.Conflict : Airborne Critical  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Took Evasive Action

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

SOMETIME AFTER STARTING A ROUTINE BYP 5 ARR, WE BECAME AWARE THAT ATC EITHER HAD A PEAK IN TFC OR WAS HAVING A LITTLE TROUBLE IN MAINTAINING SPACING. WHILE SOME ADJUSTMENTS USUALLY OCCUR TO FINE TUNE SPACING, WE CHANGED OUR SPD SOME 7 TO 8 TIMES. OTHER ACFT ON THE ARR SEEMED TO BE RECEIVING SIMILAR, SOMEWHAT MORE THAN USUAL ADJUSTMENTS. I WAS ABLE TO DEDUCE WHAT FLT WAS JUST AHEAD SINCE WE GOT THE SAME ADJUSTMENTS RIGHT AFTERWARDS. ONE OF THE LAST ZFW CTLRS ADDED A MODIFIED XING INSTRUCTION TO THE STANDARD ARR. CROSS KARLA INTXN AT 15000 FT, AND LEMYN AT 11000 FT. WE ENTERED THIS INTO THE GPS SYS AND THEN MONITORED THE DSCNT. THE ACFT WAS SET UP BASED ON THOSE XINGS AND WAS RIGHT ON TARGET. THE PRECEDING FLT ADVISES CTR THAT HE IS RESPONDING TO AN RA AND IS CLBING. IN THE CTLR'S EXCHANGE WITH THEM, HE SEEMED SOMEWHAT SURPRISED, BUT WE MISSED THE REST OF THE EXCHANGE. THE FOLLOWING EVENTS ALL OCCURRED AT THE VERY SAME INSTANT: 1) THE CTLR CALLS US AND INSTRUCTS US TO 'STOP' AT 15000 FT. 2) THE ACFT PASSES BOTH KARLA AND 15000 FT. 3) THE TCASII GOES OFF INDICATING TFC, COMMANDS A CLB. WE RESPONDED THAT WE JUST PASSED 15000 FT AND WERE CLBING AND WERE RESPONDING TO AN RA, ALL IN ONE SENTENCE. THE CTLR THEN CALLED OUT TFC AT OUR 2 O'CLOCK POS AND ASKED, 'YOU'RE CLBING?' SEEMING SORTA SURPRISED/ANXIOUS. WE SAID THAT WE WERE AND HAD ONLY GONE ABOUT 50 BELOW, THINKING HE NEEDED ALT VERIFICATION/INFO TO LOOK AT THE SEPARATION FOR THE TFC THAT CAUSED THE RA. HE THEN ASKED IF WE HAD GOTTEN THE 15000 FT XING. AFTER WE SAID WE HAD, WE BOTH LOOKED AT EACH OTHER WONDERING WHY, SINCE WE HAD IN FACT CROSSED AS INSTRUCTED, BUT THEN WERE ASKED TO STOP AT 15000 FT RIGHT AFTER THE XING. JUST AFTER WE VISUALLY SAW TFC THAT WAS AT OUR 2 O'CLOCK POS, BUT HAD PLENTY OF SPACING AND DIVERGENT FLT PATHS. I THINK THE TFC THAT CAUSED ALL OF THIS WAS A CESSNA CARAVAN DOING PARACHUTE WORK. I ALSO THINK HE STRAYED A BIT TOO CLOSE TO THE ARR CORRIDOR ON A BUSY AFTERNOON. I BELIEVE THE CTLR'S PLAN WAS TO USE THE 15000 FT XING TO KEEP SEPARATION, AND ONCE THE FLT AHEAD HAD RESPONDED TO AN RA, HE WANTED TO ENSURE SEPARATION BY STOPPING US AT 15000 FT. OUR COMMENT OF HAVING GONE PASSED 15000 FT (SINCE WE HAD CROSSED THE INTXN) ADDED ONLY CONFUSION. TCASII HAD GONE OFF RIGHT AT 15000 FT, THE ACFT WAS CHANGING FROM ITS DSCNT PROFILE TO A CLB AND

TOOK A SMALL AMOUNT OF TIME AND ALT IN DOING SO. TO COMMUNICATE ALL OF THE ABOVE SUCCINCTLY WASN'T OUR HIGHEST CONCERN, SINCE WE WERE BOTH ENSURING RA COMPLIANCE, ATTEMPTING TO GAIN VISUAL CONTACT, AND SITUATIONAL AWARENESS. PERHAPS A MOMENT OR TWO AFTER ALL OF THIS WE WERE TOLD TO CONTACT APCH. I THINK BECAUSE ALL OF THIS OCCURRED VERY CLOSE TO THE CTR/APCH BOUNDARY, THE COORD BTWN CTRLRS WOULD HAVE BEEN VERY DIFFICULT. AND AGAIN, WE REALLY DON'T THINK ATC HAD CLRED THAT CARAVAN TO BE WHERE IT ENDED UP. THE TCASII SYS DID A REALLY NICE JOB IN THIS CASE.

### **Synopsis**

MD80 ON BYP STAR INTO DFW EXPERIENCED TCASII RA BELIEVED TO BE INITIATED BY ACFT CONDUCTING PARACHUTE ACTIVITY NEAR STAR RTE.

**ACN: 638093**

## **Time / Day**

Date : 200411  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.Common Carrier : Charter  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part : Part 135  
Flight Phase.Descent : Approach  
Flight Phase.Landing : Roll  
Route In Use.Approach : Traffic Pattern

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Experimental  
Operating Under FAR Part : Part 91  
Flight Phase.Landing : Roll

## **Component : 1**

Aircraft Component : VHF

## **Person : 1**

Affiliation.Company : Charter  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Total : 2950  
Experience.Flight Time.Type : 100  
ASRS Report : 638093

## **Person : 2**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 39.5  
Experience.Flight Time.Total : 166.2  
Experience.Flight Time.Type : 8.7  
ASRS Report : 637929

## Events

Anomaly.Conflict : Ground Critical  
Anomaly.Excursion : Runway  
Anomaly.Ground Encounters.Other  
Anomaly.Other Anomaly  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Took Evasive Action  
Consequence.Other : Aircraft Damaged  
Consequence.Other  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 50

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

I WAS CONDUCTING ROUTINE SKYDIVING OPS IN A DHC6 TWIN OTTER. AFTER DROPPING SKYDIVERS, I DSNDDED FOR A NORMAL APCH TO LNDG. I HAD BEEN ON WITH APCH AND WAS ALSO MONITORING THE LCL CTAF. I CALLED A 3 MI FINAL AND INQUIRED ABOUT ANY OTHER TFC IN THE PATTERN, BUT HAD NO REPLIES. AT 2 MI (PER MY GPS), I NOTICED WHAT APPEARED TO BE AN EXTREMELY SMALL AIRPLANE OFF THE N SIDE OF RWY 9. IT WAS MOTIONLESS WHEN I OBSERVED IT. IT APPEARED TO BE ABANDONED. I CONTINUED MY APCH AND DETERMINED THAT IT WOULD BE SAFE TO LAND WELL BEYOND IT. I LANDED WITH NO INCIDENT. LATER I WAS TOLD THAT THE PLT OF THE EXPERIMENTAL HAD LOST CTL OF HIS ACFT DURING LNDG. HE WAS STILL SITTING IN THE AIRPLANE AT THE TIME I LANDED. I BELIEVE IT WAS SAFE TO LAND, BUT HAD I KNOWN THE ACFT WAS OCCUPIED, I WOULD HAVE EXECUTED A GAR. THE PLT CLAIMED MY APCH CAUSED HIS INCIDENT. I WAS 2 MI AND 1500 FT AT THE TIME OF HIS INCIDENT. IT WAS LATER DETERMINED THAT HE DID NOT HAVE A RADIO AND HE WAS LNDG DOWNWIND RWY 27 WHILE I WAS LNDG ON RWY 9. SUPPLEMENTAL INFO FROM ACN 637929: I FLEW ACFT #1 IN A REGULAR STANDARD APCH TO A LNDG. ON MY DOWNWIND LEG A DEHAVILLAND TWIN OTTER WAS LOCATED AT 11 O'CLOCK POS ABOUT 1500 FT ABOVE MY 1000 FT PATTERN ALT. AFTER TOUCHING DOWN ON RWY 27 AND MY TAILWHEEL HAVING TOUCHED DOWN TOO, I NOTICED A TWIN ENG AIRPLANE APCHING FROM THE OTHER SIDE. THE ONLY AVAILABLE EXIT FOR ME WAS LOCATED AT THE UPWIND OF RWY 27, SO I CONTINUED TAXIING UP TO IT. THE OTHER AIRPLANE CONTINUED ITS LNDG/APCH, NOW BECOMING DECIDEDLY CLOSER. I SPED UP MY TAXI SPEED, ALSO I DIDN'T CONTINUE MY SLIGHT S-TURNS ANY MORE TO BETTER BE ABLE TO SEE THE RWY. WHEN THE TWIN STILL CONTINUED ITS APCH, NOW DANGEROUSLY CLOSE, I TRIED TO TAXI

EVEN FASTER. WHEN TURNING OFF TO THE TXWY, I TURNED A LITTLE TOO EARLY, CATCHING WITH MY R MAIN GEAR ON THE SIDE OF THE TXWY, SHEARING IT OFF IN THE PROCESS. MY AIRPLANE CAME TO REST WITH A SHATTERED PROP, 25 FT ON THE TXWY. THE TWIN OTTER PASSED OVERHEAD WHEN MY AIRPLANE WAS JUST STOPPED AND IT TOUCHED DOWN BEHIND ME ON RWY 9.

### **Synopsis**

DHC6 MAKING STEEP APCH TO LAND ON RWY 9 ENCOUNTERS SMA RAPIDLY TAXIING TO EXIT AFTER LNDG OPPOSITE DIRECTION AT UNCTLED ARPT. SMA EXITS THE HARD SURFACE AND COLLAPSES R MAIN LNDG GEAR.

**ACN: 635176**

## **Time / Day**

Date : 200410  
Day : Sat  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : OMH.Airport  
State Reference : VA  
Altitude.MSL.Single Value : 13500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 125  
Experience.Flight Time.Total : 2000  
Experience.Flight Time.Type : 60  
ASRS Report : 635176

## **Person : 2**

Function.Other Personnel.Other

## **Events**

Anomaly.Inflight Encounter : Weather  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Passenger Human Performance

Problem Areas : Weather

## **Narrative**

AT ONE POINT WHILE CONDUCTING JUMP OPS I TURNED ONTO JUMP RUN AT 11500 FT MSL CONTINUING THE CLB TO 13500 FT MSL. I GAVE THE PREREQUISITE RED LIGHT FOR OPENING THE JUMP DOOR, AND THE GREEN LIGHT TO LET THE JUMPERS KNOW THEY MAY LEAVE THE ACFT. WHEN I TURN ONTO JUMP RUN THE ACFT IS IN A NOSE HIGH ATTITUDE (FOR THE CLB) I CANNOT SEE DIRECTLY BELOW THE ACFT AS THERE ARE NO DOWNWARD FACING WINDOWS, AND THE FAA 'OPSPECS' FOR THE JUMP ACFT MANDATE THAT NO BANKS OVER 15 DEGS CAN BE MADE. MY VIEW LIMITED AND EVERYTHING SEEMINGLY OK, THE JUMPERS OPENED THE DOOR, OBSERVED THE WX CONDITIONS BELOW THEM, AND EXITED THE ACFT WITHOUT INCIDENT. AT THAT POINT I MADE THE APPROPRIATE RADIO CALLS AND PROCEEDED WITH THE GA EQUIVALENT OF AN EMER DSCNT. WHILE IN THE DSCNT I SPOTTED 2-3 PARACHUTES CLRLY VIOLATING CLOUD CLRNC REQUIREMENTS, IN THEIR APCH TO THE DROP ZONE LNDG AREA. I WAS THE PIC OF THE ACFT AND ALLOWED THE JUMP DOOR TO COME OPEN AND GAVE THE JUMPERS THE OPTION TO JUMP. UPON THE COMPLETION OF THAT JUMP, I CLRLY HAD PROBS WITH THE WAY IN WHICH THESE LICENSED JUMPERS EXERCISED THIS OPTION. THE SKYDIVERS OPENED THE JUMP DOOR AND: OBSERVED THE WX CONDITIONS BELOW THEM, MADE A VOLUNTARY DECISION TO JUMP, EXITED THE ACFT, DEPLOYED THEIR STEERABLE PARACHUTES AT DESIGNATED ALT OF THEIR CHOICE, AND THEY THEN STEERED THEIR PARACHUTES CLRLY TOWARD THE CLOUDS, VIOLATING FAR'S. THE RESULTING PARACHUTE FLT RESULTED IN A CLR VIOLATION OF VFR CLOUD CLRNC REQUIREMENTS. THE RESULTING DEMONSTRATION OF POOR JUDGEMENT FORCED ME TO TAKE THE CLOUD CLRNC ISSUE PARTIALLY OUT OF THEIR HANDS. WHILE ON JUMP RUN I HAD TO MAKE A JUDGEMENT OF CLOUD CONDITIONS IN THE GENERAL AREA WHILE BEING UNABLE TO DIRECTLY SEE THE DROP ZONE, THIS RESULTED INBTWN 3-6 ABORTED JUMP RUNS.

## **Synopsis**

THE PLT OF A DHC6 RELEASED SKYDIVERS IN VMC CONDITIONS BUT JUMPERS VIOLATE MINIMUM CLOUD CLRNC DURING DSCNT.

**ACN: 634219**

### **Time / Day**

Date : 200410  
Day : Sun  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : RDU.Airport  
State Reference : NC  
Altitude.MSL.Single Value : 5000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : RDU.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet 200 ER&LR  
Operating Under FAR Part : Part 121  
Navigation In Use.ILS.Localizer & Glide Slope : 23L  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

### **Aircraft : 2**

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : Transponder

### **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Total : 5700  
Experience.Flight Time.Type : 4600  
ASRS Report : 634219

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Person : 5**

Function.Observation : Passenger  
Function.Other Personnel.Other

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : FAR  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Consequence.FAA : Reviewed Incident With Flight Crew  
Miss Distance.Horizontal : 2500

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

DSNDING INTO RDU, TALKING TO RDU APCH, THEY POINTED OUT TFC THAT WAS CLBING AT OUR 11 O'CLOCK POS. THIS TFC WAS CLBING ABOVE OUR ALT AND TURNING AWAY FROM US. WE WERE CLRED TO FLY DIRECT TO DOCAT, A FIX ON THE ILS RWY 23L APCH. WE WERE THEN CLRED FROM 6000 FT TO 4000 FT. AS WE STARTED OUR DSCNT, WE SPOTTED WHAT LOOKED LIKE AN ACFT, BUT NOTHING WAS INDICATED ON TCASII. WE QUERIED ATC IF THEY HAD TFC AGAIN AT ABOUT OUR 11 O'CLOCK POS, ABOUT OUR ALT. THEY INDICATED THAT THEY DID NOT HAVE ANY TFC NEAR OUR ACFT. THE FO LEVELED THE ACFT AT ABOUT 5000 FT AND TURNED R. AS WE TURNED WE SAW A HIGH WINGED SINGLE ENG ACFT THAT HAD JUMPERS EXITING IT. WE RPTED THIS TO ATC. THEY STATED THAT NO ONE SHOULD BE THERE. WE CLRED THE CONFLICT AND PROCEEDED DIRECT TO DOCAT, WITH AN UNEVENTFUL LNDG.

## **Synopsis**

POTENTIAL CONFLICT BTWN AN ACR CRJ200 AND A SKYDIVING ACFT ON THE 12 DME NE COURSE OF THE ILS RWY 23L AT RDU.

**ACN: 632764**

## Time / Day

Date : 200410  
Day : Sun  
Local Time Of Day : 1801 To 2400

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 11500

## Environment

Flight Conditions : VMC  
Light : Dusk

## Aircraft : 1

Operator.General Aviation : Corporate  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

## Person : 1

Affiliation.Company : Corporate  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 1300  
Experience.Flight Time.Type : 350  
ASRS Report : 632762

## Person : 2

Function.Other Personnel.Other

## Events

Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## Assessments

Problem Areas : Flight Crew Human Performance

## Narrative

TOWARDS THE END OF A LONG DAY FLYING SKYDIVERS I DROPPED THE NEXT TO LAST LOAD AT APPROX XA40 (CDT). I WAS THINKING SUNSET WAS AROUND XB15, WHICH WOULD HAVE GIVEN ME AROUND 10 MINS TO GET TO THE GND, A

COUPLE MINS TO FUEL AND ANOTHER 20 MINS TO GET BACK TO ALT FOR THE JUMP. BEFORE THE LAST TKOF I COULDN'T SEE THE SUN BECAUSE IT WAS BEHIND SOME CLOUDS IN THE DISTANT W WHICH MAY HAVE PREVENTED ME FROM TELLING THAT SUNSET WAS ACTUALLY EARLIER THAN I WAS THINKING. (AFTER LOOKING LATER IT WAS AT XB08.) DURING THE CLB WE WERE LOSING LIGHT FASTER THAN EXPECTED SO THE JUMPERS WERE DROPPED EARLIER (LOWER) THAN PLANNED. THE JUMPERS WERE NOT LIGHTED AND IT WAS AFTER SUNSET. AS A SKYDIVER I KNEW THAT JUMPING AT THAT TIME OF DAY ISN'T A PROB BUT AS A PLT I SHOULD NOT HAVE LET THE JUMP GO WITHOUT THE SKYDIVERS WEARING LIGHTS. CONTRIBUTING FACTORS WERE POOR JUDGEMENT AND PRESSURE TO GET THE JUMPERS UP. IN THE FUTURE, I WILL BE MORE AWARE OF THE TIME OF DAY AND WILL ENSURE THAT THE JUMPERS ARE WEARING LIGHTS IF THEY ARE TO LEAVE THE ACFT AFTER SUNSET OR LNDG THE ACFT WITHOUT DROPPING WOULD ALSO BE APPROPRIATE.

### **Synopsis**

C182 PLT ALLOWS SKYDIVERS TO JUMP AFTER SUNSET WITHOUT LIGHTS.

**ACN: 631265**

## **Time / Day**

Date : 200409  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : VCN.VORTAC  
State Reference : NJ  
Altitude.MSL.Bound Lower : 5000  
Altitude.MSL.Bound Upper : 6000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PHL.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : A319  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival : On Vectors

## **Aircraft : 2**

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Approach  
Qualification.Controller : Radar  
Experience.Controller.Non Radar : 3  
Experience.Controller.Radar : 11  
ASRS Report : 631265

## **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : FAR  
Independent Detector.ATC Equipment.Other ATC Equipment : Radar/Mode C  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 6000  
Miss Distance.Vertical : 300

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

THIS IS A CONTINUAL PROB AND EXTREME SAFETY HAZARD. PARACHUTE ACFT WITH THIS COMPANY CLB DIRECTLY THROUGH A MAIN ARR CORRIDOR FOR PHL AIRSPACE. ARRS ARRIVING OVER VCN VORTAC. ACFT X ENCOUNTERED ONE OF THESE ACFT CLBING THROUGH HIS FLT PATH. ACFT X WAS LEVEL AT 6000 FT AND THE JUMP ACFT WAS CLBING THROUGH 5800 FT NOT RECEIVING RADAR ADVISORIES.

## **Synopsis**

RPTR CLAIMS A PARACHUTE ACFT IN THE VICINITY OF VCN CLBED THROUGH A MAIN ARR AREA, WAS NOT IN CONTACT WITH ATC AS REQUIRED TO RECEIVE TFC INFO.

**ACN: 627616**

## **Time / Day**

Date : 200408  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : IGN.VOR  
State Reference : IN  
Altitude.MSL.Single Value : 12000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZNY.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : A319  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Intermediate Altitude

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZNY.ARTCC  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Radar  
Qualification.Controller : Radar  
Experience.Controller.Radar : 14  
ASRS Report : 627616

## **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.ATC Equipment : Conflict Alert

Independent Detector.ATC Equipment.Other ATC Equipment : Radar/Mode C  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 2  
Independent Detector.Other.Flight CrewB : 3  
Consequence.FAA : Reviewed Incident With Flight Crew  
Miss Distance.Horizontal : 21000  
Miss Distance.Vertical : 800

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## **Narrative**

ACFT X, A319 WAS DSNding FROM 12000 FT TO 10000 FT WITH A DEST OF EWR (NEWARK). ACFT Y DH6 WAS CLBING VFR TO 14500 FT TO RELEASE PARACHUTE JUMPERS. ACFT X WAS CLBING SE OF THE FIELD BECAUSE ANOTHER JUMP ACFT WAS RELEASING JUMPERS OVER THE FIELD. THE ACFT CLBS IN A SPIRAL PATTERN AND THIS AREA WAS IN CONFLICTION WITH THE IGN 265 DEG RADIAL. I CALLED THE TFC TO ACFT Y AND THEY RPTED THE AIRBUS IN SIGHT. I CALLED THE TFC TO ACFT X BUT DID NOT STATE THAT THE TFC 'HAS YOU IN SIGHT.' ACFT X RESPONDED THAT THEY WERE LOOKING. ACFT X LATER RPTED THEY WERE RESPONDING TO A TCASII RA. I THEN DID STATE TO AFT X THAT THE TFC 'HAS YOU IN SIGHT.' ACFT X RESPONDED THAT IF THEY HAD NOT RESPONDED TO THE TCASII RA, THEY WOULD HAVE HAD A NEAR MISS. THEY ALSO STATED THAT THEY WOULD FILE THIS RPT.

## **Synopsis**

AN A319 CREW RESPOND TO A TCASII RA CAUSED BY DH6 ACFT WITH PARACHUTE JUMPERS. A ZNY ARTCC RADAR CTRLR HAD ISSUED TFC TO BOTH ACFT, BUT DID NOT ADVISE THE A319 CREW THE DH6 PLT HAD THEM IN SIGHT.

**ACN: 623275**

### **Time / Day**

Date : 200407  
Day : Sat  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.ATC Facility : D10.TRACON  
State Reference : TX  
Altitude.MSL.Single Value : 12000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : D10.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737-800  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival.STAR : Bonham

### **Aircraft : 2**

Controlling Facilities.TRACON : D10.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other  
Flight Phase.Climbout : Intermediate Altitude  
Flight Phase.Cruise : Enroute Altitude Change

### **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
ASRS Report : 623275

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 3**

Affiliation.Other : Personal

## Person : 4

Affiliation.Government : FAA  
Function.Controller : Approach

## Events

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Took Evasive Action

## Assessments

Problem Areas : Airspace Structure  
Problem Areas : FAA

## Narrative

DSNDING ON BONHAM ARR IN DFW. ATC HAD CLRED US TO DSND TO 11000 FT. WX WAS EXCELLENT WITH GOOD VISIBILITY. DURING DSCNT, ATC CALLED OUT TFC NEAR BONHAM CIRCLING AND CLBING ON THE ARR. WE SAW THE TFC ABOUT 10 MILES OUT. IT TURNED OUT TO BE A TWIN OTTER CONDUCTING SKYDIVING OPS. THE CTLR CALLED OUT US AS TFC TO THE TWIN OTTER AND INFORMED THAT ACFT THAT WE WERE DSNDING TO 11000 FT. THE TWIN OTTER CONTINUED TO ORBIT AND CLB RIGHT IN THE MIDDLE OF THE ARR. NO ATTEMPTS WERE MADE BY THE TWIN OTTER TO TURN OFF THE ARR OR STOP ITS CLB. I INFORMED ATC THAT WE HAD TFC IN SIGHT AND THAT WE WERE NOT COMFORTABLE WITH THE SEPARATION. ATC TOLD US THAT IF WE WANTED WE COULD SLOW OUR DSCNT TO 11000 FT IN ORDER TO STAY CLEAR OF THE TFC. AT NO TIME DID ATC ASK THE TWIN OTTER TO STOP HIS CLB. WE LEVELED OFF AROUND 12000 FT, BUT THE TWIN OTTER CONTINUED HIS CLB AND HIS ORBIT ON THE ARR. AT NO TIME DID THE TWIN OTTER MANEUVER TO AVOID US. AFTER THE INITIAL TFC CALL, ATC MADE NO FURTHER ATTEMPT TO KEEP US CLEAR OF THE ACFT UNTIL WE QUESTION THEM AND THEN THEIR ATTEMPT AT SEPARATION WAS LIMITED TO WEAKLY TELLING US WE COULD SIMPLY SLOW OUR DSCNT. AFTER WE WERE CLEAR OF THE TFC I COMMENTED TO ATC THAT THE ARR INTO DFW WAS A BAD PLACE TO CONDUCT SKYDIVING OPS. THE CTLR TOLD US THAT IT WAS POLITICS AND THAT THE SKYDIVING COMPANY WAS THERE BEFORE THE ARR AND THAT THEY NEEDED TO MAKE MONEY. AT NO TIME DID THE CTLR SHOW ANY CONCERN FOR THE SAFETY OF OUR ACFT OR OUR PAX. WE DID NOT GET A TCAS RA BECAUSE OF OUR MANEUVERING. WE HAD THE ACFT IN SIGHT THE ENTIRE TIME AND AVOIDED IT. HOWEVER, I FEEL THAT THE SKYDIVING OP HAD NO REGARD FOR ACFT DSNDING ON THE ARR AND THAT ATC WAS CREATING AN EXTREMELY DANGEROUS SIT JUST SO THAT THE TWIN OTTER WAS IN NO WAY INCONVENIENCED PERFORMING ITS DROP. IN THE SAME SIT IF THE ACFT ON THE ARR DID NOT SEE THIS TWIN OTTER OR DID NOT REALIZE THAT DESPITE TFC CALLS FROM ATC THAT THIS ACFT WAS CONTINUING TO ORBIT ON THE ARR AND CLB, A MIDAIR COULD BE A DEFINITE POSSIBILITY.

## Synopsis

A DFW APCH CTLR EXCHANGED TFC BETWEEN A B737 CREW AND A TWIN OTTER  
PLT CONDUCTING SKYDIVING OPS NEAR THE CTR OF THE BONHAM ARR AT 12000  
FT.

**ACN: 622245**

## **Time / Day**

Date : 200304  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : PHX.Airport  
State Reference : AZ  
Altitude.MSL.Bound Lower : 12500  
Altitude.MSL.Bound Upper : 13400

## **Environment**

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : B737 Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival.STAR : SUNSS

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Make Model Name : Cessna Single Piston Undifferentiated or Other Model  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Enroute Altitude Change

## **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Experience.Flight Time.Last 90 Days : 157  
Experience.Flight Time.Total : 18000  
Experience.Flight Time.Type : 7000  
ASRS Report : 622245

## **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer

## **Person : 3**

Function.Flight Crew : Single Pilot

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Non Adherence : FAR  
Independent Detector.Aircraft Equipment : TCAS  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 600  
Miss Distance.Vertical : 200

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure

## **Narrative**

OUR FLT WAS CLRED ON THE SUNSS5 ARR AND TO CROSS BBALL INTXN AT 11000 FT. ATC WAS ALSO TALKING TO A CESSNA SKYLANE OVER THE BBALL AREA AT 12500 FT WITH PARACHUTE JUMPERS. AS WE PASSED 14000 FT, ATC INSTRUCTED US TO LEVEL OFF AT 13000 FT, WHICH WAS ACCOMPLISHED. SHORTLY AFTER LEVELING OFF AT 13000 FT, THE TCASII GAVE AN RA ACTIVATION TO CLB. WE CLBED TO 13400 FT AND THE CESSNA PASSED UNDER US ON THE R SIDE AT 13200 FT ACCORDING TO TCASII. THE FO OBSERVED THE ACFT PASSING ABOUT 200 FT BELOW AND ABOUT 600 FT TO THE R. AFTER CLRING THE TFC, WE RECEIVED INSTRUCTIONS TO CONTINUE DSCNT TO 8000 FT. ATC WAS TOLD OF OUR RA MANEUVER.

## **Synopsis**

CLRED TO CROSS BBALL INTXN AT 11000 FT, FLT CREW OF B737 EXPERIENCES A CONFLICT WITH A C182 SKYDIVER DROP PLANE AT 13200 FT WHILE ON STAR ARR TO PHX.

**ACN: 620782**

### **Time / Day**

Date : 200406  
Day : Thu  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : DMW.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 9500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.ARTCC : ZNY.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part.Other  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level

### **Aircraft : 2**

Controlling Facilities.ARTCC : ZNY.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : Commercial Fixed Wing  
Operating Under FAR Part : Part 121  
Flight Phase.Cruise : Level  
Route In Use.Arrival.STAR : N/S

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 76  
Experience.Flight Time.Total : 520  
Experience.Flight Time.Type : 64  
ASRS Report : 620782

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Events**

Anomaly.Conflict : Airborne Less Severe  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted  
Miss Distance.Horizontal : 7200  
Miss Distance.Vertical : 600

## **Assessments**

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## **Narrative**

DURING CLBOUT, I WAS GOING TO DO JUMPING OVER PA23. I CALLED ZNY NUMEROUS TIMES AND THEY SAID THAT THERE WAS A HVY LOAD OF ARRS INTO DULLES. AS I WAS CLBING, MORE ATTEMPTS WERE GIVEN AND FINALLY ATC COM WAS ESTABLISHED, BUT STATIC WAS PRESENT. ON MY RADIO, I WAS GETTING GOOD RECEPTION AND XMISSIONS WERE STILL POSSIBLE, BUT HAD SOME STATIC. WHILE LISTENING TO ATC, THEY IDENTED THE JUMP PLANE FROM PREVIOUS PHONE CALL AHEAD OF TIME. MAINTAIN VFR FROM ACR'S. I FURTHER ESTABLISHED RADIO COM BY IDENTING ON XPONDER EACH TIME THE JUMP PLANE WAS CALLED FOR AND ADDED VOICE ON THE RADIO AND IDENT. WHILE UNDER DULLES ARRS, (9500 FT), MADE MORE XMISSIONS AND FLEW JUMP RUN. IN THE MEANTIME, ACR Y WAS 1-2 MI AWAY AND NO FACTOR FROM OUR VANTAGE POINT. ATC RPTED TFC ABOVE, NOT BELOW WITH COM BY RADIO AND IDENT. ALL PARTIES TALKED AFTERWARD AND SUBMITTED NASA RPTS.

## **Synopsis**

C182 PARACHUTE JUMP PLT EXPERIENCED POTENTIAL TFC CONFLICT AT 9500 FT, 10 MI N OF DMW WITH IAD ACR ARR ON ZNY FREQ.

**ACN: 620659**

### **Time / Day**

Date : 200406  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Intersection : Benky  
State Reference : IL  
Altitude.MSL.Bound Lower : 11000  
Altitude.MSL.Bound Upper : 13000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model Name : MD-82  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival.STAR : Bradford

### **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

### **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer  
ASRS Report : 620659

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
ASRS Report : 620513

### **Person : 3**

Affiliation.Other : Personal

### **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Radar

## Events

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.ATC Equipment.Other ATC Equipment : Radar  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 6000  
Miss Distance.Vertical : 500

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## Narrative

WE WERE ON THE BDF ARR INTO ORD. DURING DSCNT, THE CTLR ASSIGNED US A 090 DEG HDG, OFF THE ARR, AND DSCNT TO 11000 FT FOR SPACING. AFTER BEGINNING DSCNT FROM 14000 FT, THE CTLR ADVISED 'SKYDIVING TFC 12 O'CLOCK POS.' HE DID NOT ADVISE OF ALT OR DISTANCE. A COUPLE OF MINS LATER, I PICKED UP THE TFC -- 12 O'CLOCK POS AND 1 - 1 1/2 MI, SLIGHTLY BELOW. AT THE SAME TIME, THE CAPT SAW THE TFC, WE RECEIVED TCASII ADVISORY, AND THEN ATC TOLD US 'LEVEL OFF.' HE ASKED IF WE HAD THE TFC AND ADVISED US TO MAINTAIN OUR ALT. WE THEN TOLD HIM WE HAD THE TFC. THE TFC PASSED R TO L (THE OTHER PLANE WAS IN A TURN). WE CLRED THE TFC. HE PASSED TO OUR L AND CONTINUED INTO ORD. IT APPEARS THAT IF WE HAD NOT HAD A VISUAL ON THE TFC, THERE COULD HAVE BEEN A PROB AS THE CTLR FAILED TO RPT ALT OR DISTANCE IN THE BEGINNING. HE DID NOT ACKNOWLEDGE THE SIT ONCE WE WERE CLR OF THE TFC. A FEW MINS LATER, WE CHANGED FREQS TO CHICAGO APCH. SUPPLEMENTAL INFO FROM ACN 620513: ABOUT THIS TIME, WE ACQUIRED THE BOGEY VISUALLY MOVING L TO R AND JUST BELOW US. AT THIS TIME, WE GOT AN RA TELLING US TO CLB. ESTIMATE BOGEY WAS 1/2 - 1 MI AWAY AT CLOSEST POINT.

## Synopsis

POTENTIAL CONFLICT AVOIDED WHEN RADAR CTLR POINTS OUT CONFLICTING SKYDIVING ACFT SLIGHTLY BELOW RPTR'S MD80 DSNDING THROUGH 13000 FT AT BENKY INTXN, IL.

**ACN: 618581**

## **Time / Day**

Date : 200405  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : N45.Airport  
State Reference : NY  
Altitude.AGL.Single Value : 1300

## **Environment**

Flight Conditions : Mixed  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Cardinal 177/177RG  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Total : 6400  
Experience.Flight Time.Type : 1500  
ASRS Report : 618581

## **Person : 2**

Affiliation.Government : FAA  
Function.Other Personnel : FSS Specialist

## **Person : 3**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 5000

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

I WAS GIVING SCENIC FLTS FROM MGJ (ORANGE COUNTY) TO NEW DALTZ.  
RECEIVED A BRIEFING FROM NEW YORK FSS AND PARACHUTE TFR ADVISORIES.  
NOTHING NOTED FOR GARDINER WHICH DEPICTS PARACHUTES ON THE  
SECTIONAL. OBSERVED A TWIN OTTER CLBING AND CIRCLING ABOVE ME.  
OBSERVED PARACHUTES DEPLOYED IN FRONT OF ME. TURNED SHARPLY S. HAD  
THE SKYDIVERS NOT DEPLOYED CHUTES, I WOULD PROBABLY NOT HAVE SEEN  
THE FALLING BODIES.

## **Synopsis**

A C177 PLT RPTED THAT HE UNEXPECTEDLY ENCOUNTERED PARACHUTISTS IN  
ZNY'S AIRSPACE, CAUSING HIM TO MAKE AN EVASIVE MANEUVER.

**ACN: 616626**

## **Time / Day**

Date : 200404  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : D73.Airport  
State Reference : GA  
Altitude.AGL.Single Value : 0

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Light Transport, High Wing, 2 Turboprop Eng  
Operating Under FAR Part.Other  
Flight Phase.Descent : Approach  
Flight Phase.Landing : Go Around

## **Person : 1**

Affiliation.Other : Personal  
Function.Observation : Observer  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 20  
Experience.Flight Time.Total : 25000  
ASRS Report : 616626

## **Person : 2**

Affiliation.Other : Personal  
Function.Other Personnel.Other

## **Person : 3**

Affiliation.Other : Contracted Service  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 3  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 35

## **Assessments**

Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## **Narrative**

DON'T KNOW ANYTHING ABOUT CASA 212 PLTS' RATINGS, ONLY COMMENT IS THEY LAND WHEN CHUTIST STILL IN AIR NEAR RWY. LOCATION D73. PARACHUTIST CROSSED RWY IN FRONT OF LNDG CASA (ABOUT 500 FT ESTIMATED). CASA 212 PLT PULLED UP CLEARING CHUTIST 35 FT OR SO. NORMAL LNDG AREA FOR CHUTIST ON WEST SIDE OF RWY. NOTE: THE JUMP PLANE GIVES REQUIRED WARNINGS BUT THERE WERE 30 JUMPERS LNDG AT ABOUT SAME TIME.

## **Synopsis**

RPTR ON GND WITNESSES NEAR MISS BETWEEN LNDG ACFT AND SKYDIVER ON RWY AT D73.

**ACN: 616512**

### **Time / Day**

Date : 200405  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Navaid : FCM.VOR  
State Reference : MN  
Altitude.MSL.Single Value : 11000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : M98.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : DC-9 30  
Operating Under FAR Part : Part 121  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival.STAR : Eau Claire

### **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Vacating Altitude

### **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Total : 17000  
Experience.Flight Time.Type : 5000  
ASRS Report : 616512

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer

### **Person : 3**

## Person : 4

Affiliation.Government : FAA  
Function.Controller : Approach

## Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 7000  
Miss Distance.Vertical : 300

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## Situations

### Narrative

WHILE OVER TWINZ INTXN AT 11000 FT MSL, THE FLT RECEIVED A TCASII ADVISORY REFING A TARGET LOCATED AT ABOUT OUR 11 O'CLOCK POS, +300 FT. THE TA WAS FOLLOWED BY A TCASII RA INSTRUCTING THE ACFT TO BE DSNDED. THE PF IMMEDIATELY DISENGAGED THE AUTOPLT AND BEGAN A DSCNT. THE TARGET ACFT WAS VISUALLY SPOTTED BY BOTH FLT CREW MEMBERS, AND 2 OBJECTS, ASSUMING TO BE PARACHUTISTS, WERE SEEN FALLING OUT OF THE ACFT. THE TARGET ACFT ALSO BEGAN A DSCNT AND A L TURN. THE PNF INFORMED ATC THAT WE HAD RECEIVED A TCASII RA, AND THAT WE WERE DSNding TO AVOID FURTHER CONFLICT AS INSTRUCTED BY THE TCASII. ATC THEN CLRED THE FLT TO DSNd TO 7000 FT MSL. ONCE THE TCASII ANNOUNCED CLR OF CONFLICT, THE DSCNT RATE WAS REDUCED, AND THE FLT CONTINUED ON TO MSP WITHOUT FURTHER INCIDENT.

### Synopsis

40 MI NE OF MSP AN ARR DC9 FLT CREW ENCOUNTERS PARACHUTE ACTIVITY, RECEIVING A TCASII RA FROM THE DROP ACFT IN THE VICINITY OF TWINZ INTXN, MN.

**ACN: 616472**

### **Time / Day**

Date : 200404  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : D73.Airport  
State Reference : GA  
Altitude.AGL.Single Value : 0

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Sail Plane  
Operating Under FAR Part.Other  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Approach  
Route In Use.Arrival : VFR

### **Person : 1**

Affiliation.Other : Personal  
Function.Observation : Observer  
Qualification.Controller : Non Radar  
Qualification.Controller : Radar  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Qualification.Pilot : Flight Engineer  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Controller.Non Radar : 50  
Experience.Controller.Radar : 50  
Experience.Controller.Supervisory : 8  
Experience.Flight Time.Last 90 Days : 2  
Experience.Flight Time.Total : 20000  
ASRS Report : 616472

### **Person : 2**

Function.Other Personnel.Other

### **Person : 3**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

## Events

Anomaly.Ground Encounters : Person  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## Assessments

Problem Areas : Aircraft  
Problem Areas : Airport  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

ON 4/SAT/2004 BETWEEN XA00-XD00, PARACHUTISTS WERE (ON TWO SEPARATE OCCASIONS) SEEN LNDG ON THE RWY SURFACE OF RWY 3/21. THIS IS NOT THE FIRST TIME THIS HAS HAPPENED. DURING THESE DAYS OF HEAVY PARACHUTE TFC, SOMETIMES AS MANY AS 25-30 ARE RELEASED AT A TIME AND THEY LAND ALL OVER THE ARPT, CROSSING BACK AND FORTH OVER THE ACTIVE RWY ON THEIR DSCNTS. NO PARTICULAR DROP ZONE SEEMS TO BE OBSERVED, AS THEY JUST USE THE WHOLE ARPT SURFACE CREATING A HAZARD TO NORMAL ARPT TFC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ARPT IN QUESTION WAS THE WALTON COUNTY ARPT IN MONROE, GA (D73). THE RPTR INDICATED THAT THIS IS AN ONGOING PROB. AT TIMES THERE ARE 30 OR MORE JUMPERS AT A TIME. THEY LAND ON ALL SURFACES OF THE ARPT INCLUDING THE ACTIVE RWY WHEN THERE ARE ACFT, INCLUDING GLIDERS, LNDG. THE RPTR IS A GLIDER PLT AND HAS INDICATED THAT THEY ARE UNABLE TO GAR IF NEEDED TO AVOID HITTING A PARACHUTE JUMPER. THE RPTR ALSO INDICATED THAT THE JUMP ACFT RACES THE JUMPERS DOWN AND LANDS IN A DIVING STRAIGHT IN APCH THAT MAKES IT VERY DIFFICULT FOR OTHER ACFT TO SEE. THE RPTR INDICATED THAT THE JUMPERS ARE REQUIRED TO HAVE PERMISSION FROM THE CITY TO LAND ON THE FIELD AND THAT THEY DO NOT HAVE THIS PERMISSION. HE FEELS THAT IT IS JUST A MATTER OF TIME BEFORE SOMEONE IS KILLED AND WOULD LIKE THE FAA TO MONITOR THE SIT AT THIS ARPT TO HELP IMPROVE SAFETY.

## Synopsis

A GLIDER PLT IS CONCERNED WITH THE NUMBER OF PARACHUTE JUMPERS THAT LAND ON THE ARPT SURFACE AT D73 WITH OTHER ACFT LNDG AT THE SAME TIME.

**ACN: 615374**

### **Time / Day**

Date : 200404  
Day : Sun  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.ATC Facility : ZDC.ARTCC  
Locale Reference.Navaid : ZPH.NDB  
State Reference : FL  
Altitude.MSL.Single Value : 12000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Airbus Industrie Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival : On Vectors

### **Aircraft : 2**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Light Transport  
Operating Under FAR Part.Other  
Flight Phase.Climbout : Intermediate Altitude

### **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Approach  
Function.Controller : Departure  
Qualification.Controller : Radar  
Experience.Controller.Radar : 16  
Experience.Controller.Time Certified In Position1 : 15  
ASRS Report : 615374

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain

### **Person : 3**

Affiliation.Other : Personal  
Function.Flight Crew : Captain

## Events

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.ATC Equipment : Conflict Alert  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 500

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Company  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

ACFT X WAS BEING VECTORED WBOUND TO AVOID ARR TFC SBOUND INTO TPA. ACFT Y WAS NOT RADAR IDENTED, CLBING OVER ZPH ARPT ON FREQ FOR TA'S. AS ACFT Y PASSED ABOUT 11400 FT, TFC WAS ISSUED TO ACFT X. AT THAT TIME, ACFT X ADVISED HE WAS GETTING A TCAS RA AND WAS TAKING EVASIVE ACTION. ACFT X THEN CLBED TO 12400 FT, WHILE ACFT Y LEVELED OFF BELOW HIM. AFTER THEY PASSED, ACFT X ADVISED HE WAS RETURNING TO HIS ASSIGNED ALT AND HDG. ACFT Y COMPLETED HIS CLB TO 12500 FT. THIS SIT IS A PROB THAT HAS BEEN RPTED PREVIOUSLY NUMEROUS TIMES. THAT IS, JUMP ACFT CLBING THROUGH TFC OVERFLYING ON VECTORS OR ON THE FEDERAL AIRWAY. I BELIEVE THE ONLY REMEDY IS TO HAVE THE JUMP ACFT MOVE TO ANOTHER LOCATION, PREFERABLY TO A MUCH LESS CONGESTED AREA. IN MY OPINION, IT IS ONLY A MATTER OF TIME BEFORE A MIDAIR COLLISION OCCURS, BEFORE THIS DANGEROUS OP IS CORRECTED.

## Synopsis

TPA TRACON CTRLR EXPRESSED CONCERN REGARDING PARACHUTE ACFT CLBING THROUGH AIRWAY.

**ACN: 615357**

### **Time / Day**

Date : 200404  
Day : Sun  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : SDM.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 4000

### **Environment**

Light : Daylight

### **Aircraft : 1**

Controlling Facilities.Tower : SDM.Tower  
Operator.General Aviation : Personal  
Make Model Name : Other  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual  
Route In Use.Arrival : VFR

### **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other  
Flight Phase.Climbout : Intermediate Altitude  
Flight Phase.Cruise : Level

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 5  
Experience.Flight Time.Total : 21000  
Experience.Flight Time.Type : 30  
ASRS Report : 615357

### **Person : 2**

Function.Observation : Observer

### **Person : 3**

Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Local

## Events

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : Required Legal Separation  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Other  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

APCHING BROWN FIELD (SDM) IN A JET, WE WERE ADVISED OF THE 3 PARACHUTE ZONES JUST E OF THE FIELD, AT LEAST ONE BEING 'HOT.' AT 5 MILES E WE WENT A LITTLE S OF THE CTRLINE OF RWY 26R, KNOWING OR ASSUMING THAT THE ONE S OF THE CTRLINE WOULD BE COLD (IT'S MILITARY AND NOT USED MUCH), BUT WE REALLY DID NOT KNOW FOR SURE. AT 3.5 MILES WE CORRECTED BACK TO THE CTRLINE AND NOTICED THE TWIN OTTER JUMP PLANE ABOVE US. THE TWR TREATS THESE JUMP AREAS AS THOUGH THEY ARE RESTR AREAS BUT THEY ARE NOT. GETTING IN AND OUT OF BROWN TO THE E SAFELY IS NOW IMPOSSIBLE. THE 3RD JUMP ZONE IS N OF THE CTRLINE. RWY 26R IS THE MAIN RWY USED BY TRANSIENTS JETS. IF WE HAVE A MIDAIR BETWEEN A JUMPER AND AN AIR PLANE WOULD THEY RECOGNIZE THE DANGER OF THIS SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT IS VERY CONCERNED WITH THIS NEW PROC. THE AFD INDICATED DROP ACTIVITY BUT THE ONE ON THE CTRLINE OF RWY 26R IS NEWLY ESTABLISHED WITHIN THE LAST 6 WEEKS, THE OTHER TWO HAVING BEEN WELL ESTABLISHED PRIOR TO THAT. A LEASE OPERATOR HAS ACQUIRED RENTAL RIGHTS AT THE ARPT AND LAND RIGHTS 3 MILES E FOR DROP RECOVERY EFFORTS. THE CLASS D AREA IS NOT 5 MILES OUT, BUT 3 NM OUT AT SDM. IT APPEARS TWR IS ACTING LIKE THE CTRLINE OF RWY 26R IS A PROHIBITED AREA AND DOES NOT COORD WELL WITH INBOUND ACFT, IE, NOT STOPPING THE PARACHUTE ACTIVITY DURING OTHER ACFT APCH PERIODS. TWR SIMPLY ADVISES THAT JUMP ZONE IS 'HOT.' RPTR IS CONCERNED THAT TRANSIENT ACFT MIGHT GET IN TROUBLE WITH PROC. HE IS LCL AND KNOWS THE AREA WELL, ALTHOUGH HE ADMITS HE CUT BACK TO CTRLINE TOO SOON. THE JUMP ACFT WAS ABOVE HIM, HE DID NOT KNOW IF IT WAS CLBING OR IN A DESCENT. HE DID NOT HEAR OR SEE ANYTHING THAT INDICATED JUMPERS WERE AWAY. THE JUMP ACFT CLB TO ABOUT 12000 FT.

## Synopsis

INBOUND ACFT PLT VOICES CONCERN OVER THE NEWLY ESTABLISHED DROP  
AREA FOR PARACHUTE ACTIVITY 3 TO 4 NM E AND ON CTRLINE OF RWY 26R AT  
SDM, CA.

**ACN: 615036**

### **Time / Day**

Date : 200404  
Day : Sat  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Intersection : BBALL  
State Reference : AZ  
Altitude.MSL.Single Value : 13000

### **Environment**

Flight Conditions : VMC

### **Aircraft : 1**

Controlling Facilities.TRACON : P50.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model  
Operating Under FAR Part : Part 121  
Navigation In Use.Other : FMS or FMC  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Arrival.STAR : SUNSS

### **Aircraft : 2**

Controlling Facilities.TRACON : P50.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

### **Person : 1**

Affiliation.Company : Air Carrier  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Total : 3900  
Experience.Flight Time.Type : 1200  
ASRS Report : 615036

### **Person : 2**

Affiliation.Company : Air Carrier  
Function.Flight Crew : First Officer

### **Person : 3**

Affiliation.Other : Personal

## Person : 4

Affiliation.Government : FAA  
Function.Controller : Approach

## Person : 5

Affiliation.Government : FAA  
Function.Controller : Supervisor

## Events

Anomaly.Conflict : Airborne Less Severe  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Took Evasive Action  
Consequence.FAA : Reviewed Incident With Flight Crew  
Miss Distance.Horizontal : 12000  
Miss Distance.Vertical : 2000

## Assessments

Problem Areas : Airspace Structure  
Problem Areas : Company  
Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

ON SUNSS 5 ARR LNDG PHX, GIVEN CLRNC TO CROSS BBALL AT 11000 FT AND 250 KTS. AROUND 15000 FT, ZAB GAVE TA OF VFR ACFT CLBING TO 12500 FT FOR PARACHUTE JUMP. TFC WAS RPTED AT 1-2 O'CLOCK POS AND 10 MI. AT APPROX 13000 FT MSL, RECEIVED TCAS TA, FOLLOWED IMMEDIATELY BY TCAS RA AND 'CLB, CLB.' TARGET APPEARED TO BE 1 O'CLOCK POS AND ABOUT 2 MI. I DON'T RECALL THE VERT SEPARATION, BUT IT WAS APPROX 2000 FT AT THAT TIME. I RESPONDED BY CLBING UNTIL THE RA WAS RESOLVED, THEN STARTED BACK DOWN TO ASSIGNED ALT. FO RPTED TO ATC THAT WE WERE RESPONDING TO AN RA. BY THE TIME WE LEVELED AT 11000 FT, WE WERE NEARLY 10 MI PAST BBALL ON THE ARR. I CONTACTED ZAB AFTER ARRIVING AT THE GATE. THE OPS MGR WAS VERY HELPFUL AND COURTEOUS, AND STATED THEY HAVE HAD OTHER INSTANCES OF CONFLICTS INVOLVING JUMP ACFT AND ACFT INBOUND ON THE ARR. MY COMMENT WAS WHY NOT AMEND OUR CLRNC TO LEVEL AT 14000 FT SO AS TO AVOID A TA OR RA AND PREVENT AGGRESSIVE MANEUVERING OF ACFT? IT WOULD ONLY BE NECESSARY WHEN JUMP ACFT ARE IN THE VICINITY. HE SAID WE WERE MORE THAN WELCOME TO LEVEL OFF AT A HIGHER ALT TO AVOID A CONFLICT, AS LONG AS WE COULD STILL MAKE OUR XING RESTR. ANOTHER SOLUTION MIGHT BE TO REQUIRE THE JUMP ACFT TO HAVE AN IFR FLT PLAN, OR AT LEAST TREAT THEM AS SUCH SO AS TO REQUIRE THE MINIMUM SEPARATION OF 5 MI OR 1000 FT. EVEN A SLIGHT TURN OFF THE ARR WOULD WORK WELL IN THAT SIT.

## Synopsis

CL65 ARR TO PHX ON SUNSS 5 EXPRESSED CONCERN REGARDING PARACHUTE ACFT TFC NEAR DSCNT ROUTING.

**ACN: 614543**

### **Time / Day**

Date : 200404  
Day : Fri  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.ATC Facility : SCT.TRACON  
State Reference : CA  
Altitude.MSL.Single Value : 8000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

### **Aircraft : 2**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.Common Carrier : Air Taxi  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Intermediate Altitude

### **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Approach  
Qualification.Controller : Radar  
Experience.Controller.Radar : 20  
Experience.Controller.Time Certified In Position1 : 16  
Experience.Flight Time.Total : 100  
ASRS Report : 614543

### **Person : 2**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot

### **Person : 3**

Affiliation.Other : Contracted Service  
Function.Flight Crew : Single Pilot

### **Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence.Other  
Independent Detector.Other.ControllerA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.Other : Emotional Trauma

## **Assessments**

Problem Areas : Airspace Structure  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

ACFT X WAS ON A RADAR VECTOR TO SNA. TFC IN SECTOR WAS BUSY. I OBSERVED A VFR BEACON DSNDING. I ASKED WHO ACFT WAS. ACFT Y IDENTED HIMSELF. I ASKED ACFT Y IF HE JUST LET OUT JUMPERS FROM 14000 FT. HE SAID YES. ACFT Y NEVER ESTABLISHED 2-WAY RADIO COMM BEFORE HE LET OUT JUMPERS THROUGH IFR TFC. HE SAID OVER THE FREQ THAT HE WAS NOT ABLE TO GET THROUGH BECAUSE OF CONGESTION AND LET THEM OUT ANYWAY. VIOLATION OF LOA BTWN JUMPERS AND SOCIAL TRACON. ACFT Y NEVER SAID ANYTHING. THIS COULD HAVE BEEN A LOSS OF LIFE EVENT.

## **Synopsis**

SCT CTLR EXPRESSED CONCERN REGARDING PARACHUTE JUMP OPS AND NON COMPLIANCE WITH LOA.

**ACN: 612789**

### **Time / Day**

Date : 200403  
Day : Sun  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : 4A4.Airport  
State Reference : GA  
Altitude.AGL.Single Value : 3000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Climbout : Intermediate Altitude

### **Aircraft : 2**

Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

### **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 40  
Experience.Flight Time.Total : 753  
Experience.Flight Time.Type : 445  
ASRS Report : 612789

### **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

### **Person : 3**

Function.Oversight : PIC

### **Person : 4**

Function.Other Personnel.Other

## Events

Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

Problem Areas : ATC Human Performance  
Problem Areas : Airport  
Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance

## Narrative

DEPARTED 4A4 ON AN INSTRUCTIONAL FLT AFTER A FULL-STOP TAXI BACK. WE TOOK OFF SEVERAL MINS AFTER A TWIN OTTER WITH PARACHUTE JUMPERS. WE DEPARTED THE TFC PATTERN ON L XWIND AND MADE A WIDE CLBING DOWNWIND ON COURSE TO FULTON COUNTY. ALL OF OUR INTENTIONS WERE ANNOUNCED APPROPRIATELY ON PUBLISHED CTAF. WE THEN HEARD '1 MIN UNTIL JUMPERS AWAY.' THIS WOULD HAVE BEEN PLENTY OF TIME FOR US TO BE OUT OF THE AREA. HOWEVER, LESS THAN 30 SECONDS LATER, WE OBSERVED PARACHUTES OPENING LESS THAN 1/3 MI AND WITHIN 2000 FT OF OUR ALT. WE MADE AN EVASIVE TURN TO AVOID JUMPERS. I BELIEVE THAT THE JUMPERS MAY HAVE ALREADY DEPARTED THEIR ACFT BEFORE THE 1 MIN WARNING. I ALSO DO NOT BELIEVE THAT THIS AMOUNT OF WARNING WAS ADEQUATE. A 5 MIN WARNING WOULD HAVE BEEN MORE ADEQUATE, OR EVEN JUST A 1 MIN WARNING BEFORE THE JUMPERS DEPARTED. WATCHING THE TWIN OTTER DEPART, I ALSO OBSERVED OCCUPANTS SITTING IN THE BACK DOORWAY OF THE ACFT THAT WAS PARTIALLY OPEN DURING TKOF. I DON'T KNOW WHAT PART OF THE FARMS THEY OPERATE UNDER, BUT PERHAPS I'M NOT FAMILIAR. I WOULD HATE TO SEE AN ACCIDENT RESULT FROM THESE PRACTICES.

## Synopsis

PLT OF C172 ADVISES THAT SKYDIVERS WERE RELEASED IN THE VICINITY OF 4A4 WITHOUT PROVIDING TIMELY WARNINGS TO OTHER ACFT.

**ACN: 609537**

## **Time / Day**

Date : 200402  
Day : Sun  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : L65.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 7500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Total : 2100  
Experience.Flight Time.Type : 200  
ASRS Report : 609537

## **Person : 2**

Affiliation.Other : Personal

## **Person : 3**

Function.Observation : Passenger

## **Events**

Anomaly.Conflict : Airborne Critical  
Anomaly.Inflight Encounter : Skydivers  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Insufficient Time  
Miss Distance.Horizontal : 1000  
Miss Distance.Vertical : 0

## **Assessments**

Problem Areas : Chart Or Publication  
Problem Areas : Flight Crew Human Performance

## **Situations**

Chart.Sectional : Los Angeles  
Chart.Terminal Area : Los Angeles

## **Narrative**

I WAS ON HDG OF 035 DEGS AT 7500 FT PAST THE N END OF LAKE ELSINORE. I WAS AWARE OF PARACHUTE ACTIVITY AT S END OF ELSINORE, BUT DID NOT NOTICE SYMBOL FOR PARACHUTE ACTIVITY AT PERRIS VALLEY, L65. IT IS MORE OBVIOUS ON THE LOS ANGELES AREA, NOT SO ON SECTIONAL I WAS USING. I FIRST SAW THE CHUTES AT 10 O'CLOCK POS, MY ALT, 1000 FT. WHEN WELL PAST, I MADE A 90 DEG L TURN TO SHOW MY PAX. ABOUT 1 MIN LATER, THE JUMP PLANE (A TWIN, HIGH WING) OVERTOOK ME ON THE R SIDE -- PERHAPS 200 FT AWAY, THEN BROKE R AND DSNDED. HE MAY HAVE BEEN DSNding WHEN HE PASSED ME. IF THE CHART MARKING FOR PARACHUTE WAS MOVED BELOW THE ARPT CIRCLE, IT WOULD BE MUCH CLRER.

## **Synopsis**

C182 PLT SHOWS PAX PARACHUTE SKYDIVING ACTIVITY AND IS OVERTAKEN BY THE PERCEIVED JUMP PLANE DSNding TOWARDS A LNDG STRIP.

**ACN: 607697**

### **Time / Day**

Date : 200402  
Day : Thu  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : E60.Airport  
State Reference : AZ  
Altitude.MSL.Single Value : 23000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Charter  
Make Model Name : Shorts SC7 Skyvan 3/3M  
Operating Under FAR Part.Other  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : Altimeter

### **Component : 2**

Aircraft Component : Throttle/Power Level

### **Person : 1**

Affiliation.Company : Charter  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Total : 7700  
Experience.Flight Time.Type : 550  
ASRS Report : 607697

### **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Radar

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Other Anomaly  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Overcame Equipment Problem  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Consequence.Other : Company Review  
Consequence.Other

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Company  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## **Narrative**

ON AN IFR FLT PLAN, I MISSED ALT AND HDG ASSIGNMENTS WHILE DROPPING SKYDIVERS OVER ARPT. I WAS DISTR WITH MECHANICAL OPERATING DIFFICULTIES AND POSSIBLY HYPOXIC. 1) STUCK FULL THROTTLE #2 ENG. 2) ALT ERROR. 3) OXYGEN SYS INADEQUACIES. 4) DELAYS ABOVE 17500 FT MSL. IMPLEMENTED CORRECTIONS AS FOLLOWS: 1) REPAIRING MECHANICAL DEFECTS. 2) RECALIBRATING ALTIMETER. 3) A MORE EFFECTIVE OXYGEN BREATHING SYS WILL BE UTILIZED IN THE FUTURE. 4) DELAYS WILL BE ANTICIPATED. 5) DECLARE AN EMER.

## **Synopsis**

PLT OF SC7 ON PARACHUTE DROP MISSION AT FL230 HAS ALTDEVS AND HDG DEVS EXACERBATED BY OXYGEN DEPRIVATION AND MECHANICAL DIFFICULTIES.

**ACN: 604118**

## **Time / Day**

Date : 200401  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : X26.Airport  
State Reference : FL  
Altitude.MSL.Single Value : 8500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZMA.ARTCC  
Operator.General Aviation : Corporate  
Make Model Name : Citation Excel  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : FMS or FMC  
Navigation In Use.Other.VORTAC  
Flight Phase.Descent : Approach  
Route In Use.Arrival : On Vectors

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Twin Otter DHC-6  
Operating Under FAR Part.Other

## **Component : 1**

Aircraft Component : Transponder

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : First Officer  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 155  
Experience.Flight Time.Total : 5520  
Experience.Flight Time.Type : 695  
ASRS Report : 604118

## **Person : 2**

Affiliation.Company : Corporate  
Function.Flight Crew : Captain  
Function.Oversight : PIC

### **Person : 3**

Function.Flight Crew : Single Pilot

### **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Radar

### **Events**

Anomaly.Conflict : NMAC  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.None Taken : Anomaly Accepted  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 50

### **Assessments**

Problem Areas : Flight Crew Human Performance

### **Narrative**

THIS NMAC EVENT OCCURRED WHILE ON A VECTOR DSCNT TO FPR ARPT. JUST N OF THE VRB VOR, WE SAW A HIGH WING ACFT, PROBABLY A TWIN OTTER 'APPEAR' OFF THE NOSE IN A CLB. NO EVASIVE ACTION WAS TAKEN AS WE WERE ALREADY BEHIND OR BELOW THE OTHER ACFT. OUR LOCATION WAS APPROX 200 FT HORIZ, 50 FT VERT. SEVERAL MINS LATER WE HEARD A PARACHUTE JUMP ACFT. 'JUMPERS AWAY OVER SEBASTIAN ARPT AT 13000 FT.' WE SUSPECT THIS WAS OUR SUBJECT ACFT AS WE NOTICED THE JUMP DOOR WAS OPEN WHEN IT PASSED BY. OUR TCAS SYS WAS WORKING PERFECTLY YET WE HAD NO VISUAL OR AURAL WARNING. WE WERE 'HEAD OUT' DURING THE DSCNT BUT THE SUBJECT ACFT WAS OBSCURED BY THE NOSE UNTIL IT APPEARED OFF OUR NOSE. THIS EVENT COULD HAVE BEEN AVOIDED BY TCAS -- ASSUMING THE OTHER ACFT HAD AN OPERABLE XPONDER. ADDITIONALLY, THE APCH CTLR SAID NOTHING BUT DID VERIFY THE JUMP PLANE'S CALL SIGN. JUMP ACFT SHOULD BE BETTER CTLED OVER BUSY APCH CORRIDORS OF FLORIDA'S EAST COAST -- AND TURN YOUR XPONDER ON.

### **Synopsis**

A CE-560XL FLT CREW HAS AN NMAC WITH A TWIN OTTER SKYDIVE PLANE.

**ACN: 603113**

### **Time / Day**

Date : 200312  
Day : Sat  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 150

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Corporate  
Make Model Name : Caravan 1 208A  
Operating Under FAR Part.Other  
Navigation In Use.Other : GPS  
Route In Use.Approach : Traffic Pattern  
Route In Use.Arrival : VFR

### **Aircraft : 2**

Operator.Other : Military  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern  
Route In Use.Arrival : VFR

### **Person : 1**

Affiliation.Other : Contracted Service  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Total : 8500  
Experience.Flight Time.Type : 2000  
ASRS Report : 603113

### **Person : 2**

Affiliation.Government : Military  
Function.Instruction : Instructor

## Person : 3

Function.Observation : Observer

## Events

Anomaly.Conflict : Airborne Critical  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.None Taken : Insufficient Time  
Consequence.Other : Aircraft Damaged  
Consequence.Other  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 0

## Assessments

Problem Areas : Airport  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance

## Narrative

OUR CARAVAN 208 COLLIDED WITH A CESSNA 172 ON SHORT FINAL TO AN UNCTLED ARPT RWY, AT APPROX 150 FT AGL. I WAS RETURNING FROM A SKYDIVE DROP FROM 13500 FT MSL, WAS IN CONTACT WITH APCH CTL ON OUR ASSIGNED DISCRETE XPONDER CODE UNTIL I SIGNED OFF FROM APCH AT ABOUT 3500 FT MSL. I JOINED THE DOWNWIND, FLEW A BASE AND FINAL MAKING BROADCASTS ON POS AND INTENTION AT EACH LEG. I HAD A VISUAL ON A PIPER PAWNEE GLIDER TOW PLANE ENTERING THE DOWNWIND FROM UPWIND AND COMMUNICATED WITH HIM MY POS AND FLT PATH. NO OTHER ACFT MADE RADIO CALLS ON THE FREQ WHILE I WAS MONITORING DURING MY APCH. MY GPS RECEIVES TFC DISPLAY FROM OUR GPS DATALINK MODE S XPONDER. WHILE THERE WERE MULTIPLE TARGETS IN THE VICINITY, NO TARGETS APPEARED ON THE FINAL APCH PATH TO RWY 36 AS I MADE MY BASE, AND BASE TO FINAL TURNS. COLLISION IMPACT OCCURRED AT APPROX 150 FT AGL ON SHORT FINAL TO RWY 36. WIND WAS 20-25 KTS FROM 360 DEGS. BOTH ACFT WERE ABLE TO LAND IMMEDIATELY AFTER THE COLLISION WITH MINOR DAMAGE TO BOTH ACFT, NO INJURIES. I FEEL THAT THE OTHER ACFT HAD ESTABLISHED A WIDE TFC PATTERN TO THE ARPT, AS HE STATED THAT HE HAD CALLED A 1 MI FINAL RADIO CALL. SINCE I NEVER HEARD THIS CALL, AND HE DID NOT RESPOND TO MY CALLS, EITHER HE WAS BROADCASTING ON THE WRONG FREQ OR WAS DISTR BY HIS STUDENT, POSSIBLY GIVING INSTRUCTION. THIS PUT HIM BELOW MY TFC INFO DISPLAY AND BELOW MY OPTICAL SCAN MIXING IN WITH TERRAIN VISUALLY. I DO NOT KNOW WHY HE DID NOT OBSERVE A CARAVAN ON BASE AND FINAL, OR WHY HE DID NOT RESPOND TO MY RADIO CALLS. A WITNESS, A GLIDER SCHOOL INSTRUCTOR ATP/CFI ON THE GND CLOSE TO THE LNDG RWY SAID MY DOWNWIND, APCH, AND FINAL LOOKED LIKE A NORMAL APCH. HE DID NOT OBSERVE THE CESSNA 172 BELOW ME UNTIL AFTER THE COLLISION TOOK

PLACE. I FLY APPROX 150 PLUS APCHS TO THE ARPT MONTHLY. I FREQUENTLY SEE ACFT FLY DOWNWIND AND BASE LEGS TO FINAL OVER 2 1/2 TO 3 MI AWAY FROM THE ARPT, WHICH I CONSIDER UNSAFE FOR ENG FAILURE AND VISIBILITY REASONS. MOST OF THESE WIDE PATTERNS ARE FLOWN BY FLT SCHOOL ACFT THAT COME FROM NEARBY ARPT, WHICH ARE LARGER WITH A CLASS D CTL TWR OP AIRSPACE. THEY ARE USED TO LARGE WIDE TFC PATTERNS TO A MUCH LARGER ARPT WITH TWR ASSISTED TFC SEPARATION.

## **Synopsis**

C208 COLLIDES WITH A C172 ON FINAL TO ZZZ.

**ACN: 601917**

## **Time / Day**

Date : 200311  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : King Air 100 A/B  
Operating Under FAR Part.Other  
Flight Phase.Landing : Roll  
Route In Use.Approach : Traffic Pattern

## **Person : 1**

Affiliation.Other : Contracted Service  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Experience.Flight Time.Last 90 Days : 240  
Experience.Flight Time.Total : 3500  
Experience.Flight Time.Type : 100  
ASRS Report : 601917

## **Person : 2**

Affiliation.Other : Personal  
Function.Other Personnel : Vehicle Driver

## **Events**

Anomaly.Conflict : Ground Critical  
Anomaly.Ground Encounters : FOD  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.Other : Aircraft Damaged  
Consequence.Other

## **Assessments**

Problem Areas : Airport  
Problem Areas : Company  
Problem Areas : Flight Crew Human Performance

## **Narrative**

RETURNING TO ZZZ TO LAND AFTER A SKYDIVE DROP, A GLIDER TOW WAS IN PROGRESS. A PICK-UP TRUCK WILL TOW A GLIDER UP TO APPROX 800-1000 FT MSL, THE GLIDER WILL RELEASE FROM THE ROPE AND THE ROPE FALLS BACK TO THE GND USUALLY ALONG SIDE AND SOMETIMES ACROSS THE NORMALLY ACTIVE RWY 8. WHILE ON THE 45 DEGS TO DOWNWIND, THE 'DOWN AND CLR' WAS BROADCAST ON THE UNICOM BY THE PERSON DRIVING THE TRUCK. I CONTINUED ON MY APCH, TURNING BASE THEN FINAL AND LNDG. PASSING APPROX THE PAINTED 26 AND THE DISPLACED THRESHOLD (AN ADDITIONAL 2000 FT), I HEARD A BANG, THEN ALMOST IMMEDIATELY SAW A ROPE HIT THE WINDSHIELD AND PROCEED UP AND OUT OF VIEW OVER THE TOP OF THE ACFT. I SHUT DOWN THE ACFT TO HAVE A LOOK AT ANY POSSIBLE DAMAGE FOR I WAS UNSURE ABOUT THE ACTUAL PATH THE ROPE TOOK. THE MAIN PROB I CAN SEE IS THE BREAK IN COM BTWN THE TRUCK DRIVER AND THE PERSON DEALING WITH THE ROPE. ONLY THE TRUCK DRIVER HAD A HANDHELD RADIO AND NO INSTANT INFO PERTAINING TO THE POS OF THE ROPE. THE ROPE WAS DOWN BUT NOT CLR AND TAXIING BY IN BETA/REVERSE KICKED IT UP OVER THE ACFT AND INTO THE R PROP. I WAS UNDER THE FALSE IMPRESSION THAT THE ROPE WAS NO FACTOR AND CONTINUED ON INTO A DANGEROUS SIT WHEN I SHOULD HAVE PAID MORE ATTN TO THE TRUCK, PEOPLE AND THEIR ACTION IN RELATION TO THE ROPE. BUT DEALING WITH THE AUTO-TOW FOR EVERY WEEKEND OVER 3 YRS, I BELIEVED WHAT I HEARD. NO ADDITIONAL CALL WAS EVER MADE CORRECTING THE INITIAL 'DOWN AND CLR.'

## **Synopsis**

PLT OF BE10 RETURNING TO ZZZ FOLLOWING A SKYDIVE MISSION ENCOUNTERS GLIDER TOW ROPE ACROSS RWY 8 ON LNDG ROLLOUT.

**ACN: 601646**

## **Time / Day**

Date : 200312

Day : Tue

## **Place**

Locale Reference.Airport : HDH.Airport

State Reference : HI

Altitude.AGL.Single Value : 2000

## **Environment**

Flight Conditions : Mixed

Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Flight Phase.Climbout : Initial

Flight Phase.Climbout : Intermediate Altitude

## **Aircraft : 2**

Controlling Facilities.ARTCC : ZHN.ARTCC

Operator.Common Carrier : Air Taxi

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part.Other

Flight Phase.Cruise : Holding

Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Total : 5000

Experience.Flight Time.Type : 1000

ASRS Report : 601646

## **Person : 2**

Affiliation.Company : Air Taxi

## **Person : 3**

Function.Other Personnel.Other

## **Events**

Anomaly.Inflight Encounter : Skydivers  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Unable

## **Assessments**

Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## **Narrative**

WE TOOK OFF ON RWY 8 WITH A GLIDER IN TOW. WE DEPARTED THE TFC PATTERN WITH A R TURNOUT AND THEN PROCEEDED TO CROSS OVER THE RWY AT 1500 FT, HEADING N. AS WE CROSSED OVER THE RWY, I NOTICED SEVERAL PARACHUTES ABOVE US. THE SKYDIVERS APPARENTLY EXITED THEIR ACFT PRIOR TO REACHING THE DROP ZONE AT THE END OF RWY 8. MANY OF THE SKYDIVERS DID NOT MAKE IT TO THE DROP ZONE AND LANDED AROUND THE ARPT. THIS IS A HAZARDOUS SIT. HAVING A SKYDIVER OPEN HIS PARACHUTE ABOVE YOU COULD RESULT IN A COLLISION WITH AN ACFT. THIS IS ESPECIALLY TRUE IF THE SKYDIVER HAS A CANOPY MALFUNCTION OR OPENS HIS PARACHUTE LOWER THAN USUAL. TO HELP PREVENT A POTENTIALLY HAZARDOUS SIT, I SPOKE WITH THE PLTS OF THE JUMPSHIPS AND ASKED THEM TO CAUTION THE JUMPERS.

## **Synopsis**

CESSNA PLT, WITH A GLIDER UNDER TOW, ENCOUNTERED SKYDIVERS ABOVE HIS ACFT.