

ASRS Database Report Set

Altitude Deviations

Report Set Description	A sampling of reports referencing altitude deviations for all types of operations
Update Number	6.0
Date of Update	October 9, 2003
Number of Records in Report Set	50
Number of New Records in Report Set	50
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.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

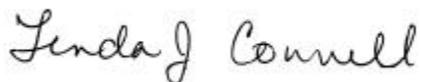
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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 may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or 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, Battelle Memorial Institute, 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.

ACN: 565643

Time

Date : 200211
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : MO
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-82
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4700
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1800
ASRS Report : 565643

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

AFTER PROGRAMMING PERFORMANCE MGMT SYS (PMS) FOR DSCNT, WE WERE BEGINNING DSCNT TO ASSIGNED XING ALT OF 15000 FT AT KAYLA ARC (TRAKE ARR). ATC CLRED US DIRECT TO FTZ, RESULTING IN STEEP DSCNT TO TRY TO MAKE XING. WE ENCOUNTERED MODERATE TURB AND HAD TO SLOW TO TURB PENETRATION SPD, FURTHER EXACERBATING DSCNT PROB. CONCERNED WITH BEING HIGH AT FIX, CAPT WAS ATTEMPTING TO MAXIMIZE DSCNT WHILE FO WAS PERFORMING CHKLISTS AND ALERTING CABIN PER POLICY. AFTER LEVELING AT 15000 FT IT WAS NOTICED THAT ALTIMETER HAD BEEN SET WITH A 1 INCH DIFFERENCE (CAPT 30.47 INCHES, FO 29.47 INCHES), RESULTING IN ACTUAL ACFT ALT OF 14000 FT MSL (LCL ALTIMETER 29.47 INCHES). BECAUSE CAPT WAS PF, AUTOPLT WAS USING AIR DATA AND ALT RPTING FROM #1 SYS. IT SEEMS LIKELY THAT, SINCE #1 XPONDER WAS RPTING 15000 FT ALT TO ATC, APCH CTL DIDN'T NOTICE ALT DISCREPANCY. ERROR WAS DISCOVERED AT COMPLETION OF DSCNT/APCH CHKLIST AFTER LEVELOFF. WE WERE SUBSEQUENTLY CLRED TO 7000 FT AND COMMENCED DSCNT BEFORE HAVING A CHANCE TO CORRECT BACK UP TO 15000 FT.

Synopsis :

AN ACR CROSSES A FIX 1000 FT BELOW THE REQUIRED ALT DUE TO AN ALTIMETER SETTING ERROR.

ACN: 565650

Time

Date : 200211

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OAK.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : NCT.TRACON

Controlling Facilities.Tower : OAK.Tower

Operator.General Aviation : Personal

Make Model : Duchess 76

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 765

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 105

ASRS Report : 565650

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS DEPARTING ON AN IFR CLRNC FROM OAK TO O61. I INADVERTENTLY DEVIATED FROM MY INITIAL ASSIGNED ALT AND HDG. I WAS WAITING TO BE HANDED OFF TO DEP FROM THE TWR WHEN THE TWR CALLED AND TOLD ME THAT IF I WAS STILL ON FREQ AND TO GO TO DEP. IT ALL WENT DOWNHILL FROM THERE. WHEN I SWITCHED TO DEP, THEY WERE IN THE MIDDLE OF CALLING ME AND IMMEDIATELY ACCUSED ME OF NOT CHKING IN. I WAS SURPRISED AT THIS SINCE I DON'T RECALL THE TWR HANDING ME OFF AND I'M NOT IN THE HABIT OF AUTOMATICALLY SWITCHING TO DEP WITHOUT THE TWR CLRING TO DO SO AT TWRED ARPTS. I WAS NOT ON A GOOD INTERCEPT FOR V6 AND DEP STATED TO QUERY ME ABOUT MY CLRNC AND DURING THIS EXCHANGE AND SUBSEQUENT CONFUSION I BUSTED MY INITIAL ALT RESTR OF 3000 FT MSL. DEP ASSIGNED ME A VECTOR AND WAS TOLD TO CLB AND MAINTAIN 5000 FT. DEP HAD TO CORRECT MY VECTOR AT LEAST ONCE AFTER THAT AND THEN DUMPED ME OFF TO TRAVIS APCH IN DISGUST. THE FLT WAS EXECUTED WITH NO ISSUES FROM THAT POINT FORWARD. FACTORS CONTRIBUTING TO THIS MESS WERE MANY: 1) I DON'T FLY INTO OAK ALL THAT MUCH. 2) PRIOR TO MY DEPARTING OAK, I HAD JUST COMPLETED 2 IFR LEGS IN SOLID IMC AND WAS FATIGUED. 3) THE GND CTLR WAS NOT VERY HELPFUL AND DID NOT ISSUE CLR INSTRUCTIONS. I WAS ALSO ANNOYED AT THE GND CTLR THROWING A HISSY FIT WHEN I ASKED FOR CLARIFICATION OF MY TAXI INSTRUCTIONS. 4) WHEN I FINISHED MY RUNUP, I CONTACTED GND AND ASKED FOR CLRNC TO PROCEED TO RWY 27R AND AFTER BEING IGNORED INITIALLY WAS TOLD THAT HE DIDN'T NEED TO DO THAT AND THAT I SHOULD JUST TAXI TO RWY 27R AND CONTACT THE TWR. 5) I HAD PROGRAMMED MY DEP INTO MY GPS AS A BACKUP TO THE ASSIGNED RTE, BUT SELECTED AND ACTIVATED THE WRONG RTE IN THE GPS BEFORE DEPARTING. THIS CONTRIBUTED TO MY LACK OF SITUATIONAL AWARENESS ON DEP. 6) THE TXWY MARKINGS WERE NOT CLR AND IT WAS HARD TO DETERMINE IF I WAS ON THE RIGHT TXWY. I TURNED AROUND AND HEADED BACK TOWARDS THE FBO AND WAS TOLD BY GND TO TURN AROUND AND GIVEN INSTRUCTIONS TO CROSS RWY 274 ON TXWY A AND THEN TO PROCEED TO THE RUNUP AREA. CORRECTIVE ACTIONS: 1) I WILL TRY AND DO A BETTER JOB OF FAMILIARIZING MYSELF WITH THE ARPT AND ISSUED NOTAMS AND ASK FOR PROGRESSIVES ON THE GND WHEN IN DOUBT. 2) WHEN FATIGUED, I WILL DOUBLECHK EVERY ITEM BEFORE ANY OP OR DELAY MY DEP. 3) I WILL TRY TO NOT LOSE MY COMPOSURE WHEN CRANKY CTLRS ARE BEING UNCOOPERATIVE AND CONDESCENDING. 4) REVIEW GND AND DEP OP PROCS AND TO BE MORE CONSISTENT IN THE AREA OF SITUATIONAL AWARENESS. 5) TRY TO KEEP A GOOD ATTITUDE ABOUT THE WHOLE THING AND LET IT BE A LEARNING EXPERIENCE INSTEAD OF AN EXCUSE TO BLAME IT O SOMEONE ELSE. HAVING SAID THAT, I FEEL THIS SHOULD BE A 2-WAY STREET AN FAA CTLRS HAVE AN OBLIGATION TO BE HELPFUL AND PROFESSIONAL AND REALIZE THAT THEIR ACTIONS ADD TO POTENTIAL ACCIDENT CHAINS IN THE SAME WAY AS THE ACTIONS OF ANY PLT.

Synopsis :

A SELF ANALYSIS BY A GA PLT OF THE CHAIN OF EVENTS AND CONTRIBUTIONS TO A 500 FT ALT OVERSHOOT DEPARTING OAK, CA, ON THE THIRD IFR LEG OF THE DAY.

Time

Date : 200210
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RVS.Airport
State Reference : OK

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2900

Aircraft / 1

Controlling Facilities.Tower : RVS.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : RVS.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 500
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 300
ASRS Report : 565663

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

MY STUDENT AND I WERE IN R CLOSED TFC FOR RWY 19R AT RVS. ON OUR 5TH CIRCUIT, AS WE TURNED DOWNWIND, ANOTHER AIRPLANE WAS ON A 45 DEG TO THE DOWNWIND (WE DID NOT KNOW THIS). MY STUDENT WAS FLYING ON DOWNWIND, AND I WAS ASKING HIM WHY HE WAS 100 FT LOW WHEN THE TWR CTLR ASKED IF WE HAD TFC AT 12 O'CLOCK POS. SAID 'NEGATIVE' AND WAS IMMEDIATELY UNEASY BECAUSE OF THE TONE OF THE CTLR'S VOICE, AND THE LACK OF DISTANCE INFO GIVEN BY THE CTLR. AT THAT POINT, ACFT Y SAID 'ACFT X IS NOW I FRONT.' THE CTLR ASKED FOR CLARIFICATION FROM THE ACFT. THEY SAID A PLANE HAD JUST PASSED UNDERNEATH THEM. I LOOKED OUT THE BACK WINDOW AND SURE ENOUGH THERE WAS A C152 ABOUT 100 YARDS BEHIND US. AFTER SOME PROMPTING, THE CTLR ADMITTED FAULT, AND APOLOGIZED, WHAT BOTHERS ME THOUGH IS THE CTLR WAS HAVING A BAD DAY -- IT WAS NOT HER FIRST MISTAKE. SHE HAD CLRED US FOR THE WRONG RWY ON THE CIRCUIT BEFORE THIS ONE, AND I HAD CAUGHT HER MISTAKE, AND HAD ASKED IF WE WERE SUPPOSED TO SIDESTEP TO THE RWY SHE HAD NAMED (THE PARALLEL). THE CTLR HAVING A BAD DAY WAS THE MAIN CAUSE OF THIS INCIDENT. WHY SHE WAS WORKING, I DO NOT KNOW! CONTRIBUTING FACTORS WERE A HIGH NUMBER OF ACFT IN THE PATTERNS AT RVS, AND AN OVCST THAT MADE IT HARD FOR US TO SEE WHITE CESSNA ACFT ABOVE US, WHILE WE WERE CLBING TO PATTERN ALT. MORE SPACING AND BETTER TFC ALERTS, AND A LIMIT TO ACFT OPS AT RVS WOULD HELP PREVENT THESE INCIDENTS, BUT WOULD IMPACT EFFICIENCY AT RVS. MAYBE THE CTLR SHOULD HAVE EXCUSED HERSELF FROM WORK, LIKE I DO WHEN I'M NOT IN MY BEST SHAPE.

Synopsis :

NMAC BTWN 2 C152'S ON DOWNWIND AT RVS, OK.

Time

Date : 200211
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CHS.Airport
State Reference : SC

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.Tower : CHS.Tower
Operator.General Aviation : Personal
Make Model : Super King Air 200 Hdc
Mission.Other : FUEL STOP
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 134
Experience.Flight Time.Type : 130
ASRS Report : 565676

Person / 2

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE BEING VECTORED FOR THE ILS APCH FOR RWY 15 AT CHS, THE AUTOPLT FAILED TO COUPLE ON THE APCH, NO CAPTURE OF THE GS OR LOC. I HAD TO TAKE OVER MANUAL CTL AND FINISH THE APCH. THE TWR INFORMED ME AT THE OM THAT I HAD SET OFF THE LOW ALT ALERT. I WAS ABOUT 10 DEGS OFF COURSE AND ABOUT 400 FT LOW WHEN I TOOK CTL. THE ACFT AHEAD OF ME RPTED RWY IN SIGHT AT THE OM. I ALSO PICKED UP VISUAL CONTACT AT THE OM AND WAS ON MY ASSIGNED ALT OF 1600 FT MSL. THE AVIONICS SHOP COULD NOT FIND A PROB WHEN I HAD IT CHKED AFTER LNDG. THEIR ONLY EXPLANATION WAS 'IT WAS ONE OF THOSE GLITCHES IN THE AUTOPLT.' IF THIS HAD BEEN HARD IFR, IT WOULD HAVE HAD SERIOUS CONSEQUENCES. IN SINGLE PLT IFR CONDITIONS IN THIS ACFT OR ANY OTHER, I WILL ANTICIPATE FLT MGMNT PROBS AND BE PREPARED TO DEAL WITH THEM SOONER IN THE FUTURE.

Synopsis :

BE20, SUPER KING AIR PLT HAD ALTDEV AND TRACK DEV WHILE ATTEMPTING AN AUTOCOUPLED APCH TO RWY 15 AT CHS.

Time

Date : 200211
Day : Thu
Local Time Of Day : 1201 To 1800

Place

State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-10 Conversion
Mission : Freight

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 900
ASRS Report : 565840

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FAILED TO SET 29.92 STANDARD ALTIMETER SETTING PASSING TRANSITION ALT (FL180) RESULTING IN LEVELING OFF AT FL327.5 FOR APPROX 3 MINS UNTIL NOTIFIED BY ZLC. EVEN WITH ERROR, ALT WAS WITHIN TOLERANCE OF INSTS FOR MAINTAINING ASSIGNED ALT OF FL330.

Synopsis :

AN ALT UNDERSHOOT ATTRIBUTED TO INCORRECT SETTING OF THE ALTIMETER.

Time

Date : 200211

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : FO

Altitude.MSL.Single Value : 2000

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B767 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Relief Pilot

ASRS Report : 565879

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 565880

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

OUR FLT WAS CLRED TO 2000 FT WITH AN ALTIMETER OF 998. THE CAPT AND FO BOTH MISTAKENLY SET 29.98 INCHES INSTEAD OF 998 MILLIBARS. I WAS THE RELIEF PLT AND DIDN'T CATCH THE ERROR. AS WE DSNDED TO 2000 FT, WE ACTUALLY WENT A LITTLE LOWER DUE TO THE INCORRECT ALTIMETER SETTING. ATC ADVISED US TO MAINTAIN 2000 FT. THIS CLUED US IN TO THE MISTAKEN ALTIMETER SETTING. THE CAPT AND FO SET 998 MILLIBARS AND SAW THAT WE WERE NOW BELOW 2000 FT. WE MADE AN IMMEDIATE CORRECTION BACK TO 2000 FT. THIS IS THE CLASSIC ALTIMETER ERROR THAT WE ARE TAUGHT TO BE AWARE OF. SUPPLEMENTAL INFO FROM ACN 565880: WE WERE OVER 350 FT LOW WHEN APCH QUERIED US AS TO OUR ALT. THIS EVENT OCCURRED ON A WX DIVERT AFTER FLYING ALL NIGHT. I, THE CAPT, HAD NOT FLOWN TO EUROPE SINCE APR/XX/02 AND IT HAD BEEN 4 YRS SINCE MY LAST EUROPEAN TRIP PRIOR TO THIS TRIP. IT WAS THE CLASSIC 998 VERSUS 29.98 ERROR. I FELT THAT THIS EVENT WAS CRITICAL AND SHOULD BE ADDED TO THE LONG LIST OF ALTIMETER SETTING ERRORS. THIS COULD HAVE BEEN A MUCH MORE SERIOUS/FATAL ERROR IN A DIFFERENT SCENARIO. CONTRIBUTING TO THIS WAS THE FACT THAT WE HAD DIVERTED TO BRU AND WE WERE ALL FATIGUED AFTER THE LONG FLT COUPLED WITH HOLDING AT LONDON -- FOLLOWED BY A DIVERT TO BRU.

Synopsis :

SETTING 29 POINT 98 INCHES INSTEAD OF 998 MILLIBARS RESULTS IN DSCNT 350 FT BELOW CLRED ALT AND BELOW THE MSA DEPICTED ON THE ARPT APCH CHARTS AT BRUSSELS.

ACN: 565924

Time

Date : 200211

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : NABBO

State Reference : MA

Altitude.MSL.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : A90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : A320

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 565924

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 565923

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Overrode Automation

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Navigational Facility

Narrative :

LEVEL 3000 FT, LOC FOR THE LOC, THE GS STILL NOT BROKEN FROM TOP. CLRED THE APCH, HIT THE APCH BUTTON. THE ACFT PITCHED UP SHARPLY AND ADDED PWR. MANUALLY DISCONNECTED AND FLEW TO 3000 FT WHERE I PUT THE AUTOPLT BACK ON LEVEL 3000 FT ON THE LOC WITH THE GS JUST ABOUT EXACTLY RIGHT THERE AT NABBO. HIT APCH AND THE SAME HAPPENED AS BEFORE. TWR CALLED AND WE REQUESTED VECTORS TO TRY AGAIN. NEXT TIME, DID ALL THE SAME THINGS AFTER TALKING ABOUT WHAT HAPPENED AND ALL WENT A-OK. WHY DID THIS HAPPEN?

Synopsis :

A320 FLC EXPERIENCES ABNORMAL ACFT MANEUVERS DURING ILS APCH.

Time

Date : 200211
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EDDL.Airport
State Reference : FO

Aircraft / 1

Controlling Facilities.TRACON : EDDL.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 3330
ASRS Report : 565928

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT WAS THE PF. ON BASE LEG TO THE ILS RWY 5R AT DUS, WE WERE INITIALLY CLRED TO 4000 FT AND TRANSITION LEVEL WAS FL70 AND THE LCL ALTIMETER WAS 998 HECTOPASCALS. ONCE GIVEN THE CLRNC BELOW TRANSITION LEVEL, WE SET OUR ALTIMETERS TO THE LCL SETTING AND CALLED APCH DSCNT CHKLIST COMPLETE. THEN WE WERE RECLRED TO 3000 FT. WE CALLED 1000 FT ABOVE AND AS WE APCHED 3000 FT, I WAS REVIEWING THE APCH CHART AND WHEN I LOOKED UP AND SCANNED THE INSTS, I NOTICED US AT 2800 FT AND SAID 'WATCH YOUR ALT.' THE CAPT CONTINUED THE DSCNT AND AT 2700 FT I TOOK CTL OF THE AIRPLANE, DISCONNECTED THE AUTOPLT AND LEVELED THE AIRPLANE AT 2600 FT, GAVE THE CAPT THE AIRPLANE AND TOLD HIM TO CLB. HE HESITATED AND I TOLD HIM TO CLB ONCE AGAIN. THE OTHER FO NOTICED THE CAPT'S ALTIMETER WAS INCORRECTLY SET TO 29.98 INCHES INSTEAD OF 998 HECTOPASCALS. ONCE THE CAPT CORRECTED HIS ALTIMETER, HE IMMEDIATELY CLBED TO 3000 FT. THE APCH CTRLR NEVER SAID ANYTHING AND THE REST OF THE APCH WAS UNEVENTFUL.

Synopsis :

B767 CAPT MISSET HIS ALTIMETER TO INCHES INSTEAD OF HECTOPASCALS. THIS WAS NOT DETECTED BY OTHER CREW MEMBERS UNTIL A 400 FT OVERSHOOT OCCURRED.

Time

Date : 200211
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-500
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13400
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Type : 6650
ASRS Report : 566153

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1300
ASRS Report : 566152

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING CRUISE PHASE FLT, ZAB CALLED AND SAID WE WERE SHOWING FL326. FO WAS FLYING. WE HAD BOTH FORGOTTEN TO SET 29.92 WHILE PASSING FL180. WE RESET ALTIMETERS AND CORRECTED BACK TO FL330. ZAB HAD NO CONFLICT PROBLEM. IN HINDSIGHT I THINK BOTH OF US WERE CHECKING THE FMC AND DISCUSSING THE INTERCEPT OF J183 WHICH WAS OUR CLRNC, WHEN WE PASSED FL 180 IN THE CLIMB. WE WERE DISTRACTED BY THE FMC DUTIES. THE ONLY PREVENTIVE MEASURE WOULD BE MORE VIGILANCE TO THE DUTIES AT HAND BY BOTH PLTS.

Synopsis :

B737-500 CREW DID NOT RESET THE ALTIMETERS AT THE TRANSITION LEVEL. THIS RESULTED IN A 400 ALT UNDERSHOOT WHEN THE ACFT LEVELED AT CRUISE ALT.

Time

Date : 200211
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model : Citation II
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 3000
ASRS Report : 566247

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolutory Action.Flight Crew : Returned To Assigned Altitude
Resolutory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

WHILE TAXIING FOR DEP, I HAD THE CO-CAPT REVIEW THE S DEP PROC WITH ME. HE MISSED THE REQUIREMENT TO BE AT 4.3 DME BEFORE LEAVING 1500 FT MSL FOR 2000 FT MSL. I CLBED TO 1800 FT BEFORE THE DEP CTLR TOLD US TO WATCH OUR CLB AND REFER TO THE SID. WE DSNDED BACK TO 1500 FT AT WHICH TIME WE WERE OUTSIDE THE REQUIRED DME AND RESUMED OUR CLB. I SHOULD HAVE READ THE SID MYSELF BEFORE TAXIING.

Synopsis :

AN ALT OVERSHOOT DURING DEP FROM TEB, NJ, ON THE TETERBORO 5 DEP.

Time

Date : 200211
Day : Wed
Local Time Of Day : 0601 To 1200

Place

State Reference : CO
Altitude.MSL.Single Value : 16500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Do 328
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5100
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 1800
ASRS Report : 566265

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2800
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 600
ASRS Report : 566630

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE HAD AN EARLY MORNING DEP FROM LNK. I WAS DOING IOE WITH A NEW HIRE FO. THE 3 DAY TRIP HAD BEEN MOSTLY SHORT LEGS, SO I WAS BEHIND ON PAPERWORK AND INSTRUCTING. ABOUT 15 MINS FROM THE TOP OF DSCNT POINT, WE WERE RERTED FROM THE LAWDR ARR TO THE SAYGE ARR. WE WERE JUST FINISHING UP A DISCUSSION ABOUT THE FMS FUEL MGMNT. WE PROGRAMMED THE NEW ARR INTO THE FMS AND THEN WE WERE TOLD TO CROSS SAYGE AT 14000 FT. I ENTERED THAT INTO THE FMS AND PROCEEDED TO EXPLAIN THE VNAV TO THE FO. AS THE AIRPLANE STARTED DOWN, I WAS SIGNING OFF MY LAST FEW ITEMS ON MY IOE CHKLIST AND THE FO WAS GETTING DEN ATIS. WHEN HE WAS DONE GETTING THE ATIS, WE GOT HANDED OFF TO DEN APCH. WHEN WE CHKED IN WITH APCH HE CLRED US DOWN TO 13000 FT. AT THAT TIME I REALIZED THAT WE HAD JUST CROSSED SAYGE AT ABOUT 16500 FT. WE LEVELED AT 13000 FT AND THEN REALIZED THE ALTIMETERS WERE STILL SET TO 29.92 WITH A QNH OF 30.37. WE CORRECTED THIS AND REALIZED THAT WE BETTER CATCH UP. THE REMAINDER OF THE ARR, APCH AND LNDG WERE UNEVENTFUL. I SPENT SO MUCH TIME TRYING TO TEACH THE NEW FO ABOUT THE ACFT AND THE OP THAT I DIDN'T GIVE US ENOUGH TIME TO LET HIM GET HIS JOB DONE. THIS AND THE EARLY MORNING DEP FOR THIS LEG HELPED US INTO A POS WHERE WE WERE BEHIND BEFORE WE STARTED THE ARR AND WE MADE 2 MISTAKES BEFORE WE CAUGHT UP WITH WHAT WAS GOING ON. SUPPLEMENTAL INFO FROM ACN 566630: AS WE APCHED THE INTXN FOR OUR XING ALT, IT SOON BECAME APPARENT THAT WE WERE NOT GOING TO MAKE OUR XING ALT. WE FAILED TO MEET IT. THE PNF SHOULD HAVE VERIFIED WITH THE PF THAT THE CORRECT ALT WAS ENTERED INTO CORRECT INTXN ON THE FMS. IN OUR DSCNT, THE PF NOTICED HE HAD ENTERED THE CORRECT ALT INTO THE WRONG INTXN. BOTH CREW MEMBERS SHOULD VERIFY ALL VNAV XING POINTS, LIKE WE USUALLY DO WITH RTE CHANGES AND ALT CHANGES. A CHALLENGE/RESPONSE SYS, SO ONE CREW MEMBER MUST VERIFY THE CORRECT INFO PRIOR TO ACTIVATING THE AUTOPLT MODE.

Synopsis :

A D328 CREW, ON ARR TO DEN, UNDERSHOT THEIR ASSIGNED ALT.

Time

Date : 200211
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-800
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 600
ASRS Report : 566266

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ON THE BUNTR 1 ARR INTO PHX ABOUT 174 MI FROM PHX, I WAS THE PNF, AND I MADE MY FIRST ATTEMPT TO CALL OUR PHX STATION IN RANGE. AFTER NO CONTACT, I RETURNED TO MY PNF DUTIES. AT ABOUT 133 MI OUT, I GAVE ALL FLYING DUTIES TO THE FO AGAIN AND TRIED TO CALL IN RANGE. AFTER THE IN RANGE CALL WAS COMPLETE, I AGAIN TOOK OVER THE PNF DUTIES. MY FO SAID WE WERE NOW CLRED DIRECT TO HOMRR AND RESUME THE ARR STAR. AT THE TOP OF DSCNT POINT, WE STARTED OUR DSCNT TO CROSS HOMRR AT 12000 FT AND 250 KTS. I TOLD ATC WE WERE CHKING OUT 290 TO CROSS HOMRR AT 12 AND 250. THE CTLR ASKED WHAT OUR LAST CLRNC HAD BEEN. I TOLD HIM WE WERE CLRED DIRECT HOMRR AND TO RESUME THE ARR. HE SAID 12000 FT AT HOMRR WAS NOT THE CLRNC. A SUPVR CAME ON AND TOLD US TO MAINTAIN FL280. WE WERE THEN CLRED TO CROSS HOMRR AT 12000 FT AND 250 KTS. BECAUSE OF THE LATE DSCNT WE WERE UNABLE TO MAKE THE XING AT 12000 FT AT 250 KTS. WE HAD A STRONG 31 KT TAILWIND ON THE ARR IN THE DSCNT FROM FL290 ALL THE WAY DOWN TO 12000 FT. WE HAVE A SPD RESTR ON OUR B737 FLEET UNTIL BOEING CAN COMPLETE A MODIFICATION TO THE TAIL. OUR MAX SPD IS LIMITED TO 270 KTS. WITH THE LATE DSCNT AND OUR SPD LIMIT, THIS CAUSED US TO BE HIGH AND FAST FOR OUR XING RESTR. WE WERE ABLE TO USE THE SPD BRAKES AND COME CLOSE TO MAKING OUR XING RESTR. AFTER FURTHER REVIEW OF THE ARR WE SAW THAT THE XING AT HOMRR HAD AN EXPECT TO CROSS CLRNC AT 12000 FT. AFTER FURTHER REVIEW OF THE ARR WE SAW THAT THE XING AT HOMRR HAD AN EXPECT TO X CLRNC AT 12000 FT. I SHOULD HAVE QUESTIONED THE CLRNC AND VERIFIED THE ALT WITH ATC AFTER BEING OFF THE ATC FREQ AND RETURNING TO MY PNF DUTIES. I DID NOT HEAR THE CLRNC, BECAUSE OUR COMPANY PROC DOESN'T ALLOW US TO LISTEN TO 2 FREQ AT THE SAME TIME. MY FO REPEATED OUR CLRNC TO ME WHEN I RETURNED TO MY PNF DUTIES. WE HAD BEEN FLYING TOGETHER ALL MONTH AND THIS FO IS VERY COMPETENT. THIS ALLOWED ME TO EASILY EXCEPT THE CLRNC HE RELAYED TO ME. IN THE FUTURE, ANY TIME I RETURN TO MY PNF DUTIES AFTER LEAVING THE FREQ TO MAKE OUR IN-RANGE CALL, OR ANY TIME I AM OFF THE ATC FREQ, I WILL REVIEW BOTH THE CLRNC FROM ATC AND MORE CLOSELY REVIEW ALL XINGS ON THE ARR CHARTS.

Synopsis :

B737-800 CREW BEGAN DSCNT WHEN ISSUED THE STAR ARR WITH AN EXPECTED ALT XING RESTR. LATER THEY DID NOT COMPLY WITH ALT OR SPD CLRNC, BECAUSE OF RESTR ACFT AIRSPD LIMITATIONS.

Time

Date : 200211

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SNA.Airport

State Reference : CA

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 566273

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 566852

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLBING OUT OF SNA. CO-PLT FLYING AIRPLANE. CAPT WORKING RADIOS AND FMC. DEP CTL GAVE US AN EARLY TURN. QUOTE 'TURN L HDG 120 DEGS, DIRECT BHOSE MAINTAIN 7000 FT.' I HAD TROUBLE HEARING THE NAME OF THE INTXN AND ASKED ATC TO REPEAT IT. WHILE I WAS LOOKING AT OUR DEP PLATE, THE COPILOT WHO WAS HAND FLYING THE PLANE PUT HIS HEAD DOWN AND PLUGGED THE BHOSE INTXN INTO THE FMC. WHEN I LOOKED UP, I FOUND HE WAS CLBING THROUGH 7000 FT AT 280 KTS. I TOOK THE PLANE FROM THE COPILOT AND RETURNED TO 7000 FT AND 250 KTS. WE HAD CLBED 400 FT HIGHER THAN ASSIGNED. AT 7000 FT AND 250 KTS, I GAVE THE PLANE BACK TO THE COPILOT. WHILE I HAD THE AIRPLANE, WE WERE GIVEN A NEW DEP FREQ. WHEN WE CHKED ON THEM, WE TOLD THEM WE WERE DSNDRING FROM 7400 FT BACK TO 7000 FT AND ASKED IF WE CREATED A PROB. ATC TOLD US IT WAS NO PROB, AND WE WERE CLRED TO 13000 FT. THE PROB WAS THE COPILOT SHOULD HAVE JUST FLOWN THE 120 DEGS HDG AND MAINTAINED 7000 FT, AND LET THE PNF WORK THE RADIOS AND FMC. ALSO LOOKING BACK, I THE CAPT SHOULD HAVE FLOWN THIS DEP AND HAD THE COPILOT DO THE NON FLYING DUTIES. WITH THIS NOISE ABATEMENT DEP PROFILE AND THE SID, THIS CAN BE A COMPLICATED DEP. SUPPLEMENTAL INFO FROM ACN #566852: SOCAL DEP GAVE US A EARLY TURNOUT TO A RADAR HDG OF 120 DEGS AND A CLB TO 7000 FT FOLLOWED BY CLRNC TO PROCEED DIRECT TO HPSOE INTXN ON THE SID. CAPT DID NOT CLRLY HEAR THE INTXN NAME. I HAD HEARD THE CLRNC AND RECOGNIZED THE INTXN BY LOOKING DOWN AT THE CDU. I PROCEEDED TO UPDATE THE CDU WHILE THE CAPT WAS LOOKING AWAY FROM THE INST PANEL AND TALKING TO ATC. WHEN THE CAPT TURNED BACK TO THE INST PANEL, HE SAW THAT THE ACFT WAS CLBING THROUGH 7000 FT AND ACCELERATING THROUGH 250 KTS. HE TOOK CTL OF THE ACFT AT 7400 FT AND 280 KTS AND CORRECTED ACFT BACK TO ASSIGNED ALT AND 250 KTS. CAPT THEN RETURNED CTL OF THE ACFT TO ME. HE COMMENTED TO ME THAT I SHOULD HAVE JUST CONTINUED TO HAND FLY THE ACFT IN ACCORDANCE WITH THE HDG AND ALT ASSIGNED AND LET HIM PERFORM THE FMC/CDU WORK. I SHOULD NOT HAVE BEEN HEADS DOWN WHILE HAND FLYING THE ACFT. HE ALSO COMMENTED THAT HE THOUGHT THAT THIS WAS A VERY DIFFICULT NON-STANDARD DEP AND THAT IN THE FUTURE HE WOULD MORE THAN LIKELY FLY IT HIMSELF. LESSON LEARNED THE HARD WAY. I FAILED TO FOLLOW CREW COORD SOP. UNPROFESSIONAL PROC RESULTED IN NO ONE FLYING THE ACFT IN A CRITICAL FLT REGIME.

Synopsis :

B757-200 CREW HAD AN ALT OVERSHOOT AND SPD DEV IN SCT CLASS B WHILE DEPARTING SNA ON THE BCKBY 2.

Time

Date : 200211
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : SADDE
State Reference : CA
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 14000

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 6400
ASRS Report : 566296

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

CDU PROGRAMMING. ON SADDE 6 ARR TO LAX, WE WERE GIVEN SYMON INTXN AT 12000 FT, 250 KTS. I APPARENTLY PUT SADDE AT 12000 FT, 250 KTS PROBABLY BECAUSE OF SEEING 250 KTS AT SADDE ON CHART. THIS OCCURRED WHILE FO WAS OFF GETTING THE ATIS. BEGAN THE DSCNT AS PROGRAMMED IN CDU, WHICH WOULD NOW HAVE ME TOO HIGH AT SYMON. SOMETIME LATER, WE WERE GIVEN THE COMMON CLRNC OF 'DSND AND MAINTAIN 10000 FT, 250 KTS.' I THINK THIS WAS PRIOR TO SYMON, BUT IT MAY HAVE BEEN AFTER -- HENCE, THIS RPT. THIS CLRNC WAS GIVEN WHILE THE FO WAS NOW OFF GETTING A GATE. BREAKING OUT OF THE CLOUDS, WE APPEARED HIGHER TO ME THAN NORMAL, AND THEN I DISCOVERED THE PROB. CONTRIBUTING FACTORS: ONCE AGAIN AN ERROR OCCURRED WHEN THE CLRNC GIVEN WAS DIFFERENT THAN WHAT APPEARS ON THE STAR OR SID. ALSO, IT SEEMS LIKE MANY OF THESE TYPES OF ERRORS OCCUR WHEN 1 PLT IS OFF THE ATC FREQ. THIS IS ALWAYS AT A BUSY TIME (OPC, CHKLISTS, TURB, ALT CHANGES, COURSE CHANGES, FREQ CHANGES, TFC, PAX CONNECTS, PFC CANNOT VERIFY CDU CHANGE, ETC). MY KINGDOM FOR COMMERCIAL RADIO!

Synopsis :

B737-300 CREW MAY NOT HAVE COMPLIED WITH ALT AND SPD XING REQUIREMENTS AS GIVEN BY THE ATCT RADAR CTLR ON THE SADDE 6 INTO LAX.

Time

Date : 200211
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : APA.Airport
State Reference : CO

Environment

Flight Conditions : VMC
Ceiling.Single Value : 20000

Aircraft / 1

Controlling Facilities.Tower : APA.Tower
Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Test Flight
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : APA.Tower
Make Model : Small Aircraft
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Controlling Facilities.Tower : APA.Tower
Make Model : Small Aircraft
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 840
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 680
ASRS Report : 566340

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Miss Distance.Vertical : 100

Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED BJC IN VMC, AND HEADED S TO APA. AFTER RECEIVING THE ATIS ABOUT 15 MIN OUT, I TUNED IN THE TWR FREQ, AND FOUND IT TO BE EXTREMELY BUSY. FINALLY, AT 9 NM W OF THE ARPT, I WAS ABLE TO CONTACT THE TWR AND TOLD THEM WHERE I WAS, THAT I HAD THE ATIS, AND THAT I WAS LNDG. I WAS TOLD TO CROSS MID-FIELD AT 7300 FT MSL AND ENTER A L DOWNWIND FOR RWY 17L. I WAS AWARE OF AN ACFT APCHING THE FIELD FROM THE NW, AND ANOTHER TOLD TO ENTER THE PATTERN DOWNWIND FROM THE S. AFTER PASSING MIDFIELD I STARTED TO LET DOWN AND TURN L TO ENTER THE L PATTERN FOR RWY 17L. AS I ENTERED L DOWNWIND, THE CTLR SCOLDED ME ABOUT LETTING DOWN TOO SOON, ALTHOUGH I WAS ONLY DOWN 7225 FT MSL BY THE TIME I HAD REACHED THE DOWNWIND LEG. THE CTLR ISSUED TO ME INSTRUCTIONS FOR LNDG, AND DUE TO THE CONFUSION THAT ENSUED, I AM NOT ABSOLUTELY SURE WHAT THE INSTRUCTIONS WERE. I MAY HAVE BEEN TOLD THAT I WAS #3, ALTHOUGH I DO NOT REMEMBER IT. I WAS TOLD TO FOLLOW AN ACFT, WHICH I ASSUMED WAS AN ACFT TURNING BASE FOR RWY 17L. CONSEQUENTLY, I FOLLOWED THAT ACFT. WHILE TURNING TO FINAL I NOTICED ANOTHER ACFT APCHING ME FROM THE W. BECAUSE APA HAS PARALLEL RWYS, I ASSUMED IT WAS BOUND FOR RWY 17R. THE ACFT CONTINUED TO CLOSE WITH MY COURSE, SO I MAINTAINED A CLOSE WATCH ON IT WHILE SETTING UP FOR FINAL. THE ACFT FINALLY TURNED TO THE S AT ABOUT 300 FT AWAY IN HORIZ DISTANCE AND LESS THAN 100 FT VERT DISTANCE ABOVE ME. AT THAT POINT THE CTLR ASKED IF I HAD TURNED BASE YET, AND I REPLIED THAT I WAS ON FINAL. THE CTLR TOLD ME TO GO AROUND, WHICH I DID. THE ACFT WHICH HAD BEEN CLOSING ON ME NOTED TO THE CTLR THAT HE HAD NEARLY COLLIDED WITH ME, ALTHOUGH, AS I SAID, I HAD VISUAL CONTACT WITH THE ACFT AT ALL TIMES AND THE DISTANCES WERE SUBSTANTIAL, ALTHOUGH NOT ACCEPTABLE. AFTER RE-ENTERING THE PATTERN AND LNDG WITHOUT INCIDENT, I FINALLY HAD TIME TO REFLECT ON WHAT HAPPENED. BECAUSE OF THE BUSINESS OF THE FREQ, I MADE ASSUMPTIONS WHICH I SHOULD NOT HAVE MADE. IF I WERE INDEED TOLD I WAS NUMBER 3 TO LAND, I SHOULD HAVE ABSOLUTELY ASCERTAINED THE LOCATION OF THE 2 ACFT AHEAD OF ME. INSTEAD, I SIMPLY FOLLOWED THE ACFT AHEAD OF ME. SECONDLY, AND IN PART BECAUSE OF THE FIRST ASSUMPTION, I MADE ANOTHER ASSUMPTION, THIS ONE ABOUT THE ACFT APCHING FROM THE W. I SHOULD HAVE BROKEN INTO THE FREQ AND CONFIRMED THE SIT WITH THE CTLR BEFORE WE GOT TOO CLOSE. I NOW BELIEVE THAT THAT ACFT WAS THE #2 ACFT CLRED TO LAND, AND I ABSOLUTELY SHOULD NOT HAVE BEEN WHERE I WAS AT THAT TIME. I HAVE LEARNED THAT THE BUSIER THE ARPT AND THE BUSIER THE FREQ, THE MORE IMPORTANT IT BECOMES TO CONFIRM ANY DOUBTS ONE MAY HAVE AND NOT TO SIMPLY MAKE ASSUMPTIONS. FINALLY, WHILE NONE OF THE FOLLOWING AMELIORATES MY ACTIONS, THERE ARE SOME OTHER POINTS THAT MAY HAVE EXACERBATED THE SIT. I DO NOT BELIEVE I VIOLATED THE ALT RESTRS PLACED ON ME BY THE CTLR, OR IF I DID, IT WAS BY LESS THAN 50 FT. I ALSO BELIEVE THAT SINCE THE CTLR ASKED ME IF I HAD TURNED BASE YET WHEN I WAS ALREADY WELL INTO FINAL, IT IS POSSIBLE THAT THE CTLR HAD MISTAKEN ANOTHER ACFT THAT WAS ENTERING THE PATTERN FROM THE S AS MY ACFT THAT THOUGHT THAT SHE HAD SUBSTANTIAL SEPARATION. THE CTLR WAS EXTREMELY BUSY, HAVING PROBS JUGGLING ALL THE REQUESTS, AND TWICE SEEMED TO MISTAKE OTHER ACFT IN THE PATTERN.

Synopsis :

PA-32 PLT HAD AN NMAC WITH ANOTHER LIGHT ACFT IN APA CLASS D.

Time

Date : 200211
Day : Fri
Local Time Of Day : 1801 To 2400

Place

State Reference : MT
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.General Aviation : Corporate
Make Model : Citation V
Mission : Business
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 750
ASRS Report : 566376

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ATC HAD CLRED US FOR THE GPS A APCH TO BTM, TO CROSS HIA VOR AT 13000 FT. ATC SWITCHED US TO ADVISORY FREQ AND WE WERE DSNDING IN VMC WITH THE TERRAIN IN SIGHT. AT 2-3 NM FROM THE HIA VOR WE BEGAN DSCNT BELOW 13000 FT TOWARDS 9000 FT (INBOUND ALT). I WAS CONTINUING TO MONITOR ZLC IN ANTICIPATION OF CANCELING IFR, WHEN CTR ADVISED US THAT THE INSTRUCTIONS WERE TO 'CROSS HIA VOR AT 13000 FT.' GIVEN THE FACT THAT WE WERE IN VMC, AND IT IS MY BELIEF THAT WE WERE WITHIN THE PROTECTED CONFINES OF THE APCH AIRSPACE AT ALL TIMES.

Synopsis :

C560 FLC ASSUME THAT SINCE THEY WERE IN VMC, ON AN IFR GPS-A APCH CLRNC TO BTM, THEY WERE AUTH TO DSND AT THEIR DISCRETION UNTIL CHALLENGED BY ZLC.

Time

Date : 200211
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 12500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 1500
ASRS Report : 566387

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED LYNSY 1 ARR TO CROSS LYNSY AT 250 KTS, 12000 FT. APPROX 12500 FT ON DSCNT, GOT YELLOW TA (TFC), NO VISUAL, BUT TCASII DISPLAYED -900 FT JUST AHEAD 12 O'CLOCK POS. AT 12300 FT, GOT RA, NO VISUAL. STARTED CLB TO 12700 FT AND LEVELED, THEN GOT CLB ON RA ALT. SPACING ON TCASII SHOWED -700 FT, -600 FT, -500 FT, THEN ACFT WENT BEHIND US AND RA DISAPPEARED. AT THIS TIME, WE WERE 250 KTS AND 13000 FT XING LYNSY. WE NOTIFIED CTLR AT FIRST TA INDICATION, THEN RA AND AGAIN RA CLB, THAT WE WERE DEVIATING AND WOULDN'T MAKE ALT RESTR. CTLR DID CALL TFC JUST PRIOR OR AT RA. TFC WAS MODERATE AND CTLR WAS VERY BUSY. I UNDERSTOOD OUR CONFLICT WAS A CIVILIAN VFR LIGHT TWIN. NOT REAL SURE OF WHAT WOULD HAVE AVOIDED RA AND DEV, OTHER THAN CIVILIAN PLTS BEING AWARE OF ARR CORRIDORS AND MANDATORY ALTS. IT APPEARS HE WAS TCASII EQUIPPED, BUT ALSO APPEARED NOT TAKING EVASIVE ACTION. THANK GOD FOR TCASII!

Synopsis :

B757 FLC INITIATE TCASII MANEUVER DUE TO VFR TWIN ENG ACFT PASSING IN PROX OF LAS, LYNSY RNAV STAR INTXN.

Time

Date : 200211

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : CA

Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Controlling Facilities.Tower : LAX.Tower

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Flight Crew : First Officer

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT -- PNF, FO -- PF. WE WERE ON ARR TO LAX WITH PARADISE ARR RWY 25L SET IN MCDU. APCH GIVES US 'RWY 24R' AND CLRS US FOR THE PARADISE ARR, COMPLY WITH ALL THE ALT RESTRS. RWY 24R WITH THE PARADISE ARR WAS SET-UP IN THE SECONDARY FLT PLAN. SECONDARY WAS ACTIVATED. MANY OF THE FIXES ON THE ARR DISAPPEARED. I TRIED TO RE-INSTALL THE ARR, BUT FAILED TO GET IT IN BEFORE THE APCH CTLR TOLD US TO LEVEL OFF. WE WERE R OF COURSE AND AT ABOUT 9500 FT. I EXPLAINED THE SIT AND THE CTLR VECTORED US TO RWY 24R. WHEN ON THE GND AND THINGS SLOWED DOWN, I REALIZED WHAT THE PROB HAD TO BE. NORMALLY, THE SAME ARR REMAINS WHEN CHANGING RWYS IN THE FLT PLAN. WITH THE PARADISE ARR, IT HAS TO BE RESELECTED EACH TIME. WHEN I PUT RWY 24R IN THE SECONDARY, I MUST HAVE OVERLOOKED THIS DIFFERENCE. THIS IS THE ONLY THING THAT MAKES SENSE. WHEN I PUT IT IN THE SECONDARY, I HAD BEEN DISTR BY OTHER EVENTS, AND THIS CAUSED THE ERROR TO BE OVERLOOKED. PRIMARY WAS COPIED TO THE SECONDARY PRIOR TO SELECTING RWY 24R IN THE SECONDARY. THE CTLR, WHEN I ASKED IF I NEEDED TO CALL HIM WHEN ON THE GND, SAID, 'NO,' EVERYTHING HAD BEEN TAKEN CARE OF. EVERYTHING WAS ALRIGHT.

Synopsis :

A320 FLC HAS ALTDEV DURING STAR INTO KLAX.

Time

Date : 200211
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : IL
Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger
Flight Phase.Cruise : Level
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 250
ASRS Report : 566549

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Type : 548
ASRS Report : 566548

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Overspeed Warning
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Overcame Equipment Problem

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE INBOUND TO ORD ON THE BRD3. IRK TRANSITION STAR. CAPT WAS PF. FLT TIME FOR LEG WAS 1 HR 45 MINS ABOUT 1 HR PRIOR TO ARR, WE PLANNED TO CALL FOR THE FLT PAPERS FOR OUR NEXT LEG, AFTER RECEIPT OF NEW ORD ATIS, AS CALLING FOR FLT PAPERS TIES UP COMMERCIAL RADIO. THE NEW ATIS CAME OUT ABOUT 10 MINS LATE AT 10 MINS PAST THE HR. SHORTLY THEREAFTER, WE CALLED FOR FLT PAPERS AND OUR PURSER BROUGHT US OUR BREAKFAST MEALS. WE HAD BEEN OFF THE GATE ABOUT 1 HR 20 MINS AND AIRBORNE 1 HR. OUR FLT PAPERS WERE DELIVERED PIECEMEAL AND SLOWER THAN NORMAL. THE RESULT WAS, I WAS EATING, FLT PLANNING, RUNNING THE RADIO, PLANNING OUR ARR AND MONITORING THE CAPT'S FLYING SIMULTANEOUSLY. WHILE MORE THAN 200 NM FROM ORD, WE WERE GIVEN A CLRNC TO CROSS KEOKK INTXN AT FL330. CAPT ACKNOWLEDGED THE CLRNC AND PROGRAMMED THE FMGC FOR IT. CAPT THEREAFTER MISSED BEGINNING THE DSCNT AT THE FMGC CALCULATED TOP-OF-DSCNT POINT BY LESS THAN 10 NM. THE CAPT FIRST PUSHED THE FCU ALT KNOB WISHING TO ENGAGE A VNAV DSCNT. HOWEVER, AIRBUS LOGIC PRESUMES A CRUISE DSCNT AT 1000 FPM FOR DSCNTS BEGUN MORE THAN 200 NM FROM THE DEST. BY THE TIME THE CAPT REALIZED THAT THE AUTOPLT WAS NOT DSCNTING FAST ENOUGH IT WAS TOO LATE. CAPT DISENGAGED THE AUTOPLT AND AUTOTHURST AND EMPLOYED FULL SPD BRAKES, BUT CROSSED KEOKK STILL ABOUT 800 FT HIGH. WE WERE GIVEN AN ATC FREQ CHANGE JUST PRIOR TO KEOKK, AND NEITHER CTLR MENTIONED OUR DEV OR ANY LOSS OF SEPARATION. LEVEL AT FL330, CAPT RE-ENGAGED AUTOPLT 1 AND MOVED THE TRUST LEVERS TO THE CLB DETENT, INTENDING TO RE-ENGAGE AUTOTHURST. HOWEVER, UNBEKNOWNST TO US, HE FAILED TO PUSH THE AUTOTHURST BUTTON ON THE FCU (THE SECOND STEP IN ENGAGING THE AUTOTHURST SYS). BECAUSE OF THIS, HE HAD IN REALITY MANUALLY SET CLB THRUST, WHICH HAD NO ADVERSE AFFECT FOR OUR SHORT SEGMENT AT FL330. SOON FOLLOWED CLRNC TO FL290. CAPT COMMANDED A VERT SPD DSCNT OF 1000 FPM. HOWEVER, BECAUSE THE AUTOTHURST WAS NOT ENGAGED, THE THRUST DID NOT RETARD. THE COMBINATION OF 1000 FPM DSCNT AND CLB THRUST CAUSED A MOMENTARY OVERSPD OF 2-5 KTS. CAPT REDUCED THRUST MANUALLY AND DECREASED THE DSCNT RATE TO PREVENT MORE OVERSPD. THIS OVERSPD COULD HAVE BEEN EASILY PREVENTED HAD EITHER OF US READ THE FMA'S INDICATED ON OUR PRIMARY FLT DISPLAYS AS WE HAVE BEEN TRAINED TO DO OVER AND OVER AGAIN THROUGHOUT OUR CAREERS AS 'GLASS' ACFT PLTS. CAUSES, EITHER WHOLLY OR PARTLY: 1) TRYING TO DO TOO MANY THINGS AT ONE TIME. 2) FATIGUE: SHORT LAYOVER COUPLED WITH XA30 O'CLOCK IN THE MORNING WAKE-UP AND A CHALLENGING/DEMANDING DEP OUT OF DEN WITH DEICING AND WINTER OPS. 3) LOW BLOOD SUGAR: 14 HRS SINCE MY LAST MEAL. 4) OVERCONFIDENCE ON MY PART REGARDING THIS CAPT'S FALLIBILITY, AS THIS WAS OUR 26TH LEG TOGETHER THIS MONTH THROUGHOUT WHICH HE SHOWED SUPERIOR AIRMANSHIP. AND 5) LATE FOOD, LATE ATIS, SLOW AND PIECEMEAL FLT PAPER DELIVERY.

Synopsis :

A320 FLC EXCEEDS THE ACFT MAX SPD (VMO) DURING DSCNT AND MISSES THE ASSIGNED XING RESTR.

Time

Date : 200211
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LNR.Airport
State Reference : NE

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : LNK.TRACON
Operator.General Aviation : Corporate
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Mission : Business

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 11500
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 1000
ASRS Report : 566552

Person / 2

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolutory Action.Flight Crew : Returned To Assigned Altitude
Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I MISREAD THE ALTIMETER. I WAS ASSIGNED 5000 FT. I THOUGHT I WAS GETTING READY TO LEVEL OFF AT 5000 FT AND DEP ASKED WHAT ALT I WAS CLBING TO. I REALIZED I WAS AT 5700 FT INSTEAD OF 4700 FT. THIS ALTIMETER IS DIFFICULT TO TELL SOMETIMES WHAT THE ALT IS, BECAUSE THE 1000 FT INDICATORS ARE IN A WINDOW TO THE L. NO EXCUSE. I SIMPLY LOOKED AT IT WRONG. I KNOW IT IS DIFFICULT TO READ, SO I SHOULD HAVE BEEN MORE ALERT. I DISCOVERED (REALIZED) I WAS AT THE WRONG ALT. I IMMEDIATELY DSNDED TO 5000 FT.

Synopsis :

ALTIMETER PRESENTATION IS READ INCORRECTLY LEADING TO AN OVERSHOOT OF ALT.

Time

Date : 200211
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV

Environment

Flight Conditions : IMC
Ceiling.Single Value : 6500

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 22000
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 21000
ASRS Report : 566562

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 566560

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment : Altitude Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM LAS VEGAS, WE HAD DEPARTED FROM RWY 1R, LNAV DEP WAS NOT IN EFFECT, THE DEP CLRNC WAS VECTORS AFTER TKOF. I WAS HAND FLYING THE ACFT WITH THE HUD DOWN. I BELIEVE OUR INITIAL HDG AFTER TKOF WAS A R TURN TO 050 DEGS, ALT CLRNC OF 7000 FT. WE WERE GIVEN A HDG CHANGE TO 070 DEGS, THIS PROBABLY OCCURRED ABOUT 6000 FT. THE ACFT, BEING A -700, AND RELATIVELY LIGHT WT, WAS CLBING AT A SOMEWHAT RAPID RATE. AS WE APCHED WHAT SHOULD HAVE BEEN MY LEVEL OFF ALT, WE BEGAN TO ENTER IMC CONDITIONS. I STATED, AND THEN PUT THE ENG ANTI-ICE SWITCHES ON. IT WAS DURING THIS PROC THAT THE ALT ALERT HORN SOUNDED AS WE WERE GOING THROUGH 7400 FT. I IMMEDIATELY REDUCED THE THRUST AND REVERSED THE CLB DIRECTION. OUR ALT REACHED 7600 FT BEFORE I BEGAN A DSCNT BACK TO 7000 FT. DEP CTL DID NOT COMMENT ON OUR ALTDEV, AND THERE DID NOT APPEAR TO BE ANY TFC CONFLICT -- NO TCASII WARNINGS WERE SOUNDED OR INDICATED. THE REMAINDER OF THE FLT PROCEEDED UNEVENTFULLY. I BELIEVE THAT THE PRIMARY FACTOR CONTRIBUTING TO THIS DEV WAS THAT ABOUT THE TIME THAT THE ALT ALERT SOUNDED FOR THE 1000 FT CALL, WE RECEIVED A HDG CHANGE FROM ATC. COMBINED WITH THEN ENTERING AN AREA OF PRECIP AND MY PREOCCUPATION WITH GETTING THE ANTI-ICE SWITCHES ON, MY CONCENTRATION WAS DIVERTED FROM LEVELING OFF. AN OBVIOUS CORRECTION THAT WOULD HAVE PREVENTED THIS OCCURRENCE WOULD BE HAVING THE AUTOPLT ON. THAT WOULD HAVE ELIMINATED THE NEED FOR ME TO LEVEL OFF.

Synopsis :

ALT OVERSHOOT DURING DEP FROM LAS VEGAS, NV. ATTRIBUTED TO DISTRS BY THE FLC.

Time

Date : 200211
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport
State Reference : MD
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Make Model : B737-700
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 195
Experience.Flight Time.Type : 6750
ASRS Report : 566898

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Returned To Assigned Altitude
Resolutory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

I WAS FLYING FLT FROM RDU-BWI. AFTER CHKING IN WITH ZDC, WE HEARD ANOTHER COMPANY FLT ON FREQ WITH A VERY SIMILAR CALLSIGN (COMPANY ACBD) FROM TPA-BWI. BOTH OF THESE FLTS OPERATE 7 DAYS A WK AND ARE SCHEDULED TO LAND AT BWI WITHIN 5 MINS OF EACH OTHER (COMPANY ABCD AT XA25, AND COMPANY ACBD AT XA30). IT'S BAD ENOUGH THAT THE CALL SIGNS ARE SO SIMILAR, BUT SINCE BOTH FLTS ARE ON THE NOTTINGHAM ARR, AND WITHIN A FEW MI OF EACH OTHER, A CLRNC FOR ONE ACFT IS THE SAME CLRNC THE CREW IN THE OTHER ACFT IS EXPECTING TO HEAR. THE CREW OF ACBD ACKNOWLEDGED AT LEAST 3 XMISSIONS THAT WERE FOR US. WHAT'S WORSE, ATC MIXED THEM UP. WE WERE ABOUT 13 MI OUT ON FINAL AND STILL AT 4000 FT WHEN BWI APCH ISSUED A CLRNC FOR COMPANY ACBD TO DSND TO 2000 FT. SINCE WE WERE 5-10 MI CLOSER TO THE ARPT THAN ACBD, I FIGURED APCH CTL EITHER FORGOT ABOUT US OR TRANSPOSED THE CALL SIGNS. I ADVISED APCH THAT WE WOULD ALSO LIKE LOWER. THEY PROMPTLY CLRED US TO 2000 FT AND ADVISED COMPANY ACBD TO CLB BACK TO 4000 FT. ON FINAL, WHEN WE CHKED IN WITH TWR, THEY ACKNOWLEDGED WITH A CLRNC FOR COMPANY ACBD TO LAND. WE HAD TO CORRECT THEM THAT IT WAS COMPANY ABCD THAT HAD CALLED. THIS SCHEDULED CALL SIGN CONFLICT CAUSES WAY TOO MUCH CONFUSION AND PROVIDES TOO MANY OPPORTUNITIES FOR MISTAKES BY BOTH THE AIR CREWS AND CTLRS. THE REPEATED RADIO CALLS AND CORRECTIONS WERE DISTRACTING AND CLRLY HAD A NEGATIVE EFFECT ON THE OP OF THE ATC SYS. AS THE ZDC CTLR SAID, 'YOU GUYS NEED TO TALK TO YOUR COMPANY ABOUT THIS.'

Synopsis :

2 SAME COMPANY ACFT WITH SIMILAR CALL SIGNS FLY INTO BWI WITHIN 5 MINS OF EACH OTHER CAUSING COM PROBS FOR THE CREWS AND ATC.

ACN: 567033

Time

Date : 200211

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : A319

Mission : Passenger

Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : CLT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 700

ASRS Report : 567033

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 800

ASRS Report : 566745

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ARRIVING CLT FROM MCI APPROX XA00, APPROX 25 NM FROM CLT, APCH ISSUED A HDG AND ALT FOR WHAT I THOUGHT WAS OUR FLT. MOMENTS LATER, AFTER WE HAD COMPLIED WITH THE INSTRUCTIONS TO 'TURN R TO 180 DEG HDG AND DSND TO 9000 FT,' APCH QUESTIONED IF WE WERE STILL ON THE ARR. I REPLIED THAT WE HAD FOLLOWED HDG AND DSCNT INSTRUCTIONS. APCH INFORMED ME THAT THE INSTRUCTIONS HAD BEEN FOR ANOTHER FLT AND WE PROVIDED A NEW HDG FOR THE ARR. I HAD READ BACK THE INSTRUCTIONS INITIALLY TO APCH AND HAD RECEIVED NO NEGATIVE REPLY PRIOR TO EXECUTING THE TURN AND DSCNT. WE WERE NEVER INFORMED THAT THERE WAS A SIMILAR CALL SIGN ON FREQ ON INITIAL CALL IN WITH APCH. IT IS POSSIBLE THAT OUR XMISSION MAY HAVE BEEN BLOCKED BY OTHER FLT NUMBER'S XMISSION SIMULTANEOUS WITH OURS SINCE WE WERE CLOSER TO CLT. AT THE TIME OF XMISSION, THERE WAS NO TFC CONFLICT AND OUR APCH AND LNDG WERE UNEVENTFUL. I BELIEVE THAT HAD THE CTLR INFORMED US OF A SIMILAR CALL SIGN, THIS COULD HAVE BEEN PREVENTED.

Synopsis :

A319 FLC ASSUME AND ACKNOWLEDGE VECTOR AND ALT CHANGE FROM CLT WHEN CLRNC WAS FOR COMPANY ACR.

ACN: 567055

Time

Date : 200211

Day : Wed

Local Time Of Day : 0001 To 0600

Place

State Reference : AZ

Environment

Flight Conditions : VMC

Ceiling.Single Value : 18000

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON

Operator.General Aviation : Instructional

Make Model : PA-28 Cherokee Arrow Iv

Mission : Training

Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 120

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 50

ASRS Report : 567055

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 448

Experience.Flight Time.Last 90 Days : 79

Experience.Flight Time.Type : 342

ASRS Report : 567069

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 2

Resolutive Action.Flight Crew : Returned To Assigned Altitude

Resolutive Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY INSTRUCTOR AND I WERE ON A XCOUNTRY IFR FLT. WE WERE BEING VECTORED TO OUR FINAL DEST, DEER VALLEY ARPT IN PHOENIX. WE WERE TOLD TO DSND TO 6000 FT AND I HEARD 4000 FT MISTAKENLY. AFTER DSNDING TO 5000 FT, MY INSTRUCTOR SAID DO NOT DSND ANYMORE. AT THAT POINT MY INSTRUCTOR TOLD ME TO CLB AND ATC SAID THE SAME THING. WE WERE TOLD TO CALL THE TWR WHEN WE LANDED. IT WAS XA00 WHEN THE INCIDENT OCCURRED OVER WHITE TANK MOUNTAINS. FATIGUE WAS A CONTRIBUTING FACTOR. MY INSTRUCTOR HAD A VISUAL OF THE MOUNTAIN TOP AND THAT'S HOW IT WAS DISCOVERED WE WERE TOO LOW. FROM THERE, A CLB WAS INITIATED. SUPPLEMENTAL INFO FROM ACN #567069: MY STUDENT AND I WERE ON A 250 NM NIGHT IFR XCOUNTRY TO SATISFY TRAINING REQUIREMENTS. WE REQUESTED THE GPS RWY 7R APCH INTO DVT. AFTER XING THE B XK VOR, ABOUT 2 NM AFTER, WE WERE VECTORED OFF OF V-16 TO FLY DIRECT TO BOLES INTXN ON THE APCH. WE WERE ALSO TOLD TO DSND FROM 7000 FT TO 6000 FT. I WAS QUIZZING MY STUDENT ON SEVERAL DIFFERENT ASPECTS CONCERNING THE APCH, AND EVENTUALLY ASKED HIM WHAT ALT WE HAD BEEN CLRED TO. HE SAID 4000 FT. THINKING THAT I HAD MISSED THAT INSTRUCTION FROM ATC AND THINKING THAT IT SEEMED LIKE AN APPROPRIATE STEP DOWN ALT, I BELIEVED HIM. I WAS MAINTAINING VISUAL WITH THE WHITE TANK MOUNTAINS, AND UPON REACHING 5000 FT, I TOLD HIM TO LOOK OUTSIDE AND STOP THE DSCNT IMMEDIATELY. THE MOUNTAINS SEEMED CLOSER THAN WHAT ATC WOULD VECTOR US FOR. ATC THEN CALLED AND TOLD US TO CLB IMMEDIATELY, WHICH WE DID BACK TO 6000 FT. CONTRIBUTING FACTOR MAY HAVE BEEN NIGHT FATIGUE AND INSTRUCTOR'S FAILURE TO VERIFY ASSIGNED ALT.

Synopsis :

PA-28 PLT HAD AN EXCURSION FROM ASSIGNED ALT THAT LEADS TO A DSCNT BELOW MSA IN THE PHOENIX AREA ON AN IFR NIGHT TRAINING FLT.

Time

Date : 200211
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON
Operator.General Aviation : Corporate
Make Model : Citation Bravo
Mission : Business

Aircraft / 2

Controlling Facilities.TRACON : P50.TRACON
Make Model : Gulfstream Jet Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 640
ASRS Report : 567060

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Person / 4

Function.Oversight : Supervisor

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 7200

Supplementary

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

Narrative :

ACFT IS A SINGLE PLT WITHOUT TCASII. I PICKED UP 1 PAX FOR MY RETURN HOME. THIS PAX DIDN'T WANT TO SIT IN THE R FRONT SEAT BECAUSE HE WANTED TO DO SOME PAPERWORK. USUALLY, I HAVE A PAX IN THE R SEAT TO HELP WATCH FOR TFC. MY CLRNC OUT OF FFZ WAS TO CLB TO 4000 FT. THE TWR SAID THERE WAS TFC PASSING NE OF THE FIELD AND TO WATCH FOR THAT TFC. AFTER TKOF, I WAS ABLE TO SPOT AIRPLANES WHILE TURNING TO 300 DEGS. WHEN I CONTACTED PHX DEP, I WAS CLRED TO 6000 FT. THE SUN WAS LOW, AND WITH THE HAZE IT WAS DIFFICULT TO SEE OTHER AIRPLANES. DEP CTL WAS VERY BUSY AT THE TIME. I ENGAGED THE AUTOPLT SO I COULD CONCENTRATE ON CLRING FOR TFC. I WAS GIVEN A NEW HDG AND ALT. I SET THEM IN THE FMS AND CONTINUED THE DEP. SHORTLY AFTER LEVELING OFF AT 8000 FT, THE CTLR IN A PANICKED VOICE, CALLED A TFC CONFLICT. HE ASKED WHAT MY ALT WAS, AND I REPLIED 8000 FT. HE SAID MY CLRNC WAS TO 7000 FT, I HAD TFC AT MY 3 O'CLOCK POS. I IMMEDIATELY LOOKED TO THE R AND NEVER SAW THE TFC. HE THEN CLRED ME TO 12000 FT. IN A COUPLE OF MINS HE CAME BACK AND GAVE ME A NUMBER TO CALL PHX WHEN I LANDED. I CALLED THE NUMBER AND TALKED TO A SUPVR. HE SAID THAT THEY HAD LISTENED TO THE TAPES AND I HAD BEEN CLRED TO 7000 FT AND HAD ACKNOWLEDGED 7000 FT. THE CONFLICTING TFC WAS A GULFSTREAM THAT WAS COMING IN FROM THE NE. I NEVER DID SEE THAT TFC. AS I CONCENTRATED ON CLRING FOR VFR TFC, I BELIEVE I INADVERTENTLY SET THE WRONG ALT IN THE FMS. BY THE TIME THE CONFLICT HAPPENED, I REALLY DIDN'T REMEMBER WHAT ALT I'D BEEN CLRED TO AND ASSUMED IT WAS THE ALT I'D SET IN. THE ALT SELECT IN THE C525 USES A SINGLE KNOB THAT SELECTS ALTIMETER SETTINGS BOTH BY ANGULAR DISPLACEMENT AND THE SPD THE KNOB IS TURNED. IF THE KNOB IS TURNED RAPIDLY, IT WILL CHANGE THE ALT BY THOUSANDS OR TENS OF THOUSANDS OF FT. WITH THE SAME AMOUNT OF ROTATION AT A SLOWER RATE, IT WILL CHANGE THE ALT HUNDREDS OF FT. I SUSPECT I TURNED THE KNOB TOO RAPIDLY AND DIDN'T REALIZE IT. THIS HAS HAPPENED BEFORE, BUT I'VE ALWAYS CAUGHT IT BEFORE. I HAVE EXPERIMENTED WITH CHANGING MY TECHNIQUE WHEN GIVEN HDGS AND ALTS. I'VE TRIED TO SET THE NUMBERS IN THE SYS AND CHK BEFORE RESPONDING. I'VE FOUND THIS IS MUCH TOO SLOW FOR A BUSY CTLR. AT PHX THEY OFTEN GIVE HDGS, ALTS, ALTIMETER SETTINGS IN 1 XMISSION. THEY EXPECT A QUICK RESPONSE OR ARE JUMPING ON YOU FOR NOT LISTENING UP. USUALLY THERE IS NO PROB WITH RESPONDING AND THEN SETTING EQUIP. IF THERE IS A LOT OF RADIO TFC, IT MAKES IT MUCH MORE DIFFICULT TO CONCENTRATE. I WILL BE MORE DILIGENT IN CHKING ALTIMETER SETTINGS ON THE FMS IN THE FUTURE.

Synopsis :

SINGLE CPR C525 PLT ACKNOWLEDGED ALT ASSIGNMENT CHANGE BUT ENTERS INCORRECT ALT INTO FMS, RESULTING IN AN ALT CONFLICT WITH ANOTHER CPR ACFT.

Time

Date : 200211
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BUF.Airport
State Reference : NY

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : BUF.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B727 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 1800
ASRS Report : 567250

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ACTING AS THE PNF IN A 3 MAN CREW CARGO FLT. APPROX 100 MI FROM OUR DEST THE CAPT BEGAN THE DSCNT FROM OUR CRUISE ALT. A FEW MINS INTO OUR DSCNT WE PASSED THROUGH FL180 AND SET OUR ALTIMETERS TO 29.89 ACCORDING TO THE LNDG PERFORMANCE CARD THAT WAS FILLED OUT BY OUR FE AFTER HE LISTENED TO THE DEST ATIS. WE LEVELED OUT AT OUR ASSIGNED ALT OF 10000 FT AT WHICH TIME THE CTLR INFORMED US THAT HE SHOWED US AT 9500 FT. HE TOLD US THE CORRECT ALTIMETER SETTING WAS 29.52 NOT 29.89. WE RESET OUR ALTIMETERS AND IMMEDIATELY ADJUSTED OUR ALT. NO CONFLICT OCCURRED, AND WE CONTINUED TO OUR DEST WITHOUT INCIDENT. THE FE LATER STATED THE ATIS WAS VERY WEAK AND HARD TO UNDERSTAND. IT SEEMS TO ME THAT FATIGUE WAS A PARTIAL FACTOR IN OUR SIT. WE WERE FLYING NIGHT CARGO AND HAD ALL BEEN UP IN EXCESS OF 16 HRS. THE CTR CTLR GAVE US A ALTIMETER WITH OUR DSCNT CLRNC FOR BUF. OUR DEST WAS ROC, SO I REMEMBER THINKING WE SHOULD USE THE ONE FROM THE ATIS IN ROC. NOT ONE OF US WAS ALERT ENOUGH TO CATCH THIS DISCREPANCY!

Synopsis :

AN INCORRECTLY SET ALTIMETER RESULTS IN AN ALT OVERSHOOT DURING DSCNT.

ACN: 567251

Time

Date : 200211

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NJ

Aircraft / 1

Controlling Facilities. TRACON : N90. TRACON

Operator. Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Person / 1

Function. Flight Crew : First Officer

ASRS Report : 567251

Person / 2

Function. Oversight : PIC

Function. Flight Crew : Captain

Person / 3

Function. Controller : Departure

Person / 4

Function. Controller : Departure

Events

Anomaly. Altitude Deviation : Overshoot

Anomaly. Non Adherence : Published Procedure

Independent Detector. Other. ControllerA : 4

Resolatory Action. Flight Crew : Override Automation

Resolatory Action. Controller : Issued New Clearance

Resolatory Action. Controller : Separated Traffic

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I (F0) WAS FLYING RADAR VECTORS ON DEP FROM LGA. DURING INITIAL CLB, NY DEP (120.4) CLRED US 'DIRECT WHITE INTXN, CLB AND MAINTAIN 15000 FT.' CAPT READ BACK CLRNC TO 15000 FT, SET IT IN THE DFGC AND POINTED. I VERBALLY ACKNOWLEDGED '15000 FT, SET AND ARMED.' CTLR HANDED US OFF TO NY DEP CTL ON 124.75. THE CAPT CHKED IN WITH THE ALT WE WERE PASSING -- APPROX 7500 FT FOR 15000 FT. THE CTLR ACKNOWLEDGED OUR CHK-IN. AS WE CLBED PAST 12600 FT, IN THE VICINITY OF THE COLTS NECK VOR, THE CTLR ASKED US TO VERIFY LEVELING AT 12000 FT. THE CAPT REPLIED THAT WE WERE CLBING TO 15000 FT AS CLRED. THE CTLR IMMEDIATELY TOLD US TO STOP CLB AND DSND TO 12000 FT. AS WE LEVELED OFF, THE CTLR APOLOGIZED AND SAID HE HAD MISSED THE ALT ON OUR INITIAL CHK-IN. AS WE LEFT HIS FREQ, THE CTLR AGAIN APOLOGIZED AND SAID THE PREVIOUS CTLR SHOULD NOT HAVE CLRED US ABOVE 12000 FT. HE ALSO STATED THAT IT WAS NOT A PROB, SINCE WE WERE ABLE TO RETURN TO 12000 FT AND NO CONFLICT HAD OCCURRED.

Synopsis :

MD80 CREW OFF LGA WERE GIVEN AN INCORRECT CLB CLRNC TO 15000 FT, BUT AFTER HDOF TO SECOND CTLR, THE ALT WAS AMENDED TO 12000 FT.

Time

Date : 200212
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport
State Reference : IL

Environment

Flight Conditions : IMC
Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 5000
ASRS Report : 567304

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 568590

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 2
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

DURING INITIAL CLBOUT OF MDW, RESTR TO 2000 FT. ON CHK IN WITH DEP CTL, ALT ASSIGNMENT GIVEN WAS 12000 FT (CALLSIGN BROKEN). PF CAPT: THOUGHT I HEARD, 'COMPANY (OUR NUMBER)' PNF FO. AS THE PNF WAS TRYING TO CONFIRM CALLSIGN AND ALT, THE FAA INSPECTOR, IN THE JUMPSEAT IN A FIRM AND LOUD VOICE SAID, 'DEP SAID, COMPANY (OUR NUMBER) CLB TO 12000 FT.' PF STARTED A SHALLOW CLB ABOVE 2000 FT. PASSING 2500 FT DEP SAID 'COMPANY (OUR NUMBER), CLRED TO 3000 FT.'" FLT PROCEEDED TO MCI WITHOUT INCIDENT. NO COMMENT WAS MADE BY DEP CONCERNING ALT DEV. OBVIOUSLY, THE FO SAVED THE DAY. THE INAPPROPRIATE INPUT BY THE FAA INSPECTOR COULD HAVE CAUSED A RAPID CLB ABOVE 3000 FT, POSSIBLY CAUSING LOSS OF ALT SEPARATION IN A VERY BUSY ENVIRONMENT. SUPPLEMENTAL INFO FROM ACN 568590: WHILE ON THE INITIAL CLB OUT OF CHICAGO WITH A CLRNC ALT OF 2000 FT, AN ACFT WAS GIVEN A CLRNC TO 12000 FT. I WASN'T SURE, BUT DIDN'T THINK THE CLB CLRNC WAS FOR US AND BEGAN TO ASK ATC TO CLARIFY, AT WHICH TIME, THE FAA INSPECTOR, IN A LOUD VOICE, SAID THAT THE 12,000 FT CLRNC WAS FOR US, IN PART BLOCKING AND INTERRUPTING OUR REQUEST. WE RECEIVED A CLARIFICATION FROM ATC AT WHICH TIME I ASKED THE CAPT WHAT HE THOUGHT HE HAD HEARD. HE SAID HE HEARD 12000 FT, BUT BECAUSE OF HIS UNCONVINCING TONE, I AGAIN ASKED ATC FOR CLARIFICATION. (I THINK THE CAPT RECOGNIZED THE CLRNC WAS NOT FOR US BECAUSE HE SHALLOWED HIS CLB RATE.) ATC DID RESPOND THIS TIME WITH '...', THE 12000 FT WAS NOT FOR YOU, MAINTAIN 3000 FT.' BY THE TIME THIS WAS CLARIFIED, WE WERE PASSING THROUGH 2500 FT. NO TCASII TFC NOTICED AND NO 'RED FLAGS' FROM ATC, HOWEVER, THIS COULD HAVE BEEN SOLVED IMMEDIATELY ON MY INITIAL TRY IF THE INSPECTOR WOULD HAVE REMAINED SILENT AND LET US DO OUR JOB OF CONSULTING ATC FOR CLRNC INFO. THIS INSPECTOR WAS PERHAPS NOT TOO FAMILIAR WITH MDW OR OUR COMPANY, BUT SHOULD HAVE KNOWN THAT THERE ARE/WERE MANY CALL SIGNS ON THE FREQ LEADING TO CONFUSION IF NOT COMPLETELY PAYING ATTN.

Synopsis :

B737 DEPARTS ASSIGNED ALT.

Time

Date : 200212
Day : Mon

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model : Hs 125 Series 700
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 2000
ASRS Report : 567321

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FO DID NOT HEAR THAT VOR DME APCHS WERE IN USE WHEN HE CHKED THE ATIS, SO WE WERE UNPREPARED FOR THE APCH. FROM THE APCH CLRNC TO TOUCHDOWN, WE WERE PLAYING CATCH UP. IN THE CONFUSION WE GOT OFF COURSE TO THE N AND WERE 500 FT HIGH FOR A MANDATORY XING POINT. DURING THE CIRCLE WE LINED UP ON THE WRONG RWY AT TEB, BUT DUE TO AN ALERT CTLR, WE WERE CLRED TO LAND ON THE RWY WE WERE LINED UP ON. THIS SERIES OF MISTAKES MADE BY ME AND THE FO WERE COMPOUNDED BY LACK OF BASIC CRM AND DIVISION OF PF AND PNF DUTIES. WE BOTH TRIED TO DO EACH OTHER'S JOB, AND AT ONE POINT, WE WERE BOTH HEADS DOWN WITHIN 5 MI OF THE ARPT.

Synopsis :

H-25B CREW HAD TRACK AND ALTDEV ON THE VOR DME-A APCH TO TEB.

Time

Date : 200212
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Regional Jet C165
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 300
ASRS Report : 567339

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

ON APCH TO TETERBORO, NJ, WE WERE GIVEN A TA FOR TFC AT 1900 FT, AND WERE TOLD WE COULD DECREASE OUR DSCNT. AFTER CLRING THE TFC, WE LEVELED AT 2000 FT WITH NEW YORK APCH. AT THAT TIME WE BRIEFED THE VISUAL APCH TO RWY 1 AS THE WINDS WERE 330 DEGS AT 18 KTS GUSTING TO 28 KTS, AND OUR ACFT HAS A 24 KT XWIND LIMIT. OUR CLRNC WAS THEN CHANGED TO THE ILS RWY 6 APCH, AND WE WERE TOLD THAT THE WINDS WERE NOW 330 DEGS AT 12 KTS. THIS WAS ACCEPTABLE AS IT WAS WITHIN ACFT LIMITATIONS. WE STAYED AT 2000 FT AND ELECTED TO INTERCEPT THE GS FROM THAT ALT, AS IS COMMON PRACTICE. WHEN DSNDING THROUGH 1700 FT, TETERBORO TWR CALLED US AND SAID THAT WE MISSED THE 1500 FT MANDATORY ALT AT DANDY, A FIX ON THE RWY 6 APCH. WE ASSUMED THAT CLRNC FOR THE APCH DELETED THE ALT RESTR. WITH ALL THE TFC IN THE NEW YORK AREA, AND THE AIR CREWS TRYING TO KEEP VISUAL SEPARATION AS WELL AS RADAR SEPARATION, IT WOULD BE BETTER IF NEW YORK APCH WOULD BRING YOU DOWN TO 1500 FT TO AVOID THE POSSIBLE CONFUSION AT DANDY. I HAVE MADE MANY ILS APCHS, AND DON'T RECALL ANY MANDATORY ALT. WHILE DEPARTING TETERBORO THE NEXT DAY, THE RADAR CTLR MADE A COMMENT TO ANOTHER ACFT ABOUT READING THE FINE PRINT ON THE SID. WITH ALL THE TFC IN THE NEW YORK AREA, I DON'T THINK THERE SHOULD BE ANY FINE PRINT. WE SHOULD TRY TO GET RID OF THOSE TRAPS.

Synopsis :

THE MANDATORY ALT BTWN VINGS AND DANDY ON THE ILS RWY 6 TO TETERBORO, NJ, IS MISSED BY A CPR PLT WHO HELD HIS LAST ASSIGNED ALT UNTIL GS INTERCEPT AFTER BEING CLRED FOR THE APCH.

Time

Date : 200212
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ

Environment

Flight Conditions : VMC
Ceiling.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Large Transport, Low Wing, 2 Turbojet Eng
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 2000
ASRS Report : 567341

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2200
ASRS Report : 567355

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative :

FO WAS FLYING. DEPARTED EWR, RWY 4L, VIA THE EWR 7 DEP. THE DEP CALLS FOR A 060 DEG HDG UNTIL THE 4 DME, LEVELOFF AT 2500 FT MSL, AND A TURN TO 290 DEGS. DURING CLB, I QUESTIONED FO ABOUT THE 060 DEG HDG. WE WERE ON A 050 DEG HDG. FO INITIATED A TURN TO THE L INSTEAD OF R. JUST ABOUT THAT TIME WE WERE GIVEN A FREQ CHANGE TO DEP. AS I WAS CHANGING FREQS, THE FO SAID SOMETHING TO THE EFFECT OF 'OH DARN.' I LOOKED UP TO SEE US CLBING THROUGH 2650 FT MSL. IN CONCERT WITH THE FO, I PULLED THE THRUST LEVERS BACK AND PUSHED FORWARD ON THE YOKE. THE HIGHEST WE CLBED WAS 2750 FT MSL BEFORE RETURNING TO 2500 FT MSL. I THEN CALLED DEP AND WAS GIVEN A 290 DEG HDG. CTRLR NEVER QUESTIONED OUR ALT. SUPPLEMENTAL INFO FROM ACN 567355: ON CLBOUT DURING THE EWR 7 DEP FOR RWY 4L, I MOMENTARILY CLBED 250 FT ABOVE THE PRESCRIBED ALT OF 2500 FT MSL WHILE TRYING TO LEVEL OFF. I BELIEVE THE PROB WAS CAUSED BY THE BUSY COMBINATION OF A LOW ALT HOLD DOWN, A NOISE ABATEMENT HDG CORRECTION WITH A SUBSEQUENT (OVER 90 DEGS) L TURN AT 4 DME COMBINED WITH THE DISTR OF A FREQ CHANGE DURING THIS MANEUVER. ALTHOUGH LIMITED AIRSPACE IS AN ISSUE, PERHAPS RELIEF FROM MULTIPLE HDGS AND/OR LOW ALT HOLD-DOWNS COULD REMEDY FUTURE PROBS.

Synopsis :

LARGE TRANSPORT FLC EXCEEDS ALT RESTR ON PUBLISHED DEP.

Time

Date : 200212
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFF.Airport
State Reference : WA
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1100

Aircraft / 1

Controlling Facilities.TRACON : GEG.TRACON
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 309.1
Experience.Flight Time.Last 90 Days : 17.8
Experience.Flight Time.Type : 48.1
ASRS Report : 567356

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

VECTORS WERE GIVEN TO INTERCEPT THE ILS/DME RWY 21R APCH FOR LNDG AT SPOKANE FELTS FIELD. UPON NEARING THE FINAL APCH COURSE, A FAILURE OF THE GS OCCURRED. I CALLED A MISSED APCH AND VECTORS AND ALTS WERE GIVEN BY APCH CTL. A SMALL AMOUNT OF RIME ICE HAD BUILT ON THE AIRFRAME AT THIS TIME. AFTER EXECUTING THE MISSED APCH AND VERIFYING THAT THE GS INDICATOR WAS INOP, THE VOR RWY 3L APCH WAS ATTEMPTED. THE CTLR GAVE VECTORS TO THE INBOUND VOR COURSE. DURING INTERCEPT OF THE FINAL APCH COURSE, ICE BUILT RAPIDLY ON THE AIRFRAME. AFTER THE REALIZATION OF MODERATE TO SEVERE MIXED ICING DISTRACTED AND ALLOWED THE ACFT TO DSND 400 FT BELOW THE MINIMUM SEGMENT ALT OF 3800 FT MSL. AS A RESULT OF THE ALT EXCURSION AND THE ACCUMULATION OF ICE. I CALLED A MISSED APCH AND REQUESTED VECTORS AND CLB CLRNC TO WARMER VFR CONDITIONS ABOVE 6500 FT TO MELT THE ICE. IT WAS MY IMPRESSION THAT THE ILS/DME RWY 21R APCH REQUIRED THE DME EQUIP ONLY IN THE EVENT THAT THE APCH WAS BEING FLOWN TO LOC MINIMUMS. THE FAILURE OF THE ON BOARD GS INST ULTIMATELY REQUIRED THE USE OF A DME. THE VECTORS AND ALTS GIVEN BY ATC TO INTERCEPT THE ILS WERE GIVEN IN A WAY THAT WAS NOT EXPECTED. I EXPECTED TO INTERCEPT THE ILS AT 6100 FT (AT AZTEM INTXN) AND PROCEED INBOUND. THE FAILED INST AND UNEXPECTED ILS INTERCEPT POS RESULTED IN POOR SITUATIONAL AWARENESS AND CONTRIBUTED GREATLY TO MY STRESS LEVEL. I RECEIVED A STANDARD WX BRIEFING 1 HR PRIOR TO DEP. THE FORECAST WX AT THE DEST INCLUDED AN AIRMET FOR LIGHT RIME ICE IN CLOUDS, TEMP OF +1 C AND AN OVCST LAYER OF 1500 FT AGL WITH TOPS AT 5000 FT MSL. THE TEMPS AT 6500 FT WERE APPROX +2 C. THE CLOUD LAYER WAS FORECAST TO BE 1500 FT THICK. I DETERMINED THAT SUCH WX COULD BE PENETRATED DURING THE APCH TO THE DEST WITH LITTLE ICE ACCUMULATION SINCE THE CLOUD LAYER WAS RELATIVELY THIN, THE TEMPS WERE SLIGHTLY ABOVE FREEZING, AND THE TIME SPENT IN THE CLOUDS WOULD BE MINIMAL. UPON ARR AT THE DEST, THE LAYER THICKNESS HAD INCREASED TO 5000 FT AND THE ICING SIT HAD DETERIORATED. THE FAILURE OF THE GS EQUIP RESULTED IN MORE TIME SPENT IN THE CLOUD LAYER THAN EXPECTED. THE DETERIORATION OF THE ICING CONDITIONS RESULTED IN MORE ICE ACCUMULATION THAN EXPECTED. THE SPOKANE APCH CTLR ADVISED ME OF REGIONAL WX AND PIREPS. BASED ON THAT INFO, I CHOSE TO ATTEMPT THE ILS/DME RWY 21R TO LOC MINIMUMS WITH THE DME INFO FROM BOTH THE APCH CTLR'S RADAR AND THE ONBOARD VFR GPS. THE APCH AND LNDG WERE SUCCESSFULLY EXECUTED. THERE WAS NO ACCUMULATION OF ICE ON THIS APCH. I PUT MYSELF AND MY PAX IN A DANGEROUS SIT, WHICH TESTED THE LIMITS OF MY ABILITY, EXPERIENCE, AND ACFT. I MADE A VERY POOR DECISION TO ATTEMPT THE APCH CONSIDERING THE WX SURROUNDING THE DEST. THE SINGLE BIGGEST FACTOR, FOR WHICH I WAS UNPREPARED, WAS AIRFRAME ICING. AS PLTS, WE ARE TRAINED FOR EQUIP FAILURES, HOWEVER, ICING PRESENTS A SIT FOR WHICH THERE IS LITTLE TRAINING, AND THE ONLY ALTERNATIVE IS AVOIDANCE AND/OR ESCAPE. I PRIDE MYSELF ON MY ABILITY TO ALWAYS 'STAY AHEAD' OF THE ACFT AND TO FLY WITH CONFIDENCE, KNOWLEDGE, AND AS MUCH PRECISION AS POSSIBLE. I AM ASHAMED AND HUMBLED AS A PLT DUE TO THESE RECENT EVENTS. THIS SCARED THE HELL OUT OF ME. IT WILL NEVER HAPPEN AGAIN.

Synopsis :

C182 PLT EXPERIENCES GS FAILURE, SEVERE ICING, AND EXCURSION BELOW MINIMUM ALT ON APCHS TO SFF.

Time

Date : 200212
Day : Thu

Place

Locale Reference.Intersection : BENKY
State Reference : IL

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Fokker 100
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 567405

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : 3
Resolutory Action.Flight Crew : Returned To Assigned Altitude
Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

JUST PAST BENKY ON BDF ARR, APCH INSTRUCTED, 'DSND FROM 11000 TO 7000 FT. ATC ASKED WHAT OUR ALT WAS. I RESPONDED 11000 FT. HE SAID HE SHOWED US OFF 400 FT. I REALIZED I DID NOT RESET MY ALTIMETER SETTING TO THE LCL SETTING. I ADVISED ATC MY SETTING INCORRECT AND RESET. NO FURTHER INCIDENT. MY FAULT IN I DID NOT COMPLETE THE ALTIMETER SETTING PROC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE APCH BRIEFING AND COORD WITH THE LCL STATION WERE NOTED AS DISTRS THAT CAUSED THE OVERSIGHT. IT WAS NOTED THAT THE ALTIMETER SETTING IS INCLUDED ON THE DSCNT CHKLIST.

Synopsis :

QNH NOT SET IN ALTIMETER DURING DSCNT UNTIL ALT IS QUESTIONED BY ATC APCH CTLR.

Time

Date : 200212

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B767-200

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 6200

Experience.Flight Time.Last 90 Days : 105

Experience.Flight Time.Type : 2400

ASRS Report : 567523

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED FOR LOC RWY 31 APCH INTO LGA APPROX 10 MI AT APPROX 2000 FT MSL. PROCS WERE ACCOMPLISHED IN ACCORDANCE WITH THE OPS MANUAL FOR THE B767 FOR A VNAV DSCNT TO RWY 31. VNAV WAS SELECTED AND 'VNAV PATH' WAS CAPTURED ON THE ADI WITH THE AUTOPLT AND AUTOTHROTTLES ENGAGED. THE ACFT BEGAN A DSCNT, AND REDUCED PWR TO FOLLOW THE VNAV PATH HORIZ BAR ON THE ADI. AT FABRY FAF, THE AIR CREW NOTED THE ACFT WAS AT APPROX 1200 FT (400 FT LOWER THAN THE 1600 FAF ALT) AND THAT THE ACFT WAS 10 KTS SLOWER THAN THE SELECTED MCP AIRSPD WINDOW (APPROX 142 KTS). AS FO FLYING, I DISCONNECTED THE AUTOPLT AND AUTOTHROTTLES AND PROCEEDED TO FLY THE ACFT MANUALLY TO THE PROPER GLIDE PATH AND AIRSPD. JUST AFTER OR AS I TOOK CTL OF THE ACFT, LGA APCH CTL GAVE US A LOW ALT ALERT AND TOLD US TO CHK OUR BAROMETRIC ALTIMETER SETTINGS. THE ACFT LANDED UNEVENTFULLY AND WITHOUT FURTHER INCIDENT. NOTE: THE B767-200 MODEL IS NOTORIOUS FOR HAVING A DIFFICULT TIME FOLLOWING VNAV PATH PROFILES AND KEEPING PROPER AIRSPD ON ARR PROFILES.

Synopsis :

FLYING A VNAV DSCNT ON THE LGA, NY, LOC RWY 13 APCH, B767 CREW FINDS THEMSELVES 400 FT BELOW THE REQUIRED ALT AT THE FAF.

Time

Date : 200212
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport
State Reference : VA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B777 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11142
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 900
ASRS Report : 567574

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 1150
ASRS Report : 567575

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

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

Narrative :

ON TKOF RWY 30 IAD, ENCOUNTERED WINDSHEAR AT APPROX 800 FT AGL. FO IMMEDIATELY RPTED SHEAR ENCOUNTER TO TWR. DUE TO SHEAR ENCOUNTER, SLOW FLAP RETRACTION AND HIGH CLB RATE, WE LEVELED OFF AT 3200 FT MSL INSTEAD OF 3000 FT MSL. AIRSPD TEMPORARILY INCREASED TO 285 KIAS AS WE RETURNED TO LEVEL FLT AT 3000 FT MSL AND ENGAGED AUTOPLT/AUTOTHROTTLES.

Synopsis :

B777 FLC ON DEP FROM IAD ENCOUNTER WINDSHEAR CAUSING AN AIRSPD INCREASED AND A 200 FT OVERSHOOT.

Time

Date : 200212
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TUS.Airport
State Reference : AZ
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Citation III
Mission : Business

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 6
ASRS Report : 567593

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I AM A CAPT AND CHIEF PLT FOR A COMPANY THAT OPERATES A WESTWIND II. I WAS ASKED BY A FRIEND IF I WOULD FILL IN AS A FO ON HIS CITATION VII. AFTER ALL THE PREREQUISITE CHKOUTS, WE WENT OFF ON A MULTI-LEG TRIP THAT EVENTUALLY TOOK US TO KTUS. AS THE FO ON THIS FLT, I WAS ASKED TO GET OUR CLRNC FROM KTUS TO KPHX. AFTER RECEIVING OUR CLRNC, I WAS TOLD TO FILL OUT THE LOG WITH OUR TAXI TIME, ETC, WHILE THE CAPT SET UP OUR DEP. WE COMPLETED THE TAXI, AND BEFORE TKOF CHKLISTS. WE THEN HELD AT RWY 11L, AWAITING OUR FLOW CTL TIME TO KPHX. ONCE CLRED FOR TKOF, WE PROCEEDED WITH OUR TKOF. AS WE WERE CLBING OUT FROM THE RWY, I SAW 5000 FT IN THE ALT ALERTER, AND ASKED THE CAPT IF THAT WAS OUR ASSIGNED ALT. HE SAID THAT HE THOUGHT WE SHOULD BE CLBING TO 17000 FT, PULLED THE SID CHART FROM HIS YOKE AND SAID 'WHATEVER THIS THING SAYS.' I CONFIRMED THAT THE CHART SAID 17000 FT, BUT THAT DIDN'T SOUND RIGHT. AS I REACHED FOR THE CLIPBOARD WITH OUR COPIED CLRNC, WE WERE HANDED OFF TO DEP CTL. WE THEN CHKED IN WITH THEM 'CLBING TO 17000 FT,' AND RECEIVED A 'ROGER.' THEN, AFTER TURNING TO THE NW, WE WERE HANDED OFF TO ANOTHER CTRLR. WE AGAIN CHKED ON 'CLBING TO 17000 FT' AND RECEIVED ANOTHER 'ROGER.' AS WE WERE APCHING 12000 FT, THE CAPT ASKED THE CTRLR FOR SOMETHING LOWER THAN 17000 FT SINCE WE WERE ONLY GOING TO KPHX. THAT'S WHEN THE CTRLR ANSWERED THAT WE SHOULD BE AT 10000 FT. THE CAPT ANSWERED THAT WE WERE GIVEN THE SID WITH 17000 FT. THE CTRLR ANSWERED THAT, 'I GAVE YOU 10000 FT.' AT THIS TIME, FEARING THE WORST, I CHKED THE CLIPBOARD AND DISCOVERED THAT WE HAD INDEED BEEN GIVEN 10000 FT AS OUR CLRNC ALT. WE WERE ADVISED TO MAINTAIN THE 12000 FT THAT WE HAD ATTAINED. I THINK THAT SEVERAL THINGS LED TO THIS SIT. AS A CAPT MYSELF, I DON'T LIKE ANY DUTIES THAT TAKE EITHER PLT OUT OF THE LOOP IN THE AIRPLANE. PAPERWORK COULD BE DONE BEFORE MOVING AND BOTH PLTS REVIEW AND SET UP THE DEP CLRNC. THIS CAPT LIKES TO DO IT ALL HIMSELF. I NEVER GOT A LOOK AT THE SID UNTIL HE HANDED IT TO ME AS WE WERE CLBING OUT. HAD WE BOTH BEEN INVOLVED WITH THE SETUP, THE ALT SELECTOR WOULD NOT HAVE BEEN OVERLOOKED. EVEN DOING IT HIS WAY, WE STILL COULD HAVE AVOIDED THIS PROB WITH JUST A TKOF BRIEFING, WHICH WE CERTAINLY HAD TIME TO DO. THE TKOF BRIEFING CONSISTED OF 'STANDARD BRIEF.' I SHOULD HAVE, AND CERTAINLY WILL IN THE FUTURE, REVIEW THE DEP PROC AND CLRNC MYSELF IF THERE IS NO BRIEFING FROM THE CAPT. AS A NEW PLT IN THIS ACFT, AND ONE THAT DOES NOT FLY AN EFIS AIRPLANE REGULARLY, I WAS A LITTLE BEHIND THINGS. THIS WOULD SEEM ALL THE MORE REASON FOR THE CAPT TO TAKE THE TIME TO PUT A NEW COPLT IN THE LOOP ON THINGS, AND I SHOULD HAVE SAID SO. I ALSO THINK THAT COMPLACENCY HAD A PART IN THIS. THIS WAS A RTE THAT THE CAPT FLEW REGULARLY AND THERE IS A TENDENCY TO TELL YOURSELF THAT HE, WITH HIS FAMILIARITY, KNOWS WHAT IS GOING ON AND IS CAUGHT UP WITH THINGS, EVEN IF YOU ARE LAGGING BEHIND. NOT SO. I THINK THAT THE STEPS TO TAKE TO AVOID A RECURRENCE ARE THESE: BOTH PLTS SHOULD BE PRESENT WHEN A CLRNC IS RECEIVED (HOW MANY TIMES DO YOU SEE 1 PLT GO OUT TO THE AIRPLANE TO GET THE CLRNC?) THEY SHOULD BOTH BE THERE TO REVIEW THE PROC AND/OR CLRNC AND TO SET UP THE AIRPLANE WITHOUT OTHER DISTRS. AND, I THINK THAT A GOOD PREDEP BRIEFING IS A MUST. EVERYBODY HAS TO BE ON THE SAME PAGE. EVEN THOUGH WE HAD TCASII, THIS COULD HAVE BEEN VERY BAD.

Synopsis :

C650 FO, OUT OF PREFLT CLRNC LOOP, QUESTIONS CAPT ABOUT ASSIGNED ALT ON CLBOUT ABOUT THE SAME TIME TUS DEP CHALLENGES OBSERVED ALT.

Time

Date : 200212
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : JOYDD
State Reference : MI

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 2800

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B747-400
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Approach.Other : Vnav Apch

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1200
ASRS Report : 567606

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

WE WERE APCHING DTW FOR AN APCH TO RWY 22R AND DECIDED TO PRACTICE A VNAV APCH. WE SELECTED THE VNAV APCH TO RWY 22R. NUJNT WAS THE KEY WAYPOINT. ATC VECTORED US TO INTERCEPT THE LOC BTWN FEPBU AND JOYDD AT 4000 FT. WE WERE CLRED FOR THE APCH JUST OUTSIDE JOYDD. PER SOPA, WE HAVE A CHKLIST TO ACCOMPLISH WHEN 'CLRED FOR THE APCH.' THIS CHKLIST WAS DEvised BECAUSE CREW MEMBERS WERE LACKING IN THE BASIC UNDERSTANDING OF HOW TO ACCOMPLISH A VNAV APCH AND THE CHKLIST WAS A SERIES OF ACTIONS THAT WOULD ENSURE THAT THE ACFT WOULD DSND ON THE GLIDE PATH AND NOT CRUISE BY THE ARPT IN VNAV ALT. WE ACCOMPLISHED THE CHKLIST AND THE ACFT DSNDDED BELOW 4000 FT AT JOYDD. THIS IS OK WITH ATC APPROVAL, BUT WE DID NOT HAVE THAT. I BELIEVE WE WERE WITHIN 200 FT OF 4000 FT AT XING, BUT I AM NOT SURE. WE WERE SO BUSY TRYING TO MAKE SURE THE CHKLIST WAS ACCOMPLISHED THAT OUR ATTN WAS DIVERTED. THIS IS NOT THE FIRST INCIDENT WHERE THIS HAS OCCURRED. THE SAME THING HAPPENED AT JFK ON THE VOR APCH TO RWY 13L/R. I HAD TO DISCONNECT THE AUTOPLT AND HAND FLY TO STOP DSCNT BELOW 1500 FT. CAUSES: THE MAIN REASON FOR THESE SITS IS INADEQUATE TRAINING. I PRACTICED 'DIVE AND DRIVE APCHS' FOR YRS PRIOR TO MY EMPLOYMENT AS A PROFESSIONAL THROUGH HUNDREDS OF APCHS. I HAVE REFINED MY SKILLS. THE VNAV APCH IS A 'NEW BREED OF CAT.' MOST OF THE TRAINING HAS BEEN BY BULLETIN WITH VERY LITTLE SIMULATOR TIME. THERE HAS NEVER BEEN A GND SCHOOL WITH AN INSTRUCTOR WHO EXPLAINED THE NUANCES OF THE VNAV APCH. IN 90% OF THE SIMULATOR VNAV APCHS, THE APCH HAS FAILED. I HAD A RECENCY OF EXPERIENCE 1 YR AGO IN WHICH WE NEVER HAD A SUCCESSFUL VNAV APCH. SOLUTIONS. I KNOW IT COSTS MONEY, BUT WE NEED MORE THOROUGH TRAINING SO THAT WE ARE NOT CAUGHT UP IN ACCOMPLISHING CHKLISTS DESIGNED TO MAKE UP FOR OUR LACK OF KNOWLEDGE.

Synopsis :

B747-400 CREW DSNDDED BELOW THE PUBLISHED ALT WHILE FLYING A VNAV AUTO COUPLED APCH AT DTW RWY 22R.

ACN: 567701

Time

Date : 200212

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CYUL.Airport

State Reference : PQ

Environment

Flight Conditions : VMC

Ceiling.Single Value : 3600

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC

Controlling Facilities.TRACON : CYUL.TRACON

Operator.General Aviation : Personal

Make Model : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1200

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 6

ASRS Report : 567701

Person / 2

Function.Controller : Departure

Person / 4

Function.Controller : Radar

Function.Controller : Supervisor

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEC/SAT/02, I WAS BRINGING A BRASOV IAR 823 FROM MONTREAL (DUVALL) TO PORTLAND, ME. ON TKOF, THE MONTREAL TWR DIRECTED ME TO 180 DEGS MAGNETIC, CLB AND MAINTAIN 2000 FT, REMAIN VFR. THE BASE OF THE CLOUDS WAS APPROX 3600 FT AGL. ON LIFTOFF, I RAISED THE GEAR AND IMMEDIATELY EXPERIENCED THE SEVERE YAW TO THE R. IN CHKING THE NEEDLE/BALL, IT WAS CLR THAT THE BALL WAS FAR TO THE R. THE PLANE WAS SLIGHTLY UNSTABLE, SO I ACCELERATED TO APPROX 110 KTS. ALTHOUGH INITIALLY SUSPECTING A PROB WITH THE FIXED RUDDER TRIM, I WAS SOON ABLE TO DETERMINE THAT THE PROB WAS THAT THE R MAIN LNDG GEAR HAD NOT COMPLETELY RISEN. I LEVELED THE PLANE AT ABOUT 1500 FT AND BEGAN TO CYCLE THE LNDG GEAR IN ORDER TO DETERMINE IF IT COULD BE FIXED IN THE AIR. THE STRONG YAW TO THE R WAS MAKING THE ACFT SLIGHTLY DIFFICULT TO CTL. THE R MAIN GEAR WOULD NOT COME UP REGARDLESS OF WHAT TACTICS I TRIED. I BELIEVE I DEVIATED FROM THE ASSIGNED HDG AND ALT WHILE TRYING TO REMEDY THE GEAR PROB. AT THIS TIME, THE ACFT WAS APPROX 15-20 MI FROM MONTREAL AND CLOSE TO THE UNITED STATES BORDER. I DECIDED TO LOWER THE LNDG GEAR AND FLY THE PLANE WITH THE LNDG GEAR EXTENDED, MAINTAINING THE 110 KIAS. AT THIS TIME, FRANKLIN COUNTY ARPT WAS CLOSER THAN TO RETURN TO MONTREAL. I MADE A DECISION TO FLY TO FRANKLIN COUNTY BECAUSE IT WAS CLOSER. I INFORMED MONTREAL DEP CTL THAT I WAS HAVING A LNDG GEAR EMER AND REQUESTED PERMISSION TO GO DIRECTLY TO FRANKLIN COUNTY. MONTREAL DEP REQUIRED ME TO STAY ON THEIR FREQ UNTIL APCHING THE CANADIAN BORDER, WHICH I DID. COM WITH MONTREAL DEP CTL INDICATED THEY WOULD ADVISE PORTLAND CUSTOMS THAT I WOULD BE LNDG AT FRANKLIN COUNTY, VT. SHORTLY THEREAFTER, MONTREAL DEP CTL ADVISED ME THAT BURLINGTON CUSTOMS HAD BEEN NOTIFIED AND WOULD MEET US AT FRANKLIN COUNTY. I REQUESTED MONTREAL TO CLOSE OUT OUR FLT PLAN AND THEY INDICATED THAT THEY WOULD. ON ARR IN FRANKLIN COUNTY, WE WERE MET BY BURLINGTON CUSTOMS, INSPECTED, AND CLRED. LATER, WE WERE PICKED UP BY FRIENDS TO RETURN TO PORTLAND, ME, AND LEARNED THAT THE FLT PLAN HAD NOT BEEN CLOSED AS WE BELIEVED. WE ADVISED ZBW OF THE INCIDENT AND THEY ADVISED US THAT THEY WOULD CLOSE THE FLT PLAN.

Synopsis :

SMA PLT HAD TRACK AND ALTDEV WHILE TRYING TO CTL THE ACFT WHEN THE R MAIN GEAR WOULD NOT RETRACT.

Time

Date : 200212
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B747-400
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Type : 431
ASRS Report : 568060

Person / 2

Function.Flight Crew : Relief Pilot
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 3325
ASRS Report : 567467

Person / 3

Function.Flight Crew : Relief Pilot
Experience.Flight Time.Type : 249
ASRS Report : 567468

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1-2
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

AFTER A GAR AT ORD, WE WERE LEVEL AT 5000 FT. THE AIRPLANE WAS ON AUTOPLT AND THE CAPT APPARENTLY AND INEXPLICABLY HIT THE TOGA BUTTON. THE ACFT STARTED TO ACCELERATE AND CLB. I ADVISED THE CAPT THAT WE WERE CLBING AND THAT WE SHOULD DSND. I NOTICED THE CAPT STRUGGLING WITH THE YOKE, AND I NOTICED THE AIRPLANE STILL ACCELERATING, SO I MANUALLY REDUCED THE THROTTLES TO IDLE IN EFFORTS TO HELP HIM DSND. ATC ADVISED US THAT OUR MODE C APPEARED TO BE MALFUNCTIONING. HE SHOWED US AT 6300 FT. I TOLD ATC THAT WE WERE DSNDING BACK DOWN. SUPPLEMENTAL INFO FROM ACN #567467: WE WERE ASSIGNED 5000 FT AFTER A MISSED APCH WHILE WE WERE MANEUVERING FOR ANOTHER TRY. THE CAPT HIT THE GAR SWITCH, AND THE ACFT CLBED TO 6500 FT BEFORE THE CAPT GOT CTL OF THE ACFT AND STARTED BACK DOWN. THE FO TOLD HIM TO DSND, BUT HE DIDN'T HEAR. AT THE TIME, HE WAS TASK SATURATED, AND WAS TRYING TO DO TOO MUCH HIMSELF AND NOT USING HIS CREW. APCH CTL RPTED THAT HIS MODE C MUST BE BROKEN, BECAUSE HE SHOWED US CLBING THROUGH 6300 FT. SUPPLEMENTAL INFO FROM ACN #567468: AFTER A GAR WITH THE CAPT FLYING, WE WERE GIVEN VECTORS TO A DIFFERENT RWY (RWY 32R), WHEN WE WERE GIVEN VECTORS TO INTERCEPT THE APCH. THE CAPT HIT THE TOGA SWITCH AND ENDED UP CLBING TO 6400 FT BEFORE BEGINNING THE DSCNT FOR THE APCH. OUR ASSIGNED ALT WAS 5000 FT WHEN WE WERE CLRED TO INTERCEPT THE APCH. APCH SAID 'CHK YOUR MODE C AND DSND.

Synopsis :

B747-400 CREW HAD AN ALTDEV AFTER A MISSED APCH IN IMC WX AT ORD.

Time

Date : 200212
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 6000

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Type : 1800
ASRS Report : 568645

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13500
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 3400
ASRS Report : 568365

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

WE DEPARTED LAS RWY 25 ON THE IDALE DEP. TKOF WAS NORMAL, WE CLBED THROUGH 400 FT. LNAV WAS ENGAGED. THROUGH 4000 FT MSL, WE WERE CLRED DIRECT IDALE AND WE CLBED TO 8000 FT. WE WERE GIVEN A TFC ALERT FOR TFC OVERHEAD. WE WERE IN IMC CONDITIONS AT 7000 MSL, BUT I WAS ABLE TO OBSERVE THE OVERHEAD TFC AS IT PASSED ABOVE. WE WERE CLRED DIRECT SHEAD INTXN AT 8000 FT IN IMC CONDITIONS. WE REMAINED THERE FOR SEVERAL MINS AND I REMEMBER THINKING ABOUT 8000 FT BEING A LITTLE LOW FOR THE AREA WE WERE IN, AND I WAS MENTALLY TRYING TO RECALL THE XING DISTANCES AND ALTS FOR THE SKEBR ARR, BECAUSE 8000 FT SEEMED LOW FOR OUR POS. IT WAS LESS THAN 20 SECONDS LATER, WE GOT THE 'TERRAIN, TERRAIN, PULL UP' WARNING AND WE WERE IN SOLID IMC. THE CAPT IMMEDIATELY DISCONNECTED THE AUTOPLT AND PITCHED TO 20 DEGS UP, WHILE ADDING FULL PWR, AND WE BEGAN CLBING. THROUGH 10300 FT, THE CTLR GAVE US A CLB TO FL180 AND A TURN TO 180 DEGS. WHILE STILL RAPIDLY CLBING, I INFORMED THE CTLR WE RECEIVED A TERRAIN WARNING. CTLR'S VOICE WAS 'NERVOUS, APOLOGETIC' AND REPLIED 'RIGHT, THAT'S WHY I GAVE YOU THAT HDG' OR SOMETHING SIMILAR. I THEN REPLIED 'WE ARE IMC,' AND HE AGAIN SAID SOMETHING TO THE EFFECT OF 'THAT'S WHY I TURNED YOU...'. THE CAPT AND I WERE BOTH A LITTLE SHAKEN BY THE EVENT, BUT WE BOTH NOTICED THAT THE WARNING HAD STOPPED VERY QUICKLY AFTER OUR CLB HAD BEGUN. AFTER A FREQUENCY CHANGE, THE NEXT CTLR ADVISED US TO CONTACT LAS TRACON UPON ARR AT DEST.

Synopsis :

B737 FLC, ON ALT RESTR LAS IDALE SID, INITIATES GPWS ESCAPE MANEUVER APPROX 18 MI SW OF LAS IN IFR CONDITIONS.

Time

Date : 200212
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9040
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 3020
ASRS Report : 568831

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE CAPT WAS FLYING THE ILS APCH TO RWY 35L DEN. THE CTLR GAVE US A HDG OF 320 DEGS TO INTERCEPT THE RWY 35L LOC AND TO DSND TO 8000 FT. WE PROCEEDED WITH THIS CLRNC AND THEN RECEIVED A FURTHER CLRNC TO 'MAINTAIN 8000 FT UNTIL ESTABLISHED, CLRED FOR THE ILS RWY 35L APCH.' OUR INTERCEPT OF THE LOC PUT US BTWN CHOLA INTL (16.6 DME) AND DYMON INTL (6.8 DME), WITH AN APCH ALT OF 9000 FT (7000 FT WHEN AUTH BY ATC) FOR THE ILS. THE GS OTS APCH, ON THE PROFILE VIEW, GIVES A SECTOR APCH ALT OF 7000 FT. AFTER RECEIVING THE ILS CLRNC, AND AS WE APCHED THE FINAL APCH COURSE, I WENT TO THE HSI TO MONITOR THE LOC ALIVE. AS I DID THIS, I NOTED OUR DSCNT THROUGH 8500 FT FOR 8000 FT. THE LOC CAME ALIVE AND CAPTURED, WHICH I CALLED OUT AND MONITORED. WHEN THIS WAS DONE, I LOOKED UP TO SEE THE ACFT WAS DSNDING THROUGH 7600 FT FOR 7000 FT AT APPROX 1800 FPM. THE CAPT, WITHOUT INFORMING ME OR CONFIRMING THE SECTOR ALT WAS CORRECT HAD PUT IN A NEW ALT OF 7000 FT AS WE ESTABLISHED INBOUND. HE MISREAD THE APCH PLATE AND PUT IN THE SECTOR ALT FOR THE LOC/GS OTS APCH, NOT THE ILS, WHICH WAS THE APCH WE HAD BEEN CLRED FOR. THE CORRECT SECTOR ALT TO MAINTAIN UNTIL GS INTERCEPT WAS 8000 FT, WHICH WAS THE ALT AUTH BY THE ATC APCH CTLR. AT 7000 FT AND GS INTERCEPT, THE APCH CTLR ASKED IF WE HAD THE ARPT VISUALLY WHEN WE CAME OUT OF 8000 FT. WE ANSWERED 'AFFIRMATIVE' AND CONTINUED THE APCH WITHOUT FURTHER INCIDENT. THE CAPT SHOULD HAVE BRIEFED THAT HE WOULD FOLLOW STEP DOWN FIXES WHEN CLRED FOR THE APCH. HE ALSO SHOULD HAVE BRIEFED THE APPROPRIATE SECTOR ALTS BTWN THOSE FIXES. WHEN HE CHANGED THE ALT IN THE MCP, HE SHOULD HAVE INFORMED ME, AND HAD ME CONFIRM THE ALT WAS CORRECT. HAD HE DONE THIS, WE WOULD NOT HAVE BUSTED OUR ALT BY 1000 FT.

Synopsis :

B737 CREW HAD AN ALT OVERSHOT ON APCH TO RWY 35L AT DEN.

Time

Date : 200212
Day : Tue
Local Time Of Day : 1801 To 2400

Place

State Reference : OH

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A300
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3800
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 470
ASRS Report : 569226

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8200
Experience.Flight Time.Last 90 Days : 155
Experience.Flight Time.Type : 1100
ASRS Report : 570485

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Weather

Narrative :

WHEN LEVELING AT FL 280, THE ACFT ENCOUNTERED SEVERE TURB. AS A RESULT, THERE WAS A TEMPORARY LOSS OF CTL OF THE ACFT AT WHICH TIME THE ACFT PITCHED UP VIOLENTLY AND CLBED TO FL282 AND DOWN AGAIN TO FL278. THE INCIDENT LASTED FOR APPROX 1-2 MINS. SUPPLEMENTAL INFO FROM ACN 570485: IN ORDER TO PREVENT A REPEAT OCCURRENCE: 1) THE AUTOPLT SHOULD HAVE BEEN DISCONNECTED IN THIS SIT IN ORDER TO DEAL BETTER WITH SEVERE TURB, AND 2) THE ACFT SHOULD HAVE HAD ITS SPD REDUCED. IN ADDITION, BETTER VIGILANCE AND OBSERVATION OF FORECAST WX COULD HAVE CONTRIBUTED TO AVOIDING THIS SIT.

Synopsis :

A300 AT FL280 EXPERIENCED SEVERE TURB.

Time

Date : 200212
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PTK.Airport
State Reference : MI
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON
Controlling Facilities.Tower : PTK.Tower
Make Model : Learjet 35
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Experience.Flight Time.Total : 1850
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Type : 180
ASRS Report : 569346

Person / 2

Function.Flight Crew : Captain
Experience.Flight Time.Total : 14800
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 4100
ASRS Report : 569344

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Became Reoriented

Supplementary

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

Narrative :

WHILE BEING VECTORED FOR THE LOC BACK COURSE FOR RWY 27L AT PONTIAC, MICHIGAN, WE WERE EXPERIENCING MODERATE RIME AND MIXED ICING CONDITIONS WITH 2 1/2 MI VISIBILITY. ATC ISSUED US A FINAL VECTOR WITH THE CLRNC 'MAINTAIN 3000 FT UNTIL ESTABLISHED.' ONCE ESTABLISHED, WE BEGAN OUR DSCNT TO THE PUBLISHED 2300 FT. AT 2500 FT, APCH CTL CALLED US WITH AN ALT ALERT RPTING THE ALTIMETER SETTING TO BE 29.59, WHICH CONFLICTED WITH THE CURRENT ATIS, WHICH RPTED AN ALTIMETER SETTING OF 29.49. FURTHERMORE, APCH HAD PREVIOUSLY RPTED AN ALTIMETER SETTING OF 29.59. ONCE WE REACHED 2300 FT, WE HAD NUMEROUS BIRD STRIKES, WERE SWITCHED TO TWR CTL, WHICH ISSUED US AN ALT ALERT WITH AN ALTIMETER SETTING OF 29.49, ANTISKID LIGHTS WERE ILLUMINATED, AND THE STICK PULLER ACTIVATED. I TOLD THE CAPT WE WERE 300 FT BELOW THE 2300 FT MIN ALT, HE ACKNOWLEDGED MY STATEMENT, AND I FINISHED CHKING THE ITEMS ON THE CHKLIST ADDRESSING THE ANTISKID AND STICK PULLER. AT THIS TIME, THE CAPT TOOK OVER VISUALLY AND LANDED. ONCE WE EXITED THE PLANE, WE SAW NUMEROUS BLOOD SPOTS ON THE L SIDE OF THE FUSELAGE AND GEAR, HOWEVER, THERE WAS NO DAMAGE TO THE AIRPLANE. I FEEL THAT THE BEST WAY TO AVOID THIS SIT, WOULD HAVE BEEN TO EXECUTE A MISSED APCH, RATHER THAN TRYING TO COMPLETE CHKLISTS, HANDLE BIRD STRIKES, AND TALK TO ATC.

Synopsis :

LJ35 LOC RWY 27L, PTK, DSNDED BELOW PUB ALT, EXPERIENCED BIRD STRIKES.

Time

Date : 200212
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TPA.Airport
State Reference : FL

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Controlling Facilities.TRACON : TPA.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 569381

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 569382

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

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

Narrative :

FLT DEPARTED RWY 18R IN TPA, CLBING TO 12000 FT ON A HDG OF 180 DEGS. COPLT WAS HAND FLYING ACFT AND I WAS WORKING ATC AND RADAR. APCHING 10000 FT, WE ENCOUNTERED MODERATE TURB, WHICH RAPIDLY ESCALATED TO SEVERE TURB ACCOMPANIED BY VERY HVY PRECIP. COPLT ASKED FOR HELP CTLING THE ACFT AND BOTH OF US WERE UNABLE TO LEVEL IT OFF AT 12000 FT. THE ACFT WAS BOUNCING SO HARD THAT THE INSTS WERE IMPOSSIBLE TO READ SO I TOLD THE COPLT TO CONTINUE ON AND I ATTEMPTED TO DECLARE AN EMER. WAS UNABLE TO GET THROUGH INITIALLY, DUE TO OTHER RADIO TFC, AND WHEN I FINALLY GOT THROUGH AND DECLARED THE EMER, WE WERE AT APPROX 13500 FT. I WAS IMMEDIATELY SWITCHED OVER TO ZMA, RE-DECLARED THE EMER WITH THEM AND WAS CLRED TO FL230. 1 MIN OR 2 LATER, WE BROKE OUT OF THE WORST OF THE WX, AND WAS ASKED AGAIN ABOUT THE EMER BY ZMA. SINCE WE APPEARED TO BE CLR OF THE WORST OF IT AND THE COPLT WAS ONCE MORE ABLE TO CTL THE ACFT BY HERSELF, I TOLD ZMA TO CANCEL THE EMER. THE REMAINDER OF THE FLT WAS UNEVENTFUL AND POSTFLT INSPECTION OF THE ACFT BY THE COPLT REVEALED NO PERCEPTIBLE DAMAGE. SUPPLEMENTAL INFO FROM ACN 569382: PASSING THROUGH 10000 FT, WE ENCOUNTERED SEVERE TURB WITH HVY HAIL. PASSING THROUGH FL180, THIS TURB SUBSIDED. THE CAPT ENTERED THE EVENT INTO THE MAINT LOGBOOK.

Synopsis :

B737 FLC OVERSHOT CLRED ALT WHEN SEVERE TURB ENCOUNTERED AND CTL OF ACFT LOST.

ACN: 569584

Time

Date : 200212

Day : Fri

Local Time Of Day : 1801 To 2400

Place

State Reference : NY

Altitude.MSL.Single Value : 19000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : Widebody Transport

Mission : Freight

Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 200

ASRS Report : 569584

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 230

ASRS Report : 568693

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DID NOT RESET ALTIMETER TO 29.92 WHEN PASSING FL180, LEVELED AT FL193. ADVISED BY ATC TO CHK ALT. CORRECTED. CAUSED BY TASK SATURATION DUE TO LEVEL 1 ALERT IN COCKPIT.

Synopsis :

WDB CREW DID NOT SET QNE AT THE TRANSITION LEVEL. THIS RESULTED IN AN ALT OVERSHOOT.

Time

Date : 200212
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : JAWEN
State Reference : WA
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-10 Conversion
Mission : Freight
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 600
ASRS Report : 569753

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

MISREAD XING ALT AT JAWBN INTXN. USED TURBOPROP ALT VICE TURBOJET ALT. AFTER REVIEWING SEVERAL ARR PLATES, WE FOUND THAT THE TURBOPROP ALT WAS ALWAYS UNDER THE TURBOJET ALT ON THE INTXNS WITH ALT RESTRS. ON THE SEATTLE 20-2C PLATE, THE TURBOPROP ALT IS ON TOP OF THE TURBOJET ALT AT JAWBN INTXN.

Synopsis :

MD10 FLC MISSED XING RESTR DUE TO NONSTANDARD CHART PRESENTATION.

ACN: 570008

Time

Date : 200301

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : PR

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSU.ARTCC

Operator.General Aviation : Corporate

Make Model : Learjet 54

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 10100

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 700

ASRS Report : 570008

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

I HAD CLBED TO FL470 FOR WIND. THE SAT WAS ISA -- 10 DEGS, MACH .70, WT WAS 19000 LBS PER THE MANUAL. I REQUESTED A FL470-FL490 BLOCK TO CLB AND DSND BACK TO FL470 TO ACCELERATE TO CRUISE. AT FL480, A SUDDEN RISE IN TEMP TO ISA +5 DEGS HAPPENED, PROBABLY DUE TO A FRONT E OF FLORIDA, CAUSING A WARM AIR INFLUX AT ALT. THERE WAS NOTHING IN THE TEMP CHARTS ABOUT THIS. THE MACH DECREASED TO .68 MACH, AND THE ACFT WOULDN'T HOLD ALT. I DSND'D TO FL470, AND THE ACFT WOULD NOT HOLD SPD. I HAD NO CHOICE EXCEPT TO ASK FOR A DSCNT TO FL450. THE CTLR WOULD NOT GIVE A LOWER ALT AND TOLD ME MIAMI WOULD GIVE IT TO US. I HAD TO DSND TO KEEP THE SPD FROM DECREASING FURTHER. THE CTLR FINALLY GAVE ME FL450 AFTER I WAS AT FL465. NO PROBS AFTER THAT, AS THE TEMP WAS 15 AT -5 AT FL450. I HAVE NOT SEEN THIS TEMP FLUX BEFORE. BUT I WILL PAY MORE ATTN TO FRONTS AND WATCH THE SAT MORE CLOSELY.

Synopsis :

A LEAR 45 FLC EXPERIENCES HIGH ALT WINDSHEAR AND IS UNABLE TO MAINTAIN AIRSPD AND ALT.

Time

Date : 200301
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL

Environment

Flight Conditions : IMC
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Type : 1248
ASRS Report : 570274

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON APCH INTO ORD RWY 4R, AUTOPLT ENGAGED, FLAPS 3 DEGREES GEAR DOWN. AT 170 KTS, ASSIGNED, ENGAGED MANAGE SPD. AIRSPD INCREASED TOWARDS OVERSPD REGIME. WE DISCONNECTED AUTOPLT AND INCREASED PITCH TO PREVENT AN OVERSPD. ACFT CONTINUED TO INCREASE SPD INTO OVERSPD REGIME, AND WE GOT OVERSPD WARNING. WE DISCONNECTED AUTOPLT AND AUTOTHROTTLE TO REGAIN CTL. ACFT DID NOT RESPOND, SO WE EXECUTED A MISSED APCH AS WE WERE TOO HIGH. ADVISED TWR WE HAD AN AUTOTHROTTLE PROB AND ASKED FOR HIGHER AS ACFT WOULD NOT SLOW DOWN. WE WERE ASSIGNED 4000 FT, AND WE WERE PAST THAT WHEN ASSIGNED. WE REACHED 4500 FT BEFORE WE COULD GET AIRSPD SOMEWHAT UNDER CTL. RADAR VECTORS WERE NUMEROUS. WE MISSED A HDG ASSIGNMENT. ON APCH TO RWY 9R WITH AUTOPLT AND AUTOTHROTTLE OFF, WE ENGAGED MANAGE SPD AGAIN, AND SPD INCREASED AGAIN, SO WE LANDED ALL AUTOFLT OFF. WE HAD A FLAP OVERSPD AND INFORMED MAINT AND WROTE UP IRREGULARITY.

Synopsis :

A 320 FLC HAS ACFT AIRFRAME OVERSPD AND GAR DURING APCH TO KORD.

Time

Date : 200301
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 2100

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model : Medium Transport, Low Wing, 2 Turbojet Eng
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3300
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 1700

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Altimeter
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Company
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

I COMPLETED A COMMERCIAL CHART REVISION DATED 1/FRI/03 . THE PREVIOUS EVENING TAKING NOTE OF THE EFFECTIVE DATE OF 1/THU/03. ON APCH TO DFW ON 1/FRI/03, WE WERE GIVEN THE 'Y 36L ILS.' I RECALLED DURING THE REVISION THAT A NOTE ON THE CHART FOR THIS PARTICULAR APCH SAID 'PROC NOT IN DATABASE.' THUS, I DISCARDED THE CHART, MISTAKENLY THINKING THIS NOTE APPLIED TO US. NEITHER THE PLT FLYING NOR I HAD THE 'Y 36L ILS' APCH CHART. RATHER THAN ACCEPT ON FREQ EMBARRASSMENT, WE PRESSED ON, PLUGGING IN THE LOCALIZER FREQ FOR 'ILS 36L.' (111.9). LEVEL AT 3000 FT, THIN OVCST OF 2100 FT, 7 MILES VIS. WE BECAME CONFUSED WITH AN ARPT S OF DFW (IT ALSO HAD A N/S ALIGNMENT). BELIEVING HE WAS HIGH, THE PF STARTED TO DSND, LOSING 700 FT BEFORE REALIZING ERROR. HE THEN CLBED TO ORIGINAL ALT OF 3000 FT. AT SOME POINT, I ASKED TO CONFIRM THE FREQ FOR THE APCH. TWR REPLIED '110.55. IT LINES YOU UP WITH RWY 36R.' NO COMMENT WAS HEARD FROM TWR ABOUT OUR ALT. WE LANDED WITHOUT INCIDENT. WHAT CAUSED THIS WAS 1) DISCARDING THE APCH CHART AND 2) CONTINUING THE APCH (VIS WAS GOOD WITH A VERY THIN OVCST). LESSON ABOUT PREMATURELY DISCARDING CHARTS HAS MOST CERTAINLY BEEN LEARNED. WOULD LIKE TO SEE MORE INFO REGARDING THE PURPOSE OF 'Y ILS 36L' OR 'Z ILS 18L' APCHES. WHY THE 'Y' OR 'Z' DESIGNATION? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK TO RPTR WAS COMPLETED 13 DAYS AFTER INITIAL REVIEW BY ANALYST. AT THIS DATE RPTR STATED THAT HE WAS STILL UNAWARE OF THE MEANING AND INTENT OF THE PHRASE 'PROC NOT IN DATABASE' ON THE APCH PLATES, NOR WITH THE IMPLICATIONS OF THE MODIFIERS 'Y' AND 'Z' IN THE PROC NAME. HE REITERATED THAT THE LACK OF INFO REGARDING THESE MATTERS LED BOTH HE AND HIS CAPT TO SIMPLY DISCARD THE PLATES AS UNUSABLE FOR THEIR OP.

Synopsis :

FLC OF MDT DEPARTED CLRED ALT PRIOR TO GLIDESLOPE INTERCEPT WHILE FLYING ILS APCH FOR WHICH THEY HAD EARLIER DISCARDED APCH PLATES. UNUSUAL APCH IDENTIFICATION AND TERMINOLOGY ON THE CHART, NOT ADDRESSED BY THE PUBLISHER, CONTRIBUTED TO THE CONFUSION.

Time

Date : 200301
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-88
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8754
Experience.Flight Time.Last 90 Days : 163
Experience.Flight Time.Type : 4235
ASRS Report : 573215

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : A/P Trim Light
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft
Problem Areas : Weather

Narrative :

ACFT WAS NOT DE-ICED IN CVG PRIOR TO DEP. PRE-TKOF CTL CHECKS WERE NORMAL. ACFT ENCOUNTERED VISIBLE MOISTURE WITH A RAM AIR TEMP OF LESS THAN 10 DEGS C DURING MOST OF THE CLB TO FL370. THE CREW OPERATED THE ENG ANTI-ICE SYS. ACFT WAS IN VMC ON TOP OF ALL CLOUD LAYERS AT FL370. WHILE AT CRUISE AT FL370, THE CREW NOTICED PERIODIC SMALL ALTITUDE DEVIATIONS OF +/- 10 FT WITH THE AUTOPLT ENGAGED IN VNAV MODE. A CHECK OF THE SAT REVEALED THE TEMP FLUCTUATING BTWN -62 AND -63 DEGS C, HOWEVER, THE PERIOD OF THE ALT OSCILLATIONS DID NOT MATCH THE PERIOD OF THE TEMP CHANGES. THE ALT DEVIATIONS BEGAN TO INCREASE IN AMPLITUDE. CREW OBSERVED THE AP TRIM LIGHT ON THE FMA AND A CONSTANTLY MOVING TRIM INDICATOR ON THE PEDESTAL. THE TRIM INDICATOR MOVEMENT BRACKETED AN APPROX TRIM SETTING OF ZERO. AS THE AUTOPLT WAS CORRECTING FROM AN EXCURSION OF APPROX 100 FT, THE CAPT (PF) MANUALLY DISCONNECTED THE AUTOPLT. PF NOTED THAT THE ELEVATOR FEEL WAS VERY STIFF AND ALMOST UNRESPONSIVE TO INPUT. BEFORE PF COULD EXERT ENOUGH PRESS ON THE CTL COLUMN TO REVERSE THE UPWARD TREND OF THE ACFT'S NOSE, AN ALT DEVIATION OF APPROX +250 FT OCCURRED. WHEN THE PF ATTEMPTED TO ADJUST THE ACFT PITCH SO AS TO AFFECT A LEVEL-OFF AT FL370, THE SAME STIFFNESS AND UNRESPONSIVE FEEL AS WHEN THE YOKE WAS PUSHED FORWARD WAS NOTED WHEN THE PF PULLED AFT ON THE CTL COLUMN. THE PF WAS UNABLE TO RAISE THE ACFT NOSE BEFORE THE ACFT DSNDED AGAIN BELOW FL370. AT CAPT'S DIRECTION, THE FO (PNF) REQUESTED AND RECEIVED A CLRNC FROM ATC TO DSCNT TO FL330. DURING THIS DSCNT, THE PF SUCCESSFULLY EMPLOYED THE PRIMARY TRIM SWITCHES ON THE YOKE TO ASSIST WITH PITCH CTL. ALSO DURING THIS DSCNT, THE CAPT ESTABLISHED A 2000 FPM RATE OF DSCNT AND TURNED CTL OF THE ACFT OVER TO THE FO. THE CAPT DIRECTED HIM TO SHALLOW THE DSCNT TO 1000 FPM. AT THIS TIME, THE FO CONFIRMED THE STIFFNESS AND UNRESPONSIVENESS OF THE CTLS. THE CAPT TOOK CTL OF THE ACFT AGAIN. THE CAPT EVALUATED POTENTIAL DIVERT FIELDS. BASED ON THE ELEVATOR FEEL, A REQUIREMENT FOR A SUBSTANTIAL LENGTH OF RWY WAS ESTABLISHED. ZZZ WAS CHOSEN AS A DIVERT FIELD BECAUSE OF ITS PROXIMITY TO THE ACFT AND THE LENGTH OF THE AVAILABLE RWYS. THE CAPT DIRECTED THE FO TO DECLARE AN EMER, AND ANNOUNCE OUR INTENTION TO DIVERT TO ZZZ BECAUSE OF OUR FLT CTL PROBLEMS. ATC QUERIED US AS TO WHETHER OR NOT WE WOULD BE ABLE TO MAINTAIN ALT. PNF RESPONDED IN THE AFFIRMATIVE. WE TURNED TOWARDS ZZZ AND INITIATED A GRADUAL DSCNT, COMPLYING WITH ATC INSTRUCTIONS. CURRENT WX AT ZZZ WAS EVALUATED AND FOUND TO BE SATISFACTORY. CREW REQUESTED THAT EMER EQUIP BE MADE AVAILABLE AT ZZZ. AT THE TRANSITION FROM MACH TO INDICATED AIRSPEED, PF CONDUCTED THE DSCNT AT 280 KIAS. AS THE ACFT DSNDED AND SLOWED, THE ELEVATOR FEEL BECAME MORE RESPONSIVE. APCH AND LNDG WERE CONDUCTED WITHOUT FURTHER INCIDENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE RECEIVED NO INFO FROM THE COMPANY AS TO THE CAUSE OF THE ELEVATOR PROB. RPTR ADVISED THAT THERE WAS NO INDICATION OF AN ELEVATOR CTL PROB ON PRE-TKOF CHK OR DURING THE CLB, BUT THAT THE ELEVATOR WAS SLOW TO RESPOND AND FELT STIFFER THAN NORMAL AFTER THE AUTOPLT WAS DISENGAGED. RPTR STATED THAT THE ELEVATOR CTLS REGAINED NORMAL FEEL AND RESPONSIVENESS BY THE TIME THE ACFT WAS SLOWED FOR APCH. RPTR STATED THAT HE HAS NOT ENCOUNTERED THIS PROB PRIOR TO , OR AFTER THIS INCIDENT. FOLLOW UP CONVERSATION WITH RPTR ON REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ONLY THING THAT HE HAS HEARD FROM HIS COMPANY WAS THAT SOMETIMES NOTHING IS FOUND BY THE MAINT DEPT IN THE CASE OF INCIDENTS SUCH AS HE RPTED. RPTR STATED THAT HE ASSUMED THIS WAS THE CASE WITH THE CTL PROB HE RPTED AND THAT HE HAS HAD NO FURTHER CONTACT WITH THE COMPANY REGARDING THE MATTER.

Synopsis :

MD88 ABNORMAL ELEVATOR CTL RESPONSE.