

ASRS Database Report Set

Controlled Flight Toward Terrain

Report Set Description.....A sampling of reports referencing inadvertent controlled flight towards terrain.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set39

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

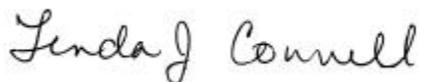
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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.

A handwritten signature in cursive script that reads "Linda J. Connell".

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.

Time

Date : 200204

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SGJ.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-18/19 Super Cub

Mission : Pleasure

Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Helicopter

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 543315

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : Airport Manager

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX XA30 ON APR/XA/02, I WAS FLYING MY PA18/150 SUPER CUB FROM SGJ ARPT (WHERE I AM BASED) TO EVB. ON THE WAY, I FLEW OVER MY HOUSE AND CIRCLED IT ONCE OR TWICE. I KNOW THAT FLT RULES REQUIRE I BE AT 1000 FT AGL OR ABOVE. I FLEW OVER THE HOUSE AT 1000 FT, BUT ADMITTEDLY MAY HAVE DSDNDED BELOW THAT ALT DURING A MOMENT OR TWO OF INATTN. AFTER I LEFT MY NEIGHBORHOOD, I FLEW S ALONG THE SHORELINE, JUST OFFSHORE, WHEN I SAW A HELI COMING THE OTHER WAY. I WAS STILL ON UNICOM FREQ FOR ST AUGUSTINE (122.8) WHEN THE HELI CONTACTED AND FOLLOWED ME (HE TURNED INTO ME). HE ASKED ME WHAT I WAS DOING 'FLYING SO LOW' AROUND 11TH STREET. I REPLIED I WAS FLYING AT 1000 FT AGL, BUT MIGHT HAVE GONE BELOW THAT INADVERTENTLY. HE ASKED ME A NUMBER OF OTHER QUESTIONS -- WHERE I WAS BASED, ETC, AND APPARENTLY CALLED THE ST AUGUSTINE ARPT LATER ASKING ABOUT ME. FRANKLY, THE HELI 'ESCORT' WAS RATHER BIZARRE. I WAS TOLD BY THE MGR OF THE FBO THAT THE PLT WAS NOT, AS HE SAID, WITH THE ST JOHN'S COUNTY SHERIFF'S DEPT, BUT INDEED A FISH AND WILDLIFE OFFICER.

Synopsis :

PIPER PA18 PLT FLEW OVER HER HOUSE BELOW THE MSA AND WAS SUBSEQUENTLY INTERCEPTED BY LAW ENFORCEMENT HELI AND QUESTIONED REGARDING HER LOW FLT.

ACN: 543320

Time

Date : 200204

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Environment

Flight Conditions : IMC

Ceiling.Single Value : 2000

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : DC-10 30

Mission : Freight

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9130

Experience.Flight Time.Last 90 Days : 86

Experience.Flight Time.Type : 3080

ASRS Report : 543320

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

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 : radio altimeter

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

MOMENTARY ALT EXCURSION, BOGOTA, COLUMBIA, APR/TUE/02, CAUSED BY MISINTERP OF APCH PLATE PROFILE WHILE BEING VECTORED TO LOC. AFTER ESTABLISHING RADAR CTL WITH BOGOTA CTL, WE WERE CLRED ON THE UG431, AS FILED, TO BUV. WE WERE HANDED OFF TO BOGOTA APCH CTL AND WERE GIVEN A CLRNC TO UTICA AND A DSCNT TO 12000 FT. ONCE ESTABLISHED ON THE 240 DEG RADIAL FROM BUV TOWARD UTICA, WE WERE GIVEN A CLRNC TO INTERCEPT THE BOG 010 DEG RADIAL INBOUND TO THE BOGOTA VOR. WE WERE INSTRUCTED TO MAINTAIN 12000 FT AND MAINTAIN 250 KIAS. ONCE ESTABLISHED ON THE 010 DEG RADIAL INBOUND, WE WERE GIVEN A VECTOR OF 170 DEG HDG TO INTERCEPT THE LOC FOR RWY 13R. I GLANCED AT THE COMPANY APCH BRIEFING FORM, WHICH DEPICTED THE APCH FOR RWY 13R AND IT WAS THE BRIEFED RWY FOR LNDG. WE HAD BRIEFED BOTH APCHS TO RWY 13L&R, BUT KNEW RWY 13R WAS THE PRIMARY RWY. ON THE PROFILE PLAN VIEW FOR THE APCH, IT SHOWS THE 12000 FT ALT AT THE VOR AND THE 10000 FT MINIMUM ALT AT THE 7.5 MI FIX ON THE 140 DEG RADIAL. MOMENTARILY, I THOUGHT THAT THE 7.5 MI FIX WAS THE VOR AND THAT I SHOULD BE AT 10000 FT, AND BEGAN A DSCNT, 1500-2000 FPM WITH SPD BRAKE EXTENDED. PASSING 11200 FT, I REALIZED, ALONG WITH THE OTHER CREW MEMBERS, THAT I HAD INITIATED THE DSCNT TOO EARLY. SIMULTANEOUSLY, BOGOTA APCH CTL TOLD US TO CLB IMMEDIATELY TO 12000 FT. I HAD ALREADY RETRACTED THE SPD BRAKE AND INITIATED A 2000 FPM CLB BACK TO AND LEVELED AT 12000 FT. WE BOTTOMED OUT ON THE DSCNT AT 10800 FT. THE ENTIRE EXCURSION TOOK LESS THAN 2 MINS. AT NO TIME DID WE SEE LESS THAN 2000 FT ON THE RADIO ALTIMETER AND WE NEVER GOT ANY GPWS ALERTS FROM TOP OF DSCNT TO TOUCHDOWN. IMMEDIATELY UPON LEVELING AT 12000 FT, BOGOTA APCH TURNED US TO A HDG OF 140 DEGS AND CLRED US FOR THE ILS APCH TO RWY 13R AND GAVE US CLRNC TO LAND. AT THAT POINT, WE BROKE OUT OF THE WX AND CORRECTED BACK TO THE ILS GS, AND LANDED UNEVENTFULLY AT XA25Z. IN RETROSPECT, I SHOULD HAVE ASKED TO GO ALL THE WAY TO UTICA AND FLOWN THE ENTIRE APCH AS PUBLISHED. I SHOULD HAVE ALSO, JUST TO HAVE GIVEN MYSELF MORE TIME, REFUSED THE 'MAINTAIN 250 KIAS' CLRNC BY ASKING PERMISSION TO SLOW DOWN. EVEN ACCEPTING THE CLRNC WE WERE GIVEN, I SHOULD NOT HAVE DSNDED BELOW 12000 FT BEFORE BEING ESTABLISHED ON THE VOR 140 DEG RADIAL OR THE ILS 132 COURSE INBOUND. THIS WAS A MISTAKE, WHICH WAS RECOGNIZED QUICKLY AND CORRECTED QUICKLY.

Synopsis :

DC10-30 CAPT DSNDED BELOW THE APCH TRANSITION PUBLISHED ALT AT FOREIGN ARPT. APCH CTRLR NOTICED ERROR AT THE SAME TIME AS THE FLC, AND THE CAPT QUICKLY RETURNED THE ACFT TO PUBLISHED ALT.

ACN: 543564

Time

Date : 200204

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-400

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 8000

ASRS Report : 543564

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 600

ASRS Report : 543845

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

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE RECEIVING VECTORS FOR THE 'FOUR STACKS VISUAL' APCH TO RWY 15 AT BUR, WE BEGAN A TURN TO FINAL AND BEGAN DSCNT. APCH CTL ADVISED OF LOW ALT. WE COMMENCED A CLB AND REQUESTED AND RECEIVED VECTORS FOR THE ILS TO RWY 8 WITH UNEVENTFUL APCH AND LNDG.

Synopsis :

B737-400 CREW WAS GIVEN A LOW ALT WARNING BY THE SCT APCH CTLR ON THE FOUR STACKS VISUAL APCH INTO BUR.

Time

Date : 200204
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ
Altitude.MSL.Single Value : 750

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Circling

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Circling

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 8000
ASRS Report : 543602

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

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 : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

STARTED CIRCLE E OF MEMUE, FOLLOWING A B757 TO RWY 29. WE WERE NEARLY 200 KTS AND SLOWED DOWN QUICKLY TO 150 KTS. I WAS DISTR SOMEWHAT BY THE LIGHT RAIN AND SEARCH FOR THE TFC AHEAD, AND DSNDED TO 750 FT WHICH WAS LOWER THAN WE SHOULD HAVE BEEN. FO MENTIONED THAT WE WERE TOO LOW, YET WITH THE DISTRS AND WORKLOAD, I DID NOT CORRECT. WE SIGHTED THE TFC AND SET UP SPACING FOLLOWED BY NORMAL LNDG. I WAS TIRED AND TRYING TO DO MY BEST UNDER THE CIRCUMSTANCES, BUT SHOULD HAVE DONE BETTER. AT MEMUE, SO CONCERNED ABOUT SLOWING DOWN THAT I MISSED LOOKING AT THE RWY FOR ANGULAR ORIENTATION, I DIDN'T TURN R FAR ENOUGH AND TWR DIRECTED US TO 090 DEG HDG. IT TOOK QUITE SOME TIME TO GET ORIENTED. WE SHOULD NOT HAVE BEEN AT AS LOW AN ALT AS WE WERE.

Synopsis :

B737-700 CREW DSNDED TOO LOW ON THE CIRCLING APCH TO RWY 29 AT EWR.

Time

Date : 200204
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : M15.Airport
State Reference : MO

Environment

Flight Conditions : Mixed
Ceiling.Bound Lower : 400
Ceiling.Bound Upper : 700

Aircraft / 1

Controlling Facilities.TRACON : SGF.TRACON
Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Experience.Flight Time.Total : 967
Experience.Flight Time.Last 90 Days : 31
Experience.Flight Time.Type : 612
ASRS Report : 544724

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Executed Missed Approach

Supplementary

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

Narrative :

PIPER LANCE MADE 3 CONSECUTIVE VOR/DME 36 APCHS TO BOLIVAR (M17) AND EXECUTED A MISSED APCH ALL 3 TIMES. NO WX RPTING WAS AVAILABLE AT M17. TWICE CTLR A VECTORED ACFT FOR APCH WITHOUT DIFFICULTY. IMMEDIATELY AFTER THE SECOND MISSED APCH, APCH CTLR B TOOK OVER AND VECTORED US OUTBOUND, PARALLEL AND UNCOMFORTABLY NEAR THE INBOUND COURSE. CTLR B ISSUED AN INTERCEPT TURN TO THE FAF ALONG WITH INSTRUCTIONS TO MAINTAIN 3000 FT UNTIL ESTABLISHED, CHANGE TO LCL ADVISORY FREQ, AND THEN ADDITIONAL MULTIPLE CANCELLATION OPTIONS. CLRNC WAS ACCEPTED. AFTER ACCEPTING CLRNC, AND UNAWARE THAT THE ACFT PUSH-TO-TALK SWITCH WAS ACTIVE, THE PIC MADE DISPARAGING REF TO 'BEING FLOWN RIGHT THROUGH THE FINAL APCH COURSE.' PIC WAS EMBARRASSED WHEN CTLR TERSELY ANSWERED THE INADVERTENT COMMENT, THEREBY ACKNOWLEDGING HAVING HEARD IT. VISUAL CONDITIONS WERE INTERMITTENT WITH SOME BROKEN AND SCATTERED CLOUDS, LIGHT RAIN AND HAZE. MDA IS 700 FT AGL. RWY WAS CLRLY SIGHTED AND DSCNT FOR NORMAL LNDG WAS INITIATED. WHEN VISIBILITY CHANGED AND RWY SIGHTING BECAME INTERMITTENT, A MISSED APCH WAS INITIATED. AFTER RPTING BACK TO CTLR B TO RPT THE MISS, AND AFTER RECEIVING MISS INSTRUCTIONS, PIC WAS ADVISED, 'YOU NEED TO READ YOUR APCH PLATES BETTER. YOU DSNDED EARLY AND SET OFF A LOW ALT WARNING HERE. THAT SCARES ME AND I DON'T LIKE IT.' PIC ACKNOWLEDGED CTLR'S CONCERN AND APOLOGIZED FOR ANY CONCERN CAUSED. PIC DOES NOT BELIEVE DSCNT WAS PREMATURE AS VISUAL CONDITIONS PREVAILED AT THE TIME OF DSCNT. PIC BELIEVES THAT HIS BIG MOUTH CAUSED ANIMOSITY AND A DISTR AS WELL AS CONTRIBUTING TO A BREAKDOWN IN USEFUL COM WITH ATC. THE FLT WAS NOT IN DANGER, AND ALL MISSED APCHS WERE EXECUTED CONSERVATIVELY.

Synopsis :

PREMATURE DSCNT FOR VOR-DME RWY 36 APCH AT M17, MO, BY THE PLT OF A PA32R DETECTED BY APCH CTLR AT SGF, MO.

ACN: 544758

Time

Date : 200204

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CEW.Airport

State Reference : FL

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : P31.TRACON

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Flight Phase.Descent : Approach

Person / 1

Experience.Flight Time.Total : 830

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Type : 720

ASRS Report : 544758

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence.Other : VFR FLT IN IMC

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON APR/SAT/02, A STUDENT AND I DEPARTED FOR DESTIN, DTS. AN AIRMET WAS OUT FOR IFR, BUT CONDITIONS WERE EXPECTED TO END BY OUR ARR TIME. WE DEPARTED ON THE DAY DUAL COMMERCIAL XCOUNTRY WHICH MUST BE OVER 100 NM. ENRTE CONDITIONS BECAME MARGINAL AND WE WERE VFR ON TOP OF A THIN BROKEN LAYER FOR ABOUT 20 MINS. DESTIN WAS RPTING 500 FT BROKEN WHILE CRESTVIEW WAS VARYING BTWN 500-900 FT BROKEN. WE DECIDED CEW WAS WORTH A SHOT SINCE DESTIN WAS NOT VFR. WE FOUND A LARGE HOLE IN THE CLOUDS W OF CEW AND DSNDED. WE WERE SCUD RUNNING TO THE ARPT AND HAD THE ARPT IN SIGHT AT 5 MI OUT. CEW IS CLASS E TO THE SURFACE BUT HAVING FLOWN THERE MANY TIMES BEFORE, I WAS UNDER THE IMPRESSION THAT IT WAS CLASS G UNTIL 700 FT AGL. WE WERE UNABLE TO MAINTAIN VFR AND OUR MSA AT THE SAME TIME. IN HINDSIGHT, WE SHOULD HAVE CIRCLED ON TOP FOR A WHILE BECAUSE CONDITIONS IMPROVED WITHIN 20 MINS. WE ALSO COULD HAVE LANDED ELSEWHERE OR GOTTEN AN SVFR CLRNC SINCE IT WAS A CLASS E SURFACE AREA ARPT. THAT WOULD HAVE MADE US LEGAL. THIS WAS MY FIRST TIME SCUD RUNNING AND DEFINITELY MY LAST. IT WAS A VERY UNCOMFORTABLE SIT.

Synopsis :

PLTS OPERATING A VFR FLT BECAME IMC AND UNABLE TO MAINTAIN MSA.

ACN: 545131

Time

Date : 200204

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : OR

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5450

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 700

ASRS Report : 545131

Events

Anomaly.Non Adherence.Other : LOCAL PROSEDURE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING MY C182 TO THE FLYING M RANCH, A PVT AIRSTRIP I HAVE PERMISSION TO OPERATE FROM IN THE MOUNTAINS OF NW OREGON. THE AIRSTRIP IS DIRT AND GRAVEL AND LOCATED AT THE BOTTOM OF A U-SHAPED VALLEY, SURROUNDED BY RISING TERRAIN ON 3 SIDES AND TALL, DENSE FOREST. NORMAL USE OF THE STRIP IS TO LAND TO THE W AND, DUE TO THE FORESTED, RISING TERRAIN, TAKE OFF TO THE E. PRIOR TO DEP, I TELEPHONED THE FLYING M AND LEARNED THAT OTHER ACFT HAD BEEN USING THE AIRSTRIP THAT DAY. ON ARRIVING IN THE AREA, I SPOKE ON THE RADIO WITH THE PLT OF A PIPER CUB WHO SAID HE HAD JUST DEPARTED THE STRIP. I CIRCLED THE FIELD TWICE AND DID NOT SEE ANY VISIBLE EROSION DAMAGE OR OBSTRUCTIONS. EVERYTHING WAS NORMAL THROUGHOUT THE APCH PHASE. WIND INFO FROM THE WINDSOCK WAS CALM, AND I SET UP LNDG TO THE W. AS I TOUCHED DOWN ON THE MAIN WHEELS, I HIT A RUT AND WAS BOUNCED INTO THE AIR. I RECOVERED WITH PWR, AND DUE TO THE DIMINISHING REMAINING DISTANCE, EXECUTED A GAR. I APPLIED FULL PWR, RAISED THE FLAPS FROM 45 DEGS TO 20 DEGS, AND ROTATED THE NOSE TO THE BEST ANGLE OF CLB SPD. WITHIN SECONDS, IT BECAME APPARENT THAT THIS MAX PERFORMANCE MANEUVER MIGHT NOT BE SUFFICIENT TO CLR ALL THE TREE TOPS ON THE RAPIDLY APCHING SLOPE. I MAINTAINED THE BEST ANGLE OF CLB SPD, AND THE AIRPLANE MAY HAVE CONTACTED SOME TREE TOPS. CLRING THE OBSTRUCTIONS, I RESUMED A NORMAL CLB PROFILE AND REVERSED COURSE TO THE E. I THEN PERFORMED A CTL CHK, AND FOUND ALL FLT CTLS AND THE ENG TO BE OPERATING NORMALLY. I RETURNED TO MY BASE ARPT, ABOUT 15 MINS FLYING TIME AWAY, AND EXECUTED A NORMAL LNDG. UPON POSTFLT INSPECTION, I DISCOVERED SMALL DENTS IN THE L WING, L STABILIZER AND LOWER FUSELAGE.

Synopsis :

WHEN THE LNDG WAS NOT AS EXPECTED A C182 PLT ELECTS TO GO AROUND FROM A RWY WITH RISING TERRAIN OFF THE END AND MAKES CONTACT WITH THE TREES ACQUIRING DENTS IN THE WINGS, FUSELAGE AND HORIZ STABILIZER.

ACN: 545950

Time

Date : 200205

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : APA.Airport

State Reference : CO

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON

Controlling Facilities.Tower : APA.Tower

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 200

ASRS Report : 545950

Person / 2

Experience.Flight Time.Total : 209

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 63

ASRS Report : 545946

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

AIRPLANE BEGAN TO ACCUMULATE LIGHT RIME ICE IN CRUISE AT 10000 FT ON VICTOR 81 SBOUND FROM BJC VOR. WX WAS FORECAST TO IMPROVE THE FARTHER S WE WENT. ABOUT 30 DME S OF BJC ICING BECAME INCREASINGLY HEAVIER, UNTIL AT APPROX H0HUM INTXN WE WERE HAVING DIFFICULTY MAINTAINING ALT. DEN DEP RADIOED HE NEEDED US TO MAINTAIN 10000 FT. I TOLD HIM WE WERE PICKING UP ICE AND REQUESTED VECTORS ILS RWY 35R AT APA. HE INFORMED ME THE GS WAS OTS. I REPLIED I KNEW THAT. HE THEN OFFERED ME VECTORS TO DEN WHERE THE WX WAS HIGHER. I REPLIED WE'D PROBABLY HAVE TO STICK WITH APA. HE VECTORED US TO THE E, AT WHICH TIME I ASKED FOR VECTORS TO GET US THERE AS QUICKLY AS POSSIBLE. HE INFORMED ME WE WERE ABOUT 2 MI FROM THE APCH, AND GAVE US AN INTERCEPT TO THE LOC AND OVER TO CENTENNIAL TWR. WE CHKED IN WITH TWR, SHE CLRED US TO LAND. ICING WAS MODERATE AT THAT POINT. WE HAD FULL THROTTLE AT 70 KIAS AND DSNDING 400 FPM. WE WERE UNABLE TO MAINTAIN APCH MINIMUMS, AND AT ONE POINT TWR SAID 'YOU PROBABLY KNOW THIS, BUT I'M GETTING AN ALT ALERT.' I SAID WE WERE DOING THE BEST WE COULD. WE (MY STUDENT AND I) BRIEFED THE APCH AND KNEW WE WERE GOING TO HAVE TO FIND THE RWY REGARDLESS OF THE WX. THOUGH THE GS WAS OTS, IT APPEARED TO BE WORKING AS WE CROSSED CASSE INTXN. IT SHOWED FULL DEFLECTION TO THE TOP. WE SAW THE APCH LIGHTS ABOUT 400 FT AGL, ALMOST 500 FT BELOW THE LOC APCH MINIMUMS. WE LANDED WITHOUT INCIDENT (WITH 2 INCHES OF ICE). CAUSES: WE TOOK OFF INTO FORECAST ICING CONDITIONS, BUT WE HAD JUST COME THROUGH AND WE HAD RPTED TRACE RIME. I THOUGHT IF WE COULD GET UP HIGH ENOUGH (10000 FT) WE COULD FLY OVER THE ICING LAYER. BUT THE CONDITIONS HAD CHANGED. ONCE AT 10000 FT, I WAS RELUCTANT TO DSND BECAUSE I ASSUMED (CORRECTLY!) THE ICING WAS WORSE BELOW US. PREVENTION: I WILL NOT TAKE OFF INTO POSSIBLE ICING CONDITIONS, EVEN IF I HAVE JUST COME THROUGH AND I THINK I KNOW HOW THE CONDITIONS ARE. SUPPLEMENTAL INFO FROM ACN 545946: FROM OUR PREVIOUS FLT, WE KNEW THERE WAS A TEMP INVERSION AND DECIDED IF WE GOT TO THE WARM AIR AT 10000 FT THERE WOULD BE NO PROB AND IF WE PICKED UP ICE IN THE CLB WE COULD RETURN TO BJC WHERE THERE WAS A 1500 FT CEILING (VFR CONDITIONS). DURING THE CLB WE PICKED UP A TRACE OF ICE AND WERE THANKFUL TO BE AT 10000 FT AND AT THE TOPS OF THE CLOUDS WITH OCCASIONAL BLUE SKY. THEN THE CLOUD GOT DARKER AND WE STARTED PICKING UP A LITTLE MORE ICE UNTIL I COULD NO LONGER HOLD ALT AT 80 KIAS. MY INSTRUCTOR ASKED TO DIVERT TO APA. ATIS RPTED CEILING 500 FT AND VISIBILITY 2 MI. OUR DECISION TO TAKE OFF FROM BJC IN THE FIRST PLACE WAS FLAWED, BUT FELT SAFE BECAUSE WE HAD JUST FLOWN INTO THERE. POOR DECISION MAKING LED TO THIS PROB. I AM GRATEFUL THAT MY FIRST TIME IN IMC WAS WITH A COMPETENT INSTRUCTOR WHO KEPT HIS HEAD AND GOT US OUT OF A BAD SIT. DEN APCH AND APA TWR WERE EXTREMELY HELPFUL.

Synopsis :

PARTIAL LOSS OF ACFT CTL AND LNDG MINIMUMS VIOLATED WHEN CFI AND STUDENT PLT ARE UNABLE TO MAINTAIN ALT IN A C172 WHEN PICKING UP HVY ICING S OF APA, CO.

Time

Date : 200205
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1700

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model : M-20 Series Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 740
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 360
ASRS Report : 547636

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX XA00 HRS (LCL TIME) WHILE ON A LOC APCH TO RWY 34 AT ZZZ, I DEVIATED FROM THE INST APCH PROC DUE TO GYRO INST FAILURE (VACUUM) WHICH CAUSED SOME DISORIENTATION ON MY PART. WHILE ON A FLT FROM ZZZ1 TO ZZZ, I CHOSE TO MAKE A LOC APCH INTO RWY 34 AT DRAKE FIELD. I WAS ON LOC, A LITTLE BELOW THE GS ABOUT 1 MI FROM THE TOUCHDOWN ZONE. MY WIFE (PAX) WAS LOOKING OUT THE WINDOWS TO SEE GND (WE WERE IN THE CLOUDS). MY WIFE HOLLERED 'TREES.' I WAS WATCHING THE ACFT INSTS. UPON HER EXCLAMATION, I GAVE FULL THROTTLE AND PULLED BACK ON THE YOKE. I HEARD THE NOISE OF SCRAPING TREE TOPS ON THE ACFT. I LOOKED BACK AT MY INSTS AND THE ACFT ATTITUDE INDICATOR HAD TUMBLED AND MY DIRECTIONAL GYRO WAS SPINNING TO THE R AND TAKING THE ACFT WITH IT. I DISCONNECTED THE AUTOPLT AND GAVE L AILERON AND KEPT CLBING. I TURNED ON THE ACFT'S BACK-UP VACUUM AND USED THE ACFT BANK AND TURN COORDINATOR AND ALT INDICATOR TO CONTINUE A STRAIGHT CLBOUT. I CONTACTED TWR AND DECLARED A MISSED APCH. TWR TURNED ME BACK OVER TO APCH. APCH ASKED MY HDG. I INFORMED APCH I DID NOT KNOW MY HDG BECAUSE I HAD A LOSS OF VACUUM PRESSURE. APCH TOLD ME TO KEEP WINGS LEVEL AND CONTINUE CLBING TO 5000 FT, WHICH I DID. AFTER A WHILE, THE ACFT'S ATTITUDE INDICATOR AND DIRECTIONAL GYRO BEGAN WORKING CORRECTLY WITH THE AUX BACK-UP. I INFORMED APCH THAT I HAD HIT THE TREE TOPS ON MY APCH AND THAT THE ACFT'S INSTS WERE NOW WORKING CORRECTLY. I TURNED OFF THE BACK-UP VACUUM AND THE VACUUM STAYED UP ON ORIGINAL VACUUM. (I HAD JUST HAD A NEW VACUUM PUMP INSTALLED 3 DAYS PRIOR TO THIS INCIDENT.) I WAS VECTORED BY APCH TO ZZZ2 WITH A FLY-BY OF THE TWR TO CHK TO INSURE THE ACFT GEAR WERE DOWN. I HAD RAISED THE GEAR ON MISSED APCH AND HAD LOWERED THEM AGAIN ON APCH TO ZZZ2. TWR INFORMED ME THAT THE GEAR APPEARED TO BE DOWN, BUT THAT FIRE APPARATUS PERSONNEL SAID THE L ONE APPEARED TO BE NOT COMPLETELY DOWN. I INFORMED TWR THAT I WOULD MAKE A SLOW AND SOFT LNDG, WHICH I DID SUCCESSFULLY. I TAXIED TO THE FBO AND A MECH LOOKED AT THE GEAR AND SAID THEY WERE NOT DAMAGED AND THAT THE ACFT, IN HIS OPINION, WAS AIRWORTHY. HE REMOVED SOME TREE LIMBS AND LEAVES FROM THE GEAR BUT INSISTED THAT THERE WAS NO DAMAGE TO THE GEAR. THE 2 FAR (OUTBOARD) PANELS OF THE R WING WERE DAMAGED BY THE ENCOUNTER WITH THE TREE TOPS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT THERE WAS NO INST FAILURE PRIOR TO THE TIME THAT HE ADDED PWR AND COMMENCED CLBING AFTER STRIKING THE TREE TOPS. HE STATED THAT HE WAS JUST TOO LOW AND THAT IT WON'T HAPPEN AGAIN BECAUSE HE WILL ERR ON THE HIGH SIDE FROM NOW ON. HE ALSO STATED THAT HE WAS NOT SURE ABOUT HIS ALT AND DISTANCE AT THE TIME THE ACFT STRUCK THE TREES, BUT THAT IT MAY HAVE BEEN MORE THAN 1 MI OUT AND WAS CERTAINLY BELOW 600 FT. RPTR STATES THAT THE WX WAS RPTD AS 1700 FT BROKEN WHEN HE STARTED THE APCH BUT THAT, DURING THE APCH, HE WAS ADVISED THAT THE CEILING HAD DROPPED TO 300 FT OVCST WITH 2-3 MI VISIBILITY IN RAIN. HE STATES THAT HE ELECTED TO CONTINUE THE APCH. RPTR STATES THAT A MECH CHKED BOTH VACUUM SYS AFTER THE FLT AND THAT THERE WAS NOTHING WRONG WITH THEIR OP AND HE WAS UNABLE TO DUPLICATE THE PROB EXPERIENCED INFLT.

Synopsis :

M20 PLT STRIKES TREE TOPS ON LDA DME APCH AND EXPERIENCES PRIMARY VACUUM SYS FAILURE ON MISSED APCH.

ACN: 547741

Time

Date : 200205

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SAV.Airport

State Reference : GA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SAV.TRACON

Operator.General Aviation : Personal

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Ambulance

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 940

Experience.Flight Time.Last 90 Days : 12

Experience.Flight Time.Type : 360

ASRS Report : 547741

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WITH WX BRIEFINGS, I EXPECTED SAVANNAH, GA (MY SCHEDULED RTE STOP) TO BE VFR CONDITIONS BY THE TIME I ARRIVED. WHEN INFORMED BY SAV THAT THEY HAD GONE IFR, I HAD TO FIND AN APCH PLATE IMMEDIATELY. CONDITIONS AT THAT TIME WERE IMC, BUT I HAD BEEN FLYING FOR 2 1/2 HRS IN SOLID IMC WITH FIRST TIME PAX WHO HAD NEVER BEEN IN A SMALL PLANE BEFORE. IN THE ENSUING CONFUSION, IF THE CTLR HAD CLRED ME TO 1600 FT TO INTERCEPT THE LOC, I MISSED THAT XMISSION. TO COMPOUND THE PROB, I READ THE APCH PLATE AS 1100 FT AND AT THAT ALT I BROKE CLR INTO VFR CONDITIONS. LINING UP ON THE LOC, I DRIFTED DOWN TO 900 FT ABOUT 6 MI OUT. AT THAT POINT, THE CTLR ADVISED ME THAT I WAS WAY BELOW THE 1600 FT APCH ALT. I IMMEDIATELY CLBED BACK UP INTO IMC TO 1600 FT AND INTERCEPTED THE GS THEN RPTED THE OM AND FINISHED THE APCH TO LNDG. I FEEL THAT WHEN I DSNDDED BELOW THE 1600 FT APCH INTERCEPT ALT BY A COUPLE OF HUNDRED FT, THE CTLR COULD HAVE INFORMED ME AT THAT POINT. IN THOSE WX CONDITIONS, AND UNDER THOSE CIRCUMSTANCES, IT WAS NOT THE TIME FOR THE CTLR TO INFORM ME BELLIGERENTLY THAT I HAD BETTER FILL OUT A NASA FORM. IT SHOULD HAVE BEEN OBVIOUS TO HIM THAT I POLITELY ANSWERED AND CORRECTED THE APCH, FINISHING BY THE BOOK. HOWEVER, LET ME ADD THAT MOST CTLRS I HAVE DEALT WITH IN THE LAST 30 YRS HAVE BEEN VERY HELPFUL, ESPECIALLY IN ADVERSE FLT CONDITIONS.

Synopsis :

AN UNEXPECTED IFR APCH RESULTS IN CFTT AND A COMPLAINT THAT THE ATC APCH CTLR COULD HAVE POINTED THE ERROR OUT EARLIER.

Time

Date : 200205
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SMO.Airport
State Reference : CA
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 500

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Corporate
Make Model : Medium Transport, Low Wing, 2 Turbojet Eng
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 4000
ASRS Report : 548787

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Airport
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Navigational Facility
Problem Areas : Weather

Narrative :

DSNDED BELOW ALT ON PUBLISHED APCH. CAPT ASKED IF OK TO DSND, COPLT RESPONSE WAS YES. CTLR GAVE US A LOW ALT WARNING. I QUESTIONED THE COPLT AND CLBED UP TO CORRECT ALT. COPLT IS A NEW HIRE.

Synopsis :

WHEN ON A VOR APCH, AN EXCURSION FROM PUBLISHED ASSIGNED ALT BY A CPR TWIN JET SETS OFF A LOW ALT ALERT TO CTLR AT SMO.

Time

Date : 200204
Day : Fri
Local Time Of Day : 1801 To 2400

Place

State Reference : OR

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : EUG.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Dash 8 Series Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7600
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 3600
ASRS Report : 549156

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

ON DSCNT INTO MFR, WE WERE BEING WORKED BY APCH CTL IN THE DSCNT FROM THE N. OUR COMPANY EXPERIENCES SEVERAL GND PROX INCIDENTS A YR ON THE DSCNT INTO MEDFORD FROM THE N. I ASKED THE CTLR WHAT HIS MVA WAS IN TERMS OF AGL, AND HE REPLIED 1000 FT. THIS SURPRISED ME AS THE MOUNTAINS N OF MEDFORD RISE TO ABOUT 4000 FT ABOVE THE FIELD ELEVATION OF MFR. I ASKED THE CTLR IF THEY CORRECTED MVA FOR NONSTANDARD TEMP AND HE DIDN'T HAVE ANY IDEA WHAT I WAS TALKING ABOUT. I EXPLAINED TO HIM THAT AN ALTIMETER IS ONLY ACCURATE AT STANDARD TEMP. ON A COLD DAY, DSNding INTO MEDFORD, IT WILL INDICATE HIGHER THAN ACTUAL ALT AND SO WILL THE MODE C RPT FROM THE XPONDER. IF THE TEMP IN MEDFORD IS 20 DEGS F, AN AIRPLANE BEING VECTORED AT THE MVA WILL ONLY BE ABOUT 700 FT ABOVE THE MOUNTAINS. I THOUGHT THIS WAS THE REASON FOR THE 2000 FT IFR MINIMUM ALT IN MOUNTAINOUS TERRAIN AND AM VERY SURPRISED TO LEARN THAT MVA'S DON'T INCLUDE THIS SAFETY FACTOR. THIS IS NOT LIMITED TO CASCADE APCH IN MEDFORD. I HAD THE SAME CONVERSATION WITH THE CHINOOK APCH CTLR DSNding INTO YAKIMA, WA. WE HAD JUST HAD A GND PROX ALERT AT MVA IN THE WINTER AND I WAS SURPRISED TO LEARN THAT I WAS BEING VECTORED AT 1000 FT AGL, WHICH ON THAT DAY DUE TO COLD TEMPS LEFT US ABOUT 250 FT LOW. THE RADAR ALTIMETER STILL INDICATES CORRECTLY, HENCE THE GND PROX ALERT DURING A HIGH SPD DSCNT. IT IS MY UNDERSTANDING THAT CANADIAN CTLRS DO RAISE MVA'S ON COLD DAYS AND MY QUESTION IS WHY DOESN'T THE UNITED STATES? I FEEL THAT CTLRS AT LEAST NEED TO BE EDUCATED ABOUT ALTIMETRY AND THE INHERENT ERRORS IN ALTIMETERS AND THUS THE MODE C ALT RPTS THEY ARE SEEING, AS BOTH OF THESE CTLRS HAD NO IDEA WHAT I WAS TALKING ABOUT. VERY FEW PLTS ARE AWARE OF THE PHENOMENA EITHER FOR THAT MATTER. SOME THINK THAT AIR DATA COMPUTERS CORRECT FOR THIS BUT THEY DO NOT. IT SEEMS TO ME IT WOULDN'T BE THAT HARD AT ALL TO PROGRAM THE RADAR SCOPES TO CHANGE THE MVA BASED ON A TEMP INPUT. THEY ALREADY HAVE TO INPUT BAROMETRIC PRESSURE TO GET AN ACCURATE ALT READING FROM THE XPONDERS. I THINK THEY SHOULD HAVE TO ENTER TEMP TO GET AN ACCURATE READING ON GND CLRNC.

Synopsis :

GPWS WARNING DURING APCH INTO MFR.

Time

Date : 200206
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : APF.Airport
State Reference : FL

Environment

Flight Conditions : VMC
Ceiling.Single Value : 1400

Aircraft / 1

Controlling Facilities.Tower : APF.Tower
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Test Flight
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Experience.Flight Time.Total : 22050
Experience.Flight Time.Last 90 Days : 31
Experience.Flight Time.Type : 31
ASRS Report : 551219

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THIS WAS A TEST FLT/PROFICIENCY CHECK AFTER CONDITION INSPECTION. A PLT RATED A&P MECH WAS IN BACK SEAT (2 PLACE TANDEM). I WAS FINISHED WITH TEST MANEUVERS AND ASKED OTHER PLT IF HE WANTED TO FLY. I MISUNDERSTOOD HIM AND RELINQUISHED CTL. THE AIRPLANE FLEW A RANDOM SIGHTSEEING TRACK, BUT THEN DSNDDED TO APPROX 500 FT AGL OVER A GOLF COURSE. I ASKED THE OTHER PLT TO CLB. HE THEN REPLIED THAT HE THOUGHT THAT I WAS FLYING. THE REST IS OBVIOUS, AS IS THE REMEDY -- THIS WILL NEVER HAPPEN AGAIN WITH ME.

Synopsis :

UNCTLTD FLT TOWARD TERRAIN.

Time

Date : 200207
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : ABQ.Tower
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Type : 1600
ASRS Report : 552347

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Type : 1600
ASRS Report : 552470

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Returned To Intended or Assigned Course
Resolutory Action.Controller : Issued Alert

Supplementary

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

Narrative :

TERRAIN CLRNC WITH GPWS ACTIVATION ON TKOF RWY 8 AT ABQ. ALL OF IT CAME ABOUT DUE TO ABQ'S SUPPOSED 'INFORMAL NOISE ABATEMENT' POLICY (WHICH IS ONLY 'REQUESTED' ON THE ABQ 1 SID). ANYWAY, THE CONFUSION THAT TWR CAUSED WHEN WE WERE CLRED WITH A 310 DEG HDG AFTER TKOF, BY TELLING US THEN (WHILE AIRBORNE) THAT WE HAD TO GO BACK TO 080 DEGS FOR THE 'NOISE ABATEMENT PROC,' SET US UP FOR ABOUT 2 MINS OF CONFUSION AND GPWS ACTIVATION THAT WAS TOTALLY UNNECESSARY. WE HAD VISUAL CLRNC AT ALL TIMES OF THE TERRAIN.

Synopsis :

A320 FLC HAD GPWS ACTIVATION DURING CLBOUT FROM ABQ RWY 8 DUE TO CLRNC CONFUSION IN FOLLOWING THE HDG ASSIGNED BY ATC TO TURN TO AFTER TKOF, AND THAT CALLED FOR IN THE SID NOISE ABATEMENT PROC.

Time

Date : 200207
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOI.Airport
State Reference : ID

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : BOI.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 3000
ASRS Report : 553346

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT ABOUT 20 DME, APCH CTL CLRED US TO 8000 FT AND L 15 DEGS (230 DEG HDG). AT APPROX 1 DME, CLRED TO 7000 FT AND ASKED IF FIELD IN SIGHT FOR VISUAL APCH. AT APPROX 12 DME WE ACCEPTED VISUAL APCH AND TURNED TOWARD 5 MI CTRLINE FIX AND BEGAN DSCNT TO CROSS AT 4500 FT, 140 KTS. EGPWS TERRAIN DISPLAY SHOWED LOW DENSITY ON OUR FLT PATH AND ARPT AND VICINITY CLRLY IN VIEW. WE ALSO APPEARED TO BE CLOSE TO EXTENDED RWY CTRLINE (RWY 28R) WHEN CLRED FOR VISUAL APCH AT 7000 FT. AT ABOUT 10 DME, EGPWS 'TERRAIN, PULL UP' WARNING. IMMEDIATELY APPLIED TOGA PWR AND CLBED. WARNING CEASED PROMPTLY. IN RETROSPECT AND CLOSE ANALYSIS, WE MAY HAVE BEEN SLIGHTLY N OF CTRLINE NEAR 5000 FT TERRAIN SPOTS WHEN TURN AND DSCNT INITIATED AND DSCNT RATE TOO HIGH INITIALLY. ATC TERRAIN ALERT GIVEN BY APCH CTL SIMULTANEOUS WITH EGPWS.

Synopsis :

A319 FLC HAS EGPWS TERRAIN WARNING APCHING BOI.

Time

Date : 200207

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PAE.Airport

State Reference : WA

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Balloon

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1985

Experience.Flight Time.Last 90 Days : 52

Experience.Flight Time.Type : 951

ASRS Report : 554552

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON 07/FRI/02, I CHKED WX USING BOTH A DUAT BRIEFING AND ADDITIONAL WX INFO VIA THE INTERNET. WITHIN 45 MINS PRIOR TO FLT, I CONFIRMED THE NEAREST RPTING STATIONS SURFACE WINDS AND LAUNCHED SEVERAL HELIUM FILLED BALLOONS TO TEST THE UPPER LEVEL WINDS. ALL HELIUM BALLOONS INDICATED GENTLE, LESS THAN 10 MPH WINDS AT ALTS ESTIMATED THROUGH 5000 FT AGL. ABOVE 1000 FT THERE WAS A TURN TO THE R (S) OF ABOUT 60 DEGS. THE RPTED AND OBSERVED DATA APPEARED TO BE NORMAL FOR THE TIME OF DAY AND ATMOSPHERIC CONDITIONS. THE BALLOON, A 120000 CUBIC FT, DOUBLE BURNERS, COMMERCIAL RIDE OP WITH 6 PAX AND PLT, WAS PREPARED FOR LAUNCH. PRIOR TO TKOF, PAX WERE GIVEN A NORMAL PREFLT BRIEFING OF WHAT TO EXPECT DURING THE FLT AND ON LNDG. BOTH A CALM, EXPECTED, AND WINDY LNDG BRIEFING WAS GIVEN TO THE PAX. PRIOR TO LAUNCH THERE WAS SOME SLIGHT INCREASE IN SURFACE WIND SPD WHICH IS NOT UNCOMMON FOR THE LOCATION AND TIME OF DAY. ON LAUNCH THE BALLOON ASCENDED RAPIDLY TO ALT FOR VIEWING THE SURROUNDING AREA. MAX HT DURING THE FLT WAS 4300 FT AGL. WIND AT ALT WAS LESS THAN 10 MPH. HOWEVER, IT WAS OBSERVED THAT THE SURFACE WINDS HAD INCREASED SIGNIFICANTLY. FORECASTED SURFACE WINDS WERE FOR 6 KTS THROUGHOUT THE FLT PERIOD. AS THE BALLOON APCHED THE ANTICIPATED LNDG AREA A DSCNT WAS INITIATED AND ONCE BELOW 1000 FT AGL, THE FORWARD SPD INCREASED TO 10-15 MPH. THE BALLOON CONTINUED ON COURSE FOR A LNDG FIELD FREQUENTLY USED. THE FLT DIRECTION WOULD REQUIRE XING A RIVER, A STAND OF WOODS, THEN THE INTENDED FIELD FOR LNDG. BECAUSE OF THE INCREASED WIND SPD, IT WAS ANTICIPATED THAT POTENTIAL TURB AND/OR WINDSHEAR MIGHT BE PRESENT NEAR THE SURFACE, AND ESPECIALLY ONCE CLRING THE LAST TREES AND DSNDING INTO THE FIELD. ALSO BASED ON PREVIOUS EXPERIENCE A L TURN MIGHT BE PRESENT VERY NEAR THE TOPS OF THE TREES. WITH THESE CONSIDERATIONS IN MIND, A LONG, SLOW DSCNT RATE APCH WAS ESTABLISHED. THIS WAS DONE BECAUSE A SHORT STEEP APCH WOULD REQUIRE A HIGH RATE OF DSCNT AND WOULD NOT ALLOW ADEQUATE TIME TO RECOVER FROM SUDDEN WIND CHANGES CAUSED BY WINDSHEARS. AS THE BALLOON CROSSED THE RIVER, APPROX 350 FT ABOVE IT DSNDING AT 100-200 FPM, IT ENTERED THE AREA OF THE WOODS BTWN THE RIVER AND THE INTENDED LNDG FIELD, APPROX 500 FT IN WIDTH. THE BALLOON WAS ON COURSE AND ON GS. SUDDENLY THE BALLOON ENCOUNTERED A WINDSHEAR. I RECOGNIZED IT AND IMMEDIATELY TOOK CORRECTIVE ACTION BY TURNING ON BOTH BURNERS. IN LOOKING UP TO ENSURE THAT THE HEAT WAS GOING UP, I OBSERVED THAT BOTH FLAMES WERE BENT AT A 90 DEG ANGLE FROM THE FORCE OF THE WINDSHEAR. AS A RESULT OF THE SHEAR, THE BALLOON LOST SOME LIFT AND TURNED APPROX 30 DEGS TO THE L. IT WAS NOW ON A COURSE WITH A STAND OF COTTONWOOD TREES. CONTACT WAS MADE RESULTING IN FABRIC, BUT NOT STRUCTURAL DAMAGE. THE BALLOON WAS LANDED IMMEDIATELY IN THE VICINITY, IN PART BECAUSE OF THE LOSS OF LIFT. THE LNDG WAS GENTLE AND THE BALLOON WAS AT EQUILIBRIUM. IT WAS DETERMINED THAT THE LNDG SITE WAS A SAFE AND STABLE LOCATION AND THE BALLOON WAS DEFLATED. PAX WERE CHKED FOR INJURIES, ONLY 2 MINOR BUMPS AND 1 SKINNED HAND, EVACED FROM THE BASKET AND TREATED FOR SHOCK. IN POSTFLT ANALYSIS, THE CAUSE OF THE MISHAP IS RELATED TO THE WINDSHEAR. THE QUESTION IS: COULD THIS SHEAR AND/OR ITS STRENGTH HAVE BEEN ANTICIPATED? 2 DAYS EARLIER, THE PLT MADE AN ALMOST IDENTICAL APCH UNDER SIMILAR METEOROLOGICAL CONDITIONS TO THE SAME FIELD WITH THE SAME FLT PROFILE AND DIRECTION. THAT LNDG WAS WITHOUT INCIDENT AND ONCE BEHIND THE TREE LINE, A CALM LNDG. THE SURFACE WIND ON THIS FLT WAS STRONGER THAN ANY PREVIOUS LNDGS TO THIS FIELD OVER THIS FLT RTE. WHILE SOME WINDSHEAR COULD BE, AND WAS, ANTICIPATED, THE STRENGTH OF IT WAS NOT. IN REVIEWING THE FLT AND WIND CONDITIONS WITH OTHER PLTS WE HAVE RE-EXAMINED AND DETERMINED THAT WIND SPDS BEYOND A CERTAIN AMOUNT MAKE THIS AREA LESS SUITABLE FOR ATTEMPTING A LNDG. THUS, WE HAVE ISSUED NEW GUIDELINES FOR PLTS FLYING IN THE AREA THAT IF THE SURFACE WINDS ARE MORE THAN 10 MPH NOT TO ATTEMPT A LNDG IN THIS FIELD BECAUSE OF THE POTENTIAL SEVERITY OF WINDSHEAR.

Synopsis :

A CAMERON A120 BALLOON PLT MAKES AN UNPLANNED HARD LNDG INTO A GROVE OF TREES DURING AN ENCOUNTER WITH A LOW ALT WINDSHEAR, SLIGHTLY INJURING OR SHOCKING SEVERAL OF HIS PAX NEAR PAE, WA.

Time

Date : 200207

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : A90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : SF 340a

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Aircraft / 2

Controlling Facilities.TRACON : A90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Brasilia EMB-120 All Series

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 554773

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

AT APPROX XA30, WHILE FERRYING A SAAB ACFT FROM ZZZ TO BOS (AS THE PF), WE WERE BEGINNING THE ILS APCH TO RWY 33L N BOS UNDER VISUAL CONDITIONS. THERE WAS A LINE OF TSTMS APCHING FROM THE OPPOSITE SIDE OF THE ARPT FROM THE NW. WE HAD OUR RADAR ON AND SET TO 25 NM. THE LINE OF STORMS WAS STILL W OF THE ARPT BY 2-3 MI AS WE BEGAN THE APCH. THE ONLY SIGNIFICANT BUILD-UPS WERE CLRLY VISIBLE ABOVE THE PRECEDING OVCST THAT APPARENTLY WAS THE WX FRONT'S LEADING EDGE. THERE WAS NO VISIBLE INDICATION AT ANY TIME OF ANY IMMINENT HAZARD. WE DID, HOWEVER, HEAR AND HEED THE RPT OF THE ACFT ON THE APCH IN FRONT OF US, A BRASILIA, THAT RPTED AIRSPD VARIATIONS OF +/-5 KIAS. WE FULLY EXPECTED THE TURB ASSOCIATED WITH A FRONTAL XING. ATC HAD PREVIOUSLY SLOWED US TO 170 KIAS AND CLRED US FOR THE APCH AS WE DSNDED THROUGH 7000 FT MSL AND 20 MI DME. I CALLED FOR FLAPS 15 DEGS. AT ABOUT 12 DME, WE STARTED TO PASS ABOUT 1000 FT BELOW THE OVCST LAYER. I STATED TO THE FO THAT THIS WOULD BE THE PLACE WHERE THE BUMPS WOULD BEGIN. JUST AFTER PASSING UNDER THE BOUNDARY OF THE OVCST, THE LIGHT TO MODERATE TURB INDEED DID BEGIN. THEN, SUDDENLY WITHOUT ANY WARNING, WE WERE STUCK BY A SEVERE WINDSHEAR DOWNDRAFT POINTING US NOSE DOWN. OUR AIRSPD INSTANTLY JUMPED TO 200 KIAS. I REACHED OVER AND SELECTED FLAPS UP MYSELF BECAUSE I COULDN'T SHOUT OUT THE COMMAND FAST ENOUGH. THE TOTAL DURATION OF THE EVENT WAS 10-20 SECONDS. WE SAW THE AIRSPD MAX OUT AT 248 KTS (NO VMO HORN) AND THE VERT SPD WENT TO -4000 FPM. THE GPWS WAS SOUNDING OFF REPEATEDLY EVEN AFTER WE MANAGED TO DO THE WINDSHEAR ESCAPE MANEUVER TO LEVEL OFF AT ABOUT 2500 FT MSL. THE GPWS FINALLY STOPPED AS WE APCHED THE FAF. WE RE-ESTABLISHED OURSELVES ON THE ILS BY ABOUT 2 MI OUTSIDE THE FAF. RWY 33L WAS IN SIGHT THE ENTIRE TIME SO WE CONTINUED THE APCH TO LAND WITHOUT ANY FURTHER INCIDENT OR ABNORMALITY. I WROTE UP THE EXCEEDING OF THE FLAPS 15 DEG SPD IN THE ACFT MAINT LOG AND PERSONALLY TOLD MAINT THAT THEY SHOULD LOOK THE ACFT OVER FOR ANY SIGNS OF OVERSTRESS.

Synopsis :

SAAB FLC ENCOUNTERS WINDSHEAR ON APCH TO BOS.

Time

Date : 200207
Day : Fri
Local Time Of Day : 1801 To 2400

Place

State Reference : AK
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Ceiling.Single Value : 3500

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Learjet 25
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1800
ASRS Report : 555615

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

FLYING INTO JNU, AK, AT NIGHT, AND CLRED FOR THE LDA APCH INTO JNU ARPT. THE FINAL APCH COURSE IS OFFSET FROM THE RWY CTRLINE SO ACFT APCH FROM THE SW AND AVOID RISING TERRAIN N AND W OF THE RWY. THE MDA OF THE APCH WAS GREATER THAN 2500 FT AGL, AND THE MISSED APCH WAS GREATER THAN 2 MI FROM THE RWY END. INSTRUCTIONS INDICATED TO FLY VISUALLY FROM MISSED APCH TO ARPT. OUR APCH STARTED IMC AND BECAME VISUAL APPROX 5 MI OUT. I HAD REVIEWED THE PLATES FOR TERRAIN. MOST OF THE NOTES WERE ABOUT RISING TERRAIN N OF RWY, NO CIRCLING N WARNINGS, AND MISSED APCH INSTRUCTIONS DEPICTED DUE TO RISING TERRAIN E OF RWY. I SAW OBSTACLES (TERRAIN) JUST N OF THE CTRLINE OF RWY, AND ASSUMED A HIGH AND SLIGHTLY SOUTHERLY APCH WOULD KEEP ME CLR OF TERRAIN. THE MISTAKE I MADE WAS WE BECAME VMC 5 MI OUT ON THE APCH, AND WITH THE RWY IN SIGHT ABANDONED THE LDA COURSE, AND MOVED CLOSER TO A STRAIGHT-IN APCH. ON SHORT FINAL, I FOUND MYSELF CLOSE TO RISING TERRAIN NEAR THE APCH END OF THE RWY. I HAD TO MAKE A LAST MIN COURSE CORRECTION TO S OF THE RWY CTRLINE TO AVOID RISING TERRAIN. I SHOULD HAVE NEVER ABANDONED THE LDA APCH JUST BECAUSE I WAS VISUAL WITH LOTS OF VISIBILITY. I SHOULD HAVE FLOWN THE LDA TO MISSED APCH POINT AND PROCEEDED VISUALLY TO THE THRESHOLD FROM THE SW. I SHOULD HAVE REVIEWED VFR CHARTS PRIOR TO ABANDONING AN LOA COURSE IN VFR CONDITIONS. I WOULD HAVE REALIZED THAT A NEAR STRAIGHT-IN APCH IS TOO CLOSE TO TERRAIN. THE IFR APCH CHARTS ADDRESSED MANY WARNINGS, BUT NOT SPECIFIC WARNINGS OF HIGH TERRAIN, MAKING NEAR STRAIGHT-IN OR SLIGHTLY OFFSET VISUAL APCHS DIFFICULT DUE TO HIGHER TERRAIN NEAR APCH END OF RWY.

Synopsis :

LJ25 PLT DEVIATED FROM THE CHARTED LDA-1 RWY 8 APCH TRACK AND ENCOUNTERED HIGH TERRAIN AT NIGHT AT JNU.

Time

Date : 200208
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 8S2.Airport
State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 700
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 200
ASRS Report : 556563

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1

Supplementary

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

Narrative :

DEPARTED 8S2 (1800 FT RWY) WITH 4 ON BOARD IN 80 DEGS OUTSIDE AIR TEMP. PRIOR TO DEP, I DID NOT DO DENSITY ALT AND ACFT PERFORMANCE CALCULATIONS. ON THE UPWIND I WAS UNABLE TO ACHIEVE MORE THAN A 50 FPM CLB RATE. STANDARD L TFC XWIND IS A TURN TOWARD RISING TERRAIN AND WITH OUR LACK OF CLB CAPABILITY WE WOULD NOT HAVE CLRED IT. I MADE A R XWIND TOWARD DSNING TERRAIN WHICH ALLOWED ME TO ACHIEVE A FLYABLE AIRSPD. FOR ABOUT 1 MI I WAS BELOW THE 1000 FT AGL MINIMUM FOR POPULATION DENSE AREAS. ONCE I ATTAINED A FLYABLE AIRSPD, I INITIATED A GRADUAL CLB TO 2500 FT MSL AND RETURNED TO EAT (PANGBORN) FOR A SUCCESSFUL LNDG. IN THE FUTURE, I WILL BE ATTENTIVE TO DENSITY ALT AND PERFORMANCE CALCULATIONS. MORE TRAINING IN THAT REGARD WOULD HAVE BEEN HELPFUL.

Synopsis :

A C172 PVT PLT TAKES OFF WITH 3 PAX ON A HOT DAY AND HAS TO OVERFLY A DENSELY POPULATED AREA AT A LOW ALT WHEN THE ACFT FAILS TO PERFORM AS EXPECTED OUT OF S82, WA.

Time

Date : 200208
Day : Mon
Local Time Of Day : 0601 To 1200

Place

State Reference : AK
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 700

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Learjet 35
Mission : Ambulance

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 155
Experience.Flight Time.Type : 500
ASRS Report : 557206

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 1500
ASRS Report : 556742

Person / 3

Function.Controller : Departure

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.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

I (PIC) WAS CALLED INTO WORK ABOUT XB15 FOR A MEDEVAC FROM ANCHORAGE, AK, TO DILLINGHAM, AK. AFTER PRE-FLTING A LEARJET 35, I FILLED OUT AND FILED THE APPROPRIATE PAPERWORK. I HEADED OUT TO THE ACFT TO STRAP IN AND GOT THE ATIS AND CLRNC WHILE WAITING FOR THE REST OF THE CREW TO LOAD UP. JUST AS I FINISHED COPYING THE ATIS AND CLRNC, THE SIC CLBED IN, I HANDED HIM BOTH. SIC PROCEEDED TO TUNE THE XPONDER, SET ALTIMETER, ETC...WHILE I INITIATED THE START. WE PROCEEDED WITH THE AFTER START, TAXI AND FIRST HALF OF THE BEFORE TKOF CHKLISTS. WE WERE CLRED FOR TKOF AS SOON AS WE ARRIVED AT THE HOLD SHORT LINE. I TAXIED INTO POS ON RWY 6L AND WE COMPLETED THE BEFORE TKOF CHKLIST. I PWRED UP AND PROCEEDED TO TAKE OFF. SIC CALLED 'POSITIVE RATE OF CLB' AND I CALLED FOR THE GEAR UP AND THE YAW DAMPER ON. THE 2 MAIN GEAR DOOR LIGHTS STAYED RED. I REDUCED PWR NOT TO EXCEED THE 200 KIAS LIMIT ON THE GEAR AND BROUGHT THE NOSE UP TO SLOW DOWN AND ALLOW THE GEAR DOORS TO COMPLETELY CLOSE. WHILE PASSING THROUGH APPROX 1000 FT, TWR TOLD US TO SWITCH DEP. SIC SWITCHED UP 118.6 AND CHKED IN ONLY TO FIND HE HAD DIALED UP THE WRONG DEP FREQ. ATC TOLD HIM TO SWITCH TO 123.8. AT APPROX 1500 FT, WHILE SIC WAS SWITCHING FREQS, I SAID SOMETHING TO THE EFFECT OF 'OK, R TURN TO 190 DEG HDG AT 2000 FT.' SIC SAID 'NO, L TURN TO 330 DEGS.' I QUESTIONED THAT AND SIC LOOKED AT THE SID WHICH DELAYED HIS CALL TO ATC. HE AGAIN SAID 'L TURN TO 330 DEGS.' I THOUGHT I MUST HAVE BEEN MISTAKEN AND I BEGAN A TURN TO 330 DEGS. I STARTED THIS TURN AT APPROX 2300 FT. SIC CHKED IN WITH CORRECT DEP AND WE WERE TOLD TO MAKE AN IMMEDIATE R TURN TO 190 DEGS. I STARTED THE R TURN IMMEDIATELY, WE WERE AGAIN TOLD TO TURN TO 190 DEGS (I COMPLETED 20-30 DEGS OF HEADING CHANGE TO THE L BEFORE DEP TOLD US TO MAKE THE IMMEDIATE R TURN). I DO NOT REMEMBER THE EXACT VERBIAGE BUT THE CTLR TOLD US WE EXCEEDED THE 9 DME DEP LIMIT, WE WERE OVER CAMPBELL AIRSTRIP AND WERE GETTING TOO CLOSE TO THE MOUNTAINS. WE CONTINUED OUR CLB, HEADING 190 DEGS. WE WERE HANDED OFF TO CTR. SUPPLEMENTAL INFO FROM ACN 556742: WHEN WE TOOK OFF AND I RAISED THE GEAR, THE MAIN GEAR DOORS WOULD NOT COME UP, A COMMON PROB IN THIS PARTICULAR AIRPLANE. THE CAPT DID WHAT HE USUALLY DID AND REDUCED THE PWR ON THE THRUST LEVERS TO SLOW THE SPD FROM THE 200 KTS WE HAD ALMOST REACHED (AND, INCIDENTALLY, THIS IS VLO FOR THIS ACFT) TO APPROX 160 KTS, AT WHICH TIME THE GEAR DOORS CAME UP. AT ABOUT 2400 FT, I HAD FOUND THE ANCHORAGE THREE SID IN THE BOOK BUT WITHOUT REALIZING I HAD LOOKED DOWN TO THE NEXT PAGE, WHICH IS THE KNIK SIX, AND READ MY CAPT THE WRONG PROC. I SAID, 'NO, L TO 330 DEGS.' HE SAID, SURPRISED, 'REALLY? OK...' AND TURNED THE HEADING BUG THAT HE ALREADY HAD ON THE CORRECT HEADING ALL THE WAY AROUND TO THE ERRONEOUS HEADING I GAVE HIM BY READING THE WRONG SID. HE BEGAN A L TURN AND HAD TURNED ABOUT 30 DEGS TO THE L WHEN I SWITCHED THE XMITTER SELECTOR TO THE NEW DEP FREQ AND FINALLY CALLED THEM. WHEN THE CTLR RESPONDED HE SAID, '...TURN R NOW, HEADING 190 DEGS. BEGIN YOUR TURN NOW.' THE CAPT IMMEDIATELY REVERSED HIS TURN TO THE R. ATC CONTINUED, '...TERRAIN ALERT, CONTINUE YOUR R TURN, HEADING 190 DEGS.' THE CAPT INCREASED OUR BANK OF ANGLE FROM 30 DEGS TO 60 DEGS IN PURSUIT OF THE NEW HEADING. ATC SAID AGAIN, '...TERRAIN ALERT, YOU'RE OVER CAMPBELL AIRSTRIP (A LANDMARK CLOSE TO THE MOUNTAINS) YOU'RE 4 MI FROM TERRAIN 4400 FT (I THINK THAT'S THE NUMBER HE GAVE US) HIGH, YOU'RE CURRENTLY AT 3800 FT.' WITHIN A FEW SECONDS WE WERE AT THE HEADING WE SHOULD HAVE BEEN AT, 190 DEGS. THE CAPT ROLLED OUT OF THE TURN AND WE CONTINUED OUR CLB. ATC WAS POLITE, BUT MADE A FEW MORE COMMENTS TO THE EFFECT OF 'REMEMBER YOUR TURN IS SUPPOSED TO BE MADE BY 9 (MI) DME,' AND 'CHK YOUR SID.' I BELIEVE THE PRIMARY CONTRIBUTING FACTOR IN THIS EVENT WAS THE LACK OF CREW TKOF BRIEFING, WHICH I SHORTED US OUT OF BY SIMPLY READING THE ITEM ON THE CHKLIST AND RESPONDING 'NO QUESTIONS.' I DID NOT KNOW UNTIL 500 FT BEFORE OUR TURN WAS TO BE MADE THAT I HAD NO IDEA WHICH SID WE WERE DOING. I'M SURE THE CAPT ASSUMED I HAD READ THE CLRNC AND UNDERSTOOD WHAT WAS GOING ON. ALSO, TO THIS DAY, I DO NOT KNOW WHY I SWITCHED THE DEP FREQ TO 118.6 ON CLBOUT. HABIT, I GUESS. I BELIEVE I REMEMBER, HOWEVER, THAT THE FREQ THAT I SWITCHED FROM WAS A FREQ I KNEW WAS NOT DEP, MAYBE IT WAS CLRNC OR ATIS. HAD I READ THE CLRNC THAT THE CAPT WROTE DOWN, HOWEVER, I WOULD HAVE SEEN THAT THE FREQ THEY GAVE US IN CLRNC, AND THE ONE HE WROTE DOWN, WAS 126.4, THE CORRECT FREQ FOR DEP FOR THE ANCHORAGE THREE SID USING THE RWY FROM WHICH WE TOOK OFF. WE SHOULD HAVE HAD THAT READY TO GO IN STANDBY MODE BEFORE WE TOOK OFF. THE GEAR DOORS HANGING UP AND THE SUBSEQUENT PWR BACK TO SLOW THE ACFT HURT OUR CLB PERFORMANCE. WE WERE IMC AND HAD NO OTHER DATA DIALED IN TO CHK OUR GEOGRAPHICAL POS ON THE CLBOUT. WE OBVIOUSLY PASSED THE 9 DME LIMIT BEFORE REACHING 2000 FT, OR, AT LEAST BY THE TIME WE STARTED OUR TURN IN THE WRONG DIRECTION (AT 2500 FT). BY THE TIME ATC HAD GIVEN US THE NEW DEP FREQ (123.8, EVEN THOUGH IT WASN'T THE ONE ORIGINALLY ASSIGNED, 126.4) I CONTACTED THEM AFTER A FURTHER DELAY. WHILE LOOKING UP THE SID, WE HAD FLOWN DANGEROUSLY CLOSE TO THE MOUNTAINS. THE INTXN DEP, I AM SURE, DID NOT HELP, BUT I BELIEVE THIS TO BE MUCH FURTHER DOWN THE LIST OF CONTRIBUTING FACTORS, WAY BEHIND THE LACK OF PREPAREDNESS, PRIMARILY ON MY PART.

Synopsis :

LEAR 35 FLC FAILED TO TURN AT THE ALT OR REQUIRED DME SID LIMIT. IN ADDITION, THEY TURNED IN THE OPPOSITE DIRECTION WHEN THEY DID TURN, CAUSING AN ATC MSA ALERT DUE TO GETTING CLOSE TO MOUNTAINOUS HIGH RISING TERRAIN. ALSO TUNING IN THE WRONG DEP FREQ

Time

Date : 200208
Day : Fri
Local Time Of Day : 0601 To 1200

Place

State Reference : NY

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 1600

Aircraft / 1

Controlling Facilities.TRACON : ALB.TRACON
Controlling Facilities.Tower : ALB.Tower
Operator.Common Carrier : Air Carrier
Make Model : B727 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 2500
ASRS Report : 558459

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

THE PIC SEEMED TO HAVE DIFFICULTY OPERATING THE ACFT ON DEP FROM MEM BECAUSE HE WAS NOT FOLLOWING STANDARD PROCS. HE DID NOT OPERATE UNSAFELY, ONLY NONSTANDARD. I MADE A MENTAL NOTE TO PAY EXTREME ATTN DURING THE REMAINDER OF THE FLT. HE BEGAN DSCNT FROM FL240 AT 55 DME. FOR TFC SEPARATION, WE WERE VECTORED ACROSS THE LOC TO INTERCEPT A 340 DEG HDG FOR ILS 1. APCH CLRNC WAS TO MAINTAIN 2500 FT TILL ESTABLISHED ON LOC, CLRED ILS RWY 1 APCH. AT 10 DME AND 210 KTS, I PROMPTED FOR FLAPS AND/OR GEAR. WE IMMEDIATELY BEGAN TO CONFIGURE. THE AUTOPLT INTERCEPTED THE LOC. THE GS CAME ALIVE AND I MADE THE CALL 'GS ALIVE.' WE CONTINUED WITH CONFIGURING THE ACFT AND THE AUTOPLT SEEMED TO BE TRACKING CORRECTLY. I CONTINUED MY PNF DUTIES, CHKING IN WITH TWR, RUNNING CHKLISTS, CONFIGURING THE ACFT. ON XCHKING INSTRUMENTATION, I FOUND WE WERE FULL SCALE DEFLECTION, LOW ON THE GS AT 1600 FT MSL. WE IMMEDIATELY BROKE OUT AND I SAW RED/RED PAPI AND COMMANDED 'CHK GS, YOU'RE FULL SCALE LOW, FLY THE VASI, STOP DSCNT.' SOME RELUCTANCE FROM THE PIC ABOUT THIS PROMPTED ME TO REPEAT 'YOU'RE LOW, FLY UP TO THE PAPI, YOU'RE STILL RED OVER RED!' WHEREUPON HE FINALLY DID. THE GPWS THEN WENT OFF 'GS, GS.' BY 1000 FT AGL, THE ACFT WAS STABILIZED AS REQUIRED AND WE LANDED. ON SHORT FINAL, MY FLT DIRECTOR FLAGGED 'COMPUTER.' AFTER BLOCK-IN, THE PIC WAS ARGUMENTATIVE ABOUT THE DEV AND SAID WE WERE AT 2500 FT WHEN I BEGAN TO BECOME ALARMED. THE SO BACKED ME UP AND WE INFORMED HIM WE WERE AT 1600 FT AND FULL SCALE DEFLECTION WITH MATCHING INSTRUMENTATION. THAT EVENING, AFTER CREW REST AND PRIOR TO THE NEXT LEG WHICH I WOULD FLY, THE PIC INDICATED TO ME THAT HE FELT THAT HE HAD NEVER LEVELED THE ACFT OFF AT 2500 FT WHEN I CALLED GS ALIVE. HE STATED HE WAS VERY TIRED AND HAD NOT FLOWN IN 6 WKS. PERHAPS STANDARDIZED AUTOPLTS IN THE CARRIER'S FLEET COULD HAVE AVERTED THIS. I FEEL THAT HE SHOULD HAVE GIVEN THE LEG TO ME IF HE HAD ANY DOUBTS ABOUT HIS FATIGUE, ONCE ENRTE. HAVING NEVER FLOWN WITH THIS CAPT, IT IS DIFFICULT FOR ME TO JUDGE HIS CAPABILITIES OBJECTIVELY. I DID NOT FEEL HE ERRED ON THE SIDE OF SAFETY, HOWEVER.

Synopsis :

A B727 CAPT, LACKING RECENT EXPERIENCE, DEMONSTRATED DIFFICULTY IN KEEPING UP WITH THE ACFT, CULMINATING IN A GPWS WARNING WHEN DSNding BELOW THE GS DURING AN ILS APCH.

Time

Date : 200208
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1300

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Controlling Facilities.Tower : SJC.Tower
Operator.Common Carrier : Charter
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Ambulance
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : O90.TRACON
Controlling Facilities.Tower : SJC.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 22000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 115
ASRS Report : 558879

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 400
ASRS Report : 558312

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Returned To Assigned Altitude
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 :

AN INTERMITTENTLY INOP VHF XMITTER MAY HAVE CONTRIBUTED TO CONFUSION THAT RESULTED IN DSCNT BELOW MSA WHILE BEING RADAR VECTORED TO FINAL FOR THE VOR DME RWY 30R APCH AT SJC. I WAS THE PF IN VMC ON TOP OF SCATTERED TO BROKEN CLOUDS. BOTH OF US NOTED THE PROX TO TERRAIN, BUT BEING WELL CLR ABOVE IT, WE DID NOT IMMEDIATELY QUESTION OUR CLRNC. WE HAD JUST NOTICED THAT SOMEHOW THE ACTIVE COM HAD BEEN SWITCHED PREMATURELY TO TWR. WHETHER THAT WAS A RESULT OF SETTING OVER THE ACTIVE FREQ OR ACCEPTING ANOTHER ACFT'S FREQ, I'M NOT SURE, BUT BAY APCH FIGURED WHAT HAPPENED AND SOON SJC TWR ASKED US TO CLB TO 5000 FT. NEXT WE WERE GIVEN SEVERAL VECTORS, ONE OF WHICH WE RESPONDED TO WAS FOR AN ACFT WITH A SIMILAR CALL SIGN. THIS FACT COUPLED WITH AN INOP XMITTER MAY HAVE PREVENTED APCH CTL FROM HEARING OUR RESPONSE, THUS ELIMINATING THE FAIL SAFE FEATURE OF PRECISE READBACKS. THE APCH CONTINUED NORMALLY UNTIL WE WERE GIVEN A LOW ALT ALERT BY TWR. I HAD PREMATURELY TRANSITIONED TO VISUAL GUIDANCE AND FAILED TO MAINTAIN THE RECOMMENDED ALT AFTER ACQUIRING THE RWY. EQUIP FAILURE ASIDE, I BELIEVE COMPLACENCY PLAYED A ROLE IN THIS POORLY EXECUTED FLT. RECOGNITION OF THIS, PLUS IMPROVED CRM AND ADHERENCE TO NON PRECISION APCH PROCS, SHOULD HELP PREVENT A RECURRENCE OF THESE MISTAKES.

Synopsis :

THE FLC WHILE ON VECTORS FOR AN APCH DSND BELOW MSA FOR THE AREA.

Time

Date : 200209
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CNO.Airport
State Reference : CA
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1300
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 600
ASRS Report : 559104

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : Altitude Alert
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

I WAS ON AN IFR FLT PLAN FROM POC TO CNO. IT WAS VMC. I WAS MAKING THE ILS APCH INTO CNO. I HAD BEEN CLRED FOR THE APCH BY SOCAL APCH AND HAD BEEN SWITCHED TO CHINO TWR. AS I WAS FOLLOWING THE LOC/GS ON THE APCH, THE CHINO TWR OPERATOR SUDDENLY ANNOUNCED 'LOW ALT ALERT, LOW ALT ALERT. CHINO ILS MINIMUM ALT 836 FT' AND GAVE THE CHINO ALTIMETER SETTING. AT THE TIME, I WAS AT ABOUT 1500 FT MSL AND '2 DOTS' LOW ON THE GS. I CHKD THE ALTIMETER SETTING AND IT WAS CORRECT. SINCE I WAS ONLY SLIGHTLY LOW ON THE GS, AND WELL ABOVE THE DECISION HT FOR THE APCH, I'M NOT SURE WHY THE TWR OPERATOR WAS CONCERNED BUT AM FILING THIS RPT IN CASE HE RPTS I 'BUSTED' AN ALT RESTR.

Synopsis :

C182 PLT RECEIVED AN ATC LOW ALT ALERT FROM ATC DURING ILS APCH INTO CNO.

Time

Date : 200209
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SAN.Airport
State Reference : CA

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-300
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 : 6500
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 4000
ASRS Report : 559480

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

WE EXPERIENCED A NORMAL DSCNT AND WERE 'CLRED FOR THE LOC RWY 27 APCH, SAN DIEGO, 4000 FT UNTIL ESTABLISHED, 'AND ONCE INTERCEPTING THE LOC COURSE, DSND TO THE PUBLISHED ALT OF 3600 FT.' JUST PRIOR TO REACHING SWATT INTXN, SOCAL APCH CAME ON FREQ ASKING US TO 'STOP OUR DSCNT' AS THEY WERE RECEIVING A 300 FT LOW ALT (GPWS) WARNING ALERT ON OUR ACFT. WE REPLIED THAT WE WERE SORRY, BUT THAT WE WERE SHOWING 3600 FT AND HAD NOT YET BEGUN DSNDING TO OUR NEXT STEP-DOWN ALT. WE HELD THIS ALT UNTIL WELL PAST SWATT TO ENSURE NO CONFLICT, AND APPROX 1/2 MI AFTER SWATT, BEGAN OUR DSCNT TO THE NEXT ALT BEFORE OUR FAF, 2000 FT. MY FO AND I WERE BOTH VERY SURPRISED BY THIS SERIES OF CONFUSING PERCEPTIONS ON THE PART OF ATC. WE WERE NOT IN ANY CONFLICT WITH TERRAIN (THIS PORTION OF OUR APCH WAS TOTALLY VISUAL -- ONLY LATER DID WE ENCOUNTER A MARINE LAYER OF CLOUDS ON THE APCH TO SAN) OR OTHER ACFT. WE FELT THIS CTLR'S CONTINUED VERBAL CHALLENGES ABOUT OUR ALT CONSTITUTED A DISTR DURING A BUSY PORTION OF OUR LOC APCH. I DON'T KNOW IF THIS CTLR WAS RECEIVING A FAULTY MODE C XPONDER RETURN FROM US, OR IF IT WAS HIS GND RADAR PAINTING US 'LOW,' BUT IT SURE GRABBED OUR ATTN. ONE WOULD THINK THAT IF WE WERE TRULY '300 FT LOW' FROM OUR ASSIGNED/PUBLISHED LEGAL ALT, HE MIGHT HAVE ISSUED IMMEDIATE INSTRUCTIONS FOR A CLBING VECTOR AWAY FROM TERRAIN. IN ANY CASE, WE WERE GLAD TO AVOID ANY CONFLICT WITH TERRAIN, AND THE REMAINDER OF OUR LOC APCH AND LNDG AT SAN DIEGO WAS UNEVENTFUL. THIS CTLR SEEMED 'EDGY' AND TENSE WITH SEVERAL ACFT. IT APPEARED TO US ALMOST AS THOUGH HE WAS 'PUNISHING' US FOR PERSISTENTLY REQUESTING LOWER DURING OUR EARLIER PHASES OF THE DSCNT. THIS IS PROBABLY NOT THE CASE, BUT THE CTLR DID SEEM QUITE PRESSURED BY THE NUMEROUS GA ACFT HE WAS HANDLING, ALL OF WHICH WERE ENCOUNTERING LOW IFR MINIMUMS AT THEIR INTENDED ARPTS AND MANY OF WHOM SPOKE VERY BROKEN ENGLISH.

Synopsis :

B737-300 FLC WERE ISSUED LOW ALT ALERT BY APCH CTLR WHEREIN THE FLC WERE AMAZED SINCE THEIR ALTIMETERS CONFIRMED THAT THEY WERE MAINTAINING THE PUBLISHED ALT.

Time

Date : 200209
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : VHHH.Airport
State Reference : FO

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : VHHH.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Widebody, Low Wing, 3 Turbojet Eng
Mission : Freight
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 : 30
Experience.Flight Time.Type : 202
ASRS Report : 559603

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

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

Narrative :

APPROX 25 MI FROM RWY 25L AT HKG, WE WERE CLRED FOR THE ILS APCH, MAINTAIN 4300 FT UNTIL ESTABLISHED ON THE LOC. JUST PRIOR TO LOC INTERCEPT, WE NOTICED AN AREA OF INTENSE WX APCHING THE LOC. WE INTERCEPTED THE LOC AND REQUESTED A 30 DEG L TURN. THE TURN WAS APPROVED AND GS INTERCEPT OCCURRED. AT APPROX 3900 FT MSL, THE CTLR INFORMED US THAT WE WERE S OF COURSE AND IN AN AREA WHERE THE MINIMUM ALT WAS 4300 FT. WE IMMEDIATELY RETURNED TO 4300 FT. ONCE CLR OF THE WX, WE RETURNED TO THE LOC AND GS AND LANDED WITHOUT FURTHER INCIDENT.

Synopsis :

DSCNT BELOW CHARTED MINIMUM ALT AS A HVY JET CARGO FLT STARTS THEIR DSCNT ON THE GS FOR ILS RWY 25L WHILE OFF THE LOC DUE TO DEV FOR TSTM ACTIVITY FROM 25 NM TO 8 NM NE OF VHHH, FO.

Time

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

Place

Locale Reference.Airport : PNS.Airport
State Reference : FL
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : P31.TRACON
Controlling Facilities.Tower : PNS.Tower
Make Model : Cessna 310/T310c

Aircraft / 2

Controlling Facilities.TRACON : P31.TRACON
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Departure
ASRS Report : 559665

Person / 2

Function.Controller : Local

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : ATC Human Performance

Narrative :

C310 DEPARTED PNS RWY 35 ON A HEADING OF 300 DEGS AS ASSIGNED BY THE TWR. THIS ACFT DID NOT ARTS ACQUIRE, AND WAS NOT XFERRED TO P31 DEP CTL TILL APPROX 15-20 MI NW OF PNS AT 1700 FT. THIS ACFT WAS OVER OR IN CLOSE PROX TO AN ANTENNA FARM WHERE THE MVA IS 3000 FT. THE ACFT WAS FINALLY LOCATED AND IDENTED 35 MI NW OF PNS IN MOB APCH CTL AIRSPACE. THERE WAS ANOTHER ACFT IN THE SAME VICINITY, IFR AT 3000 FT, SO I COULD NOT ISSUE AN ALT ABOVE 2000 FT. THE LOA BTWN P31 AND PNS TWR ALLOWS FOR AUTOMATIC DEPS AND THE TWR HAS RESPONSIBILITY FOR HANDING OFF ACFT THAT DO NOT AUTO ACQUIRE IN THE ARTS. THERE IS NO LINK TO PASS A DEP STRIP SINCE THE FACILITIES ARE NOT CO-LOCATED. THE PROC WE HAVE IN PLACE IS TO ELIMINATE THE NEED TO CALL FOR RELEASE ON EACH ACFT. LETTERS WITH 2 MIL TWRS ALSO INCLUDE THIS PROC. UNFORTUNATELY, AS IN THIS CASE, THE TWRS DO NOT ALWAYS DO THEIR JOB -- EITHER NOT CALLING ON UNTAGGED TARGETS OR NOT SWITCHING ACFT TO DEP. THE ABOVE ACFT STATED HE HAD TO ASK THE TWR IF HE COULD SWITCH TO DEP APPROX 15 MI TO THE NW OF PNS.

Synopsis :

A C310 PLT DEPARTED PNS IFR AND WAS NOT CHANGED TO DEP UNTIL APPROX 15 MI FROM THE ARPT ON ASSIGNED HEADING.

Time

Date : 200209
Day : Fri
Local Time Of Day : 1801 To 2400

Place

State Reference : SD

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Controlling Facilities.TRACON : RCA.TRACON
Operator.General Aviation : Corporate
Make Model : Citation V
Mission : Business
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 35
ASRS Report : 559876

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

APPROX 20 MI SW OF OUR DEST OF RAPID CITY, SD, AT 9000 FT, ATC ISSUED A LOW ALT ALERT AND INSTRUCTED US TO CLB TO 9600 FT. I WAS PNF AND HAD BEEN OFF FREQ WHEN THE DSCNT TO 9000 FT WAS ISSUED. UPON MY RETURN, THE CAPT INFORMED ME THAT WE WERE DSNding TO 9000 FT. IT IS UNCLR TO ME WHETHER ATC ISSUED A DSCNT TO 9600 FT OR IF THE CAPT READ BACK 9000 FT AND WAS NOT CORRECTED BY ATC. IT WAS A CLR DAY AND WE MAINTAINED VISUAL CLRNC WITH THE TERRAIN. THE GPWS DID NOT ACTIVATE.

Synopsis :

LOW ALT ALERT ISSUED BY ATC WHEN A CPR CE560 DSNDS BELOW THE 9600 FT CLRNC ALT TO 9000 FT 20 MI SW OF RAP, SD.

Time

Date : 200210
Day : Mon
Local Time Of Day : 0601 To 1200

Place

State Reference : NE

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12500

Aircraft / 1

Controlling Facilities.TRACON : R90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8500
Experience.Flight Time.Last 90 Days : 145
Experience.Flight Time.Type : 2500
ASRS Report : 562119

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 22600
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Type : 19800
ASRS Report : 562120

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Non Adherence.Other : TERPS REQUIREMENTS
Independent Detector.Other.Flight CrewA : 2
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

ON OUR APCH TO OMA FROM THE SW, WE WERE CLRED DIRECT GERFI (OM FOR RWY 14R ILS), AND WERE TOLD TO EXPECT A VISUAL TO RWY 14R. ABOUT 15 MI OUT, WE CALLED THE FIELD IN SIGHT AND WERE CLRED FOR THE VISUAL TO RWY 14R AND SWITCHED TO TWR. DURING THE VISUAL (CAPT WAS PF) VISIBILITY WAS UNRESTR. THE CAPT ENTERED GSI (2400 FT MSL) IN THE ACTIVE WINDOW AND WAS ON PROFILE FOR LNDG. AS WE APCHED THE FIELD, WE NOTICED ON THE CHART AS WELL AS VISUALLY THAT THERE WAS AN OBSTRUCTION (TWRS) AT 2549 FT MSL NEAR OUR PATH TO THE FIELD. WE PASSED THE TWRS ABOUT 1/2 MI TO THE N AND 2700 FT. WHILE THIS WAS NOT A CLOSE CALL, IT IS A POSSIBLE BAD SCENARIO, IE, HAZY A LITTLE FURTHER S ON THE GND TRACK. SUPPLEMENTAL INFO FROM ACN 562120: AS WE PASSED APPROX 1/2 MI N OF THE OBSTRUCTIONS, I NOTED THAT, GIVEN THE RTE IN THE FMC, WE WERE ONLY 10 MI FROM TOUCHDOWN AND WERE ALREADY INDICATING 200 FT HIGH IN 'VERT DEV.' MY POINT HERE IS THAT WE WERE NOT AT A PREMATURELY LOW ALT. ALTHOUGH UNFAMILIAR WITH TERPS REQUIREMENTS, I AM SURE THAT THE DISTANCE FROM THE OBSTRUCTIONS MEETS ALL PUBLISHED CRITERIA. GIVEN THAT COMPANY 'TECHNIQUE' CALLS FOR SELECTING GSI ALT UPON RECEIVING A VISUAL APCH CLRNC, I CAN SEE A VERY REAL POSSIBILITY OF 'SCARING' SOMEONE SOME DAY. LET ME ADD THAT WHILE THE MSA OF 4100 FT COULD CERTAINLY KEEP YOU OUT OF TROUBLE, ADHERING TO IT WOULD NOT PERMIT A VISUAL APCH FROM THE SW, INTERCEPTING THE FINAL AT GERFI.

Synopsis :

CFIT. A B737-300 FLC COMES WITHIN 150 FT VERTLY TO A SET OF TWRS LOCATED ONE HALF NM FROM THEIR TRACK 'DIRECT' TO GERFI NDB WHEN EXPECTING A VISUAL APCH TO RWY 14 AT OMA, NE.

Time

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

Place

Locale Reference.Airport : OKC.Airport
State Reference : OK
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : OKC.TRACON
Operator.General Aviation : Corporate
Make Model : Caravan 1 208A
Mission : Business

Aircraft / 2

Controlling Facilities.TRACON : OKC.TRACON
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3277
Experience.Flight Time.Last 90 Days : 10.6
Experience.Flight Time.Type : 277.7
ASRS Report : 562376

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE INITIALLY GIVEN 010 DEGS AS HDG AFTER TKOF, CLB TO 3000 FT, EFC 7000 FT 10 MINS AFTER TKOF FREQ 124.2. THE TWR THEN CAME BACK JUST PRIOR TO TKOF AND AMENDED THE HDG TO 070 DEGS. (I LATER FOUND OUT THIS WAS TO ACCOMMODATE OPPOSITE DIRECTION TFC ON A PRACTICE APCH.) WE TOOK OFF, CLBED AND STAYED OUT OF THE CLOUDS UNTIL I WAS SURE RADIO CONTACT HAD BEEN ESTABLISHED WITH DEP CTL. I TALKED TO DEP CTL ON WHAT I THOUGHT WAS THE ASSIGNED FREQ OF 124.2. (I WAS LATER TOLD BY PHONE THAT I WAS ACTUALLY ON 124.6, THE APCH CTL FREQ) AND WAS TOLD TO STAND BY. (I WAS LATER TOLD THAT THIS WAS BECAUSE THE CTLR ON 124.6 DID NOT KNOW WHO WE WERE, AND WAS TRYING TO DETERMINE THAT.) TO MY KNOWLEDGE, AND THAT OF THE PLT WITH ME, WE NEVER INTERCEPTED THE 355 DEG RADIAL OR CROSSED IT. AT LEAST NEITHER OF US SAW THAT RADIAL COME ACROSS. GPWS WAS ON AND I COULD SEE OUR COURSE WAS GOING TO TAKE US TOWARD A GROUP OF TALL ANTENNA TWRS. THE GPWS SHOWED THE HIGHEST OBSTRUCTION WAS 2800 FT MSL. AS WE APCHED THE OBSTRUCTION AND I WAS ABOUT TO TAKE EVASIVE ACTION, THE CTLR ASKED ME IF I SAW THE TWRS. I SAID I COULD NOT, SINCE I WAS IN IMC. THE GPWS DID NOT 'ALERT.' HE THEN SAID TO MAKE AN IMMEDIATE L TURN TO 340 DEGS AND CLB RAPIDLY TO 4000 FT. HE THEN SAID TO TURN FURTHER L TO HDG 290 DEGS. AFTER BREAKING OUT ABOVE THE CLOUDS AT 3500 FT, THE CTLR THEN GAVE ME CLRNC TO FLY THE FLT PLAN FILED. BOTH PLTS WERE WARNING FUNCTIONING HEADSETS.

Synopsis :

C208 PLT CONTACTED DEP CTL ON THE WRONG FREQ AND FLEW TOWARD TALL TV TWRS BEFORE CORRECT FREQ WAS ESTABLISHED.

Time

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 103.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Cessna 340/340a

Mission : Training

Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 9850

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 150

ASRS Report : 562533

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON CLBOUT FROM A BALKED LNDG (GAR), WE STRUCK 1 OR 2 WIRES, BREAKING THE LNDG LIGHT AND STRIKING BOTH PROPS. WE NEVER SAW THE WIRES NOR NOTICED THE POLES. I'VE BEEN DOING THIS IN AND OUT OF LODI FOR 12 YRS AND NO PROBS.

Synopsis :

C340 STRUCK PWR LINE WIRES WHILE EXECUTING GAR, DURING ACFT TYPE MULTI ENG TRAINING AT 103 ARPT.

Time

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

Place

Locale Reference.Airport : PSG.Airport
State Reference : AK

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2500

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B737-200
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 6000
ASRS Report : 562639

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4152.6
Experience.Flight Time.Last 90 Days : 188.4
Experience.Flight Time.Type : 904.2
ASRS Report : 562644

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I DEPARTED PETERSBURG, AK ENRTE TO JUNEAU, AK. I USED RWY 22 WITH A VFR R DOWNWIND DEP AND THEN PROCEEDED IFR TO JUNEAU. IN SUBSEQUENT DISCUSSIONS WITH FELLOW PLTS, I DISCOVERED THAT I INADVERTENTLY DEPARTED PSG FOR JNU CONTRARY TO OUR COMPANY OP POLICY LISTED IN THE 10-7'S FOR PSG, (RWY 22 R DOWNWIND DEP'S NOT AUTHORIZED). WITH THE VFR WX, THE FO AND I AGREED THAT A DEP INTO THE SW WIND OF APPROX 7 KTS WAS THE BEST DIRECTION TO GO BASED ON OUR TAKE OFF WEIGHT. WE VERIFIED THAT WE HAD REQUIRED WX AND THAT WE WOULD FOLLOW THE OBSTACLE DEP PROC ON THE BACK OF THE PSG 11-1 COM APCH CHART. ALTHOUGH THE CHART CALLS FOR A R DOWNWIND DEP, OUR COMPANY HAS DETERMINED THAT WE SHOULD NOT MAKE THIS DEP. IN THE FUTURE, I WILL MAKE SURE I REVIEW ALL INFO AVAILABLE AND I HAVE ALSO RECOMMENDED THAT WE REMOVE THAT OBSTACLE DEP NOTE AND ADD ONE THAT SAYS 'RWY 22 R DOWNWIND DEPT NOT AUTHORIZED. SUPPLEMENTAL INFO FROM ACN 562644: AT THIS PARTICULAR ARPT, EVERY PREVIOUS IFR DEP WHICH I HAD BEEN A PART OF INVOLVED DEPARTING RWY 4 AND INTERCEPTING THE LDA COURSE WHILE TRACKING IT OUTBOUND. THE ARPT IS SURROUNDED BY MOUNTAINS ON THREE SIDES, BUT HAS AN OPEN AREA OVER THE WATER WHICH ALLOWS FOR AND LDA APCH AND ALSO AN IFR DEP OVER THE RECIPROCAL COURSE. THIS DEPARTURE IS EXACTLY DESCRIBED IN THE OBSTACLE CLRNC DEP PROC ON THE BACK OF THE COM PAPG APCH PLATE 11-1. ALTHOUGH I HAD DOUBTS AND CONCERNS ABOUT HIS DEP DUE TO THE TERRAIN, WHICH PRESENTED A FORMIDABLE CHALLENGE TO A RWY 22 R DOWNWIND DEP, AND NOT HAVING PREVIOUSLY DONE THIS PARTICULAR DEP, I DID NOT CHALLENGE THE CAPT'S PROPOSED COURSE OF ACTION AS HE HAS HAD MANY YRS OF EXPERIENCE OPERATING IN AND OUT OF THIS ARPT, AND THE GOOD VFR CONDITIONS ENSURE THAT TERRAIN CLRNC COULD BE UNEQUIVOCALLY DETERMINED. WE BOTH FELT THAT SUCH A PROC COULD PRESENT A BIG PROB FOR AN ACR CREW WHEN PREVAILING IMC CONDITIONS EXIST. IN SUMMARY, IT IS MY OPINION THAT THE SIT OCCURRED DUE TO SEVERAL CONTRIBUTING FACTORS. ONE OF THE MOST IMPORTANT FACTORS WHICH LED TO THE DEP, I BELIEVE, WAS THAT THE 11-1 PLATE DID NOT PROHIBIT THE DEP FOR ACR TURBO JET ACFT. AND THIS WAS THE PROC WHICH WE FOLLOWED. THE SECOND CONTRIBUTING FACTOR WAS THAT WE DID NOT TAKE THE TIME, PRIOR TAKEOFF, TO PROPERLY REVIEW THE NOTES IN THE COMPANY 10-7 PAGES, WHICH WOULD HAVE ALERTED US TO THE FACT THAT THIS PARTICULAR DEP PROC WAS NOT AUTHORIZED. A THIRD CONTRIBUTING FACTOR WAS THAT I THE NON-FLYING PLT, DID NOT COMMUNICATE MY CONCERNS TO THE CAPT ABOUT NEVER HAVING DONE THIS PROC BEFORE. I WILL NOW ALSO PURPOSE TO NOT HESITATE TO QUESTION A CAPT'S DECISION, REGARDLESS OF HIS EXPERIENCE LEVEL OR FAMILIARITY WITH ARPTS, OPERATIONS AND PROCS. A FINAL CORRECTIVE ACTION THAT WOULD PREVENT A REPEAT OF THIS EVENT WOULD BE TO ELIMINATE THE CONFLICT BETWEEN THE COM PAPG 11-1 RWY 22 DEP PROC AND OUR COMPANY 10-7 RWY 22 DEP NOTE.

Synopsis :

CFIT BY A B737-200 FLC DURING AN ILLEGAL SW DEP, R DOWNWIND DEP OFF OF RWY 22 AT PSG, AK.

Time

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

Place

Locale Reference.Intersection : ZAIKO
State Reference : PA
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : PIT.Tower
Operator.Common Carrier : Air Carrier
Make Model : A330
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2000
ASRS Report : 562836

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20282
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 600
ASRS Report : 562840

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED FOR RNAV APCH. FO (ME) MISTAKENLY PROGRAMMED AUTOPLT TO DSND TO DECISION ALT VICE INITIAL APCH ALT. AFTER LOW ALT ALERT FROM TWR, AUTOPLT WAS SELECTED OFF AND ACFT FLOWN UP TO INTERCEPT GLIDE PATH. UNEVENTFUL LNDG.

Synopsis :

A330 FLC DSND S BELOW MINIMUM ALT PRIOR TO INTERCEPTING GS OF A NON PRECISION APCH. TWR ISSUES A LOW ALT WARNING.

Time

Date : 200210
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : PA
Altitude.MSL.Single Value : 2800

Environment

Flight Conditions : IMC
Ceiling.Single Value : 600

Aircraft / 1

Controlling Facilities.TRACON : PIT.TRACON
Operator.General Aviation : Corporate
Make Model : Gates Learjet Corp Undifferentiated or Other Model
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 : 2900
Experience.Flight Time.Last 90 Days : 125
Experience.Flight Time.Type : 140
ASRS Report : 562895

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolutive Action.Flight Crew : Executed Missed Approach
Resolutive Action.Controller : Issued Alert
Resolutive Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ON A TIGHT VECTOR (DOWN WIND) WE WERE GIVEN A L TURN TO JOIN RWY 28L LOC 'MAINTAIN 3000 FT UNTIL ESTABLISHED, ON RWY 28L LOC CLRED FOR APCH.' FOLLOWING LOC AND G/S INDICATION ON HSI, BOTH WERE CTRED. APCH NOTIFIED WITH 'A LOW ALT ALERT 2600 FT' AT THIS POINT MY NAV EQUIP FLAGGED AND BECAME INOP. ACFT WAS AT 2800 FT AT THE OUTER MARKER. I INITIATED A GAR AND ATC VECTORED US TO TRY AGAIN. MY EQUIP WAS FLAGGED FOR THE SECOND APCH. I GAVE CTL TO MY CO-PLT FOR THE SECOND APCH AND LNDG. ACFT IN FRONT OF US ON APCH LANDED APPROX THE SAME TIME WE WERE AT THE OUTER MARKER. FIELD WAS 600 OVC 7 MILE VISIBILITY. THIS WAS THE THIRD APCH OF THE DAY EQUIP, WAS NORMAL FOR APCH 4, 5, 6, AND 7. SPACING BETWEEN ACFT WAS UNKNOWN BUT SEQUENCE OF MY ACFT WAS #2.

Synopsis :

PIT APCH CTRLR ALERTED LEAR JET FLC OF MINIMUM SAFE ALT WARNING APCHING THE OUTER MARKER FOR A LOC APCH. FLC NOTICED NAV FLAGS INDICATING INOP.

Time

Date : 200210
Day : Sun
Local Time Of Day : 1801 To 2400

Place

State Reference : AL
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 1600

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Piper Single Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Cruise : Enroute Altitude Change
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 625
Experience.Flight Time.Last 90 Days : 36
Experience.Flight Time.Type : 375
ASRS Report : 562910

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

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

Narrative :

WHILE ABOUT 50 MILES NE OF HUNTSVILLE, AL, IN MARGINAL VFR, THE CEILING SUDDENLY DROPPED, OR I FLEW INTO AN AREA OF LOWER CLOUDS. I DID A 180 DEG TURN AND GOT OUT OF IT. I HIT THE 'NEAREST ARPT' FUNCTION ON THE GPS WITH A VIEW TO LNDG, SINCE THE AREA WAS FILLED WITH STEEP HILLS OR LOW MOUNTAINS. I HEADED FOR THE ARPT, WHICH I BELIEVE MAY HAVE BEEN STEVENSON (7A6). AS I TURNED IN THE DIRECTION OF THE ARPT, I FACED A STEEP HILL WITH THE CLOUDS ALMOST TOUCHING IT. I WENT OVER THE HILL AND INTO THE CLOUDS, AND REALIZED I DIDN'T KNOW WHAT WOULD BE BELOW ME IF I DESCENDED. I TRIED IT ANYWAY AND BROKE OUT TO FIND MYSELF, FORTUNATELY, PARALLEL TO A WOODED RIDGE. I WAS GENUINELY AFRAID, AND DECIDED I WOULD NOT TRY TO DESCEND UNTIL, I KNEW WHAT WAS BELOW ME. I HAD CHKED HUNTSVILLE ASOS AND KNEW THERE WAS CEILING AT ABOUT 1700 FT AGL THERE, AND FLAT LAND WITH NO TWRS JUST TO THE NE. I FLEW TO THAT AREA AND LET DOWN CLOSE TO MADISON EXECUTIVE (MDQ), BREAKING OUT AT ABOUT 1700 FT AND LNDG. THROUGHOUT, I HAD MY XPONDER ON SO ATC COULD BETTER PROVIDE SEPARATION FROM INSTRUMENT TFC.

Synopsis :

A NON IFR RATED PA22 TRI-PACE PVT PLT ON A CROSS COUNTRY FLT ATTEMPTS SCUD RUNNING AND NEARLY HITS HIGH TERRAIN AS HE ATTEMPTS A DIVERSION TO THE NEAREST ARPT AT 7A6, AL.

Time

Date : 200209

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : GA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 3000

Aircraft / 1

Operator.General Aviation : Personal

Make Model : M-20 B/C Ranger

Mission : Business

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 250

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 120

ASRS Report : 563808

Events

Anomaly.Conflict : Ground Critical

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 Go Around

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS APCHING THE ARPT IN NIGHT VMC WHEN A NEAR COLLISION WITH TREES OCCURRED. I WAS AWARE BY NOTAM THAT RWY LIGHTS WERE OTS. ALSO, I HAD OVERHEARD ARPT MGMNT PREVIOUSLY IN THE DAY DISCUSSING THE ROTATING BEACON BEING OTS DUE TO ARPT CONSTRUCTION INADVERTENTLY CUTTING PWR CABLES. PRIOR TO DEP FROM HQU (FOR TRIP TO GSP), I RECEIVED A WX BRIEFING FROM MACON FSS. RWY LIGHTS WERE NOTAMED OTS BUT NO MENTION OF BEACON WAS MADE. PRIOR TO DEPARTING GSP FOR HQU (NOW NIGHTTIME XA30), I REQUESTED AN UPDATED BRIEFING FROM ANDERSON FSS AND AGAIN RECEIVED NOTAM ON RWY LIGHTS BUT NOTHING ON ROTATING BEACON (I SPECIFICALLY ASKED, BUT BRIEFER HAD NO DATA ON IT). AS I APCHED THE FACILITY (HQU), I WAS OFFERED A VISUAL APCH, BUT DECLINED IT BECAUSE I WAS UNABLE TO LOCATE THE FIELD DUE TO THE LACK OF ROTATING BEACON AND RWY LIGHTS (SOME TXWY LIGHTS WERE OPERATIONAL BUT I COULD NOT IDENT THE FIELD). I REQUESTED AND WAS CLRED FOR AN ILS APCH TO RWY 10 (NO REIL, VASI OR OTHER APCH LIGHTS). AT ABOUT 600 FT AGL ON GS AND LOC, I WAS ABLE TO IDENT THE FIELD BASED ON APPEARANCE OF TXWY LIGHTS (AIMED FOR THE DARK EDGE AS I WAS FAMILIAR WITH THE FIELD AND HAD FLOWN AT NIGHT IN THE PATTERN 1 DAY PREVIOUS). AT ABOUT 300 FT AGL OR LESS, I BECAME DISORIENTED TO THE PERCEIVED LOCATION OF THE RWY AND CORRECTED FLT PATH. AS I DID, MY LNDG LIGHTS ILLUMINATED TREES AHEAD. I REALIZED THAT I OVERCORRECTED AND WAS TOO FAR L OF THE RWY 10. I EXECUTED A MISSED APCH AND WAS ABLE TO ENTER THE TFC PATTERN VFR AND FLY VISUALLY TO THE OTHER END OF THE RWY AND WITH AIDE OF THE VASI (RWY 28). I LANDED ON RWY 28 SUCCESSFULLY. THE LACK OF ROTATING BEACON COUPLED WITH RWY LIGHTS OTS AND NO APCH LIGHTS MADE IT IMPOSSIBLE TO ESTABLISH VISUAL REF TO THE FIELD FROM ANY DISTANCE. AN ILS APCH WITH 'THE FIELD IN SIGHT' BUT NO ACTUAL VISUAL REF TO THE ACTUAL RWY IS INSUFFICIENT TO CONTINUE THE APCH. I SHOULD HAVE USED OTHER END OF RWY OR LANDED AT ANOTHER FACILITY WITH SUFFICIENT OPERABLE LIGHTING.

Synopsis :

M20P PLT HIT TREES WHILE ATTEMPTING A NIGHT APCH TO AN ARPT WITH NOTAMED INOP RWY LIGHTS, AND NOTAMED INOP PAPI.

ACN: 563874

Time

Date : 200210

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : APA.Airport

State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : APA.Tower

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 255

Experience.Flight Time.Last 90 Days : 55

Experience.Flight Time.Type : 30

ASRS Report : 563874

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I TOOK 3 OTHER PEOPLE FLYING THAT DAY. MY INTENTION WAS TO TOUR DENVER ON A 30-45 MIN FLT. THE ACFT WAS CLOSE TO MAX GROSS ON TKOF AND I COULD FEEL AND SEE THAT WHEN WE TOOK OFF. THE TKOF ROLL WAS LONG BECAUSE OF THE WT AND IT WAS A DOWNWIND TKOF (TWR WAS INITIATING A RWY CHANGE FROM RWY 17L/R TO RWY 35R/L). I WAS GETTING MAYBE 250-300 FPM ON MY VSI AND HAD TOLD TWR I INTENDED TO DEPART TO THE NW. WHEN THEY CLRED ME TO DO SO, I DIDN'T ACT RIGHT AWAY BECAUSE I WAS STILL OVER THE RWY. WHEN I WAS 1 MI PAST THE END OF THE RWY, I WAS STILL TOO LOW TO TURN R TO THE NW BECAUSE THERE IS A LOT OF CONGESTION (SHOPPING MALLS, ETC) AND STRAIGHT AHEAD TO THE S WAS RISING TERRAIN THAT I COULDN'T CLR BECAUSE I WAS CLBING TOO SLOWLY. I TURNED 30-45 DEGS L TO THE SE BECAUSE THE TERRAIN IS LOWER. I DIDN'T TELL TWR AND THEY SAID NOTHING TO ME PROBABLY BECAUSE THEY WERE BUSY WITH OTHER TFC. LOOKING BACK, THAT WAS THE FIRST THING I COULD'VE DONE TO FIX THINGS. I CONTINUED SE UNTIL I WAS ALMOST CLR OF THE CLASS D AIRSPACE, ALL THE WHILE CLBING TO 7500 FT. I MADE A VERY SLOW R TURN BACK TO THE W (THIS WAS 1/2 MI INSIDE CENTENNIAL'S AIRSPACE NEAR THE TOWN OF PARKER). BY THIS TIME I WAS FEELING A BIT OVERWHELMED BY THE SIT. I WAS MONITORING TWR FREQ, BUT WAS TOO LOCKED UP TO SAY ANYTHING. (CTRLRS ARE A BIT INTIMIDATING TO ME AND SOMETIMES CENTENNIAL GETS SO BUSY THAT THINGS GET MEAN OVER THERE. YET THIS CTRLR, THAT HAD WORKED ME FOR TKOF, IS REALLY NICE, SO I DON'T KNOW WHY I DIDN'T WANT TO TALK. THIS WAS THE FIRST TIME I'D FLOWN LIKE THIS (HVY) INSIDE CTLED AIRSPACE AND I THINK THAT FREAKED ME OUT), SO I CONTINUED W THROUGH THE AIRSPACE AND PASSED APPROX 2 MI S OF RWY 35R. THE CTRLR TOLD ME (WHEN I CALLED HIM AFTER THE FLT) THAT I CUT OFF 1 DEPARTING AND 1 ARRIVING ACFT. I HAD A VISUAL ON ALL THE ACFT IN THE AREA BECAUSE I WAS MONITORING THE FREQ, BUT WHEN TWR BARKED OUT 'WHO'S THAT AT 7300 FT?' I WAS TOO ASHAMED/INTIMIDATED TO CONFESS. CONTINUED ON, AND FINISHED THE FLT WITHOUT FURTHER PROBS OR INCIDENTS. A SIMPLE CALL WOULD'VE FIXED THE PROB, BUT I WAS SET ON GOING BACK TO THE NW TO COMPLETE THEIR INSTRUCTIONS TO ME WHEN I WAS TAKING OFF. OBVIOUSLY, THE INSTRUCTION DIDN'T APPLY NOW BECAUSE I'D GONE SE, BUT IT DIDN'T REGISTER IN MY MIND. MY PRIDE GOT IN THE WAY BECAUSE I KNEW I'D MESSED UP, BUT I DIDN'T WANT TO ADMIT IT. MY JUDGEMENT WAS POOR TO FLY W THROUGH APA'S AIRSPACE WITHOUT TALKING TO THEM. IF THE PAX HADN'T BEEN THERE, I KNOW I WOULD'VE ACTED DIFFERENTLY. I HOPE THAT I'VE LEARNED ENOUGH FROM THIS, TO FLY SMARTER IN THE FUTURE.

Synopsis :

C172 PLT FAILS TO COMPLY WITH DEP INSTRUCTIONS DUE TO ACFT PERFORMANCE AND FAILS TO COMMUNICATE WITH CTRLR.

ACN: 564021

Time

Date : 200210

Day : Sat

Local Time Of Day : 0001 To 0600

Place

State Reference : FO

Environment

Flight Conditions : IMC

Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.ARTCC : MMEX.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B737-700

Mission : Passenger

Flight Phase.Cruise : Level

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 17000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 2800

ASRS Report : 564021

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ACFT DID NOT FOLLOW HDG COMMANDS AND PLTS FAILED TO CATCH THE ERROR. APCH ENTERED IN FMC IN ACCORDANCE COMMERCIAL CHART FOR MEX, BUT WAS BEING VECTORED AT 300 KTS BY APCH AND MANEUVERING TO AVOID TSTMS IN VICINITY OF PCA AND SMO VORS. APCH CLRED US DIRECT TO SMO, OPERATING IN AUTOPLT A WITH HDG SELECT, VERT SPD, MCP SPD ENGAGED. TURNED HDG TO SMO USING FORWARD VISUAL DISPLAY. MOVED SMO TO #1 ON CDU AND EXECUTED. I THEN BECAME ENGAGED IN ATTEMPTING TO GET BACK ON APCH PROFILE BY SMO AND NEGLECTED TO XCHK THAT ACFT WAS PERFORMING AS COMMANDED -- IT WAS NOT. APCH RECLRED DIRECT SMO. WE THEN ENCOUNTERED MODERATE FREEZING PRECIP -- NOT PAINTING ON RADAR -- AND LIGHT TO MODERATE TURB. AT SOME POINT, I REALIZED THE ACFT WAS NOT OBEYING HDG COMMANDS, DISENGAGED HDG AND RE-ENGAGED SUCCESSFULLY. APCHING SMO, WAS GIVEN A HDG BY APCH TO REINTERCEPT S OF SMO. ACFT AGAIN DID NOT FOLLOW HDG COMMAND. DISCONNECTED AUTOPLT AND FLEW MANUALLY. MADE LOGBOOK ENTRY. DID NOT OBSERVE CTL WHEEL STEERING OR HDG DISENGAGEMENT. MIGHT HAVE FLOWN NEAR TERRAIN IN VICINITY OF MEX WERE IT NOT FOR MEX APCH CTL AND EVENTUAL VISUAL CONDITIONS. I DID NOT OBSERVE ACFT DEVIATING FROM MCP COMMANDS. FO DID NOT CATCH EVENTS. HIGH WORKLOAD ENVIRONMENT. THIS EVENT IS UNUSUAL; IN THAT I AM STILL NOT SURE WHETHER WE FAILED TO OBSERVE A WARNING THAT THE HDG SELECT FEATURE DISCONNECTED, OR IF IT WAS A MECHANICAL PROB. IF THE EVENT WAS A MECHANICAL FAILURE, I HAVE NOT SEEN IT BEFORE AND IT WOULD BE A VERY UNUSUAL EVENT. IF, HOWEVER, IT WAS A WARNING MISSED BY THE CREW, PREVENTIVE ACTION WOULD BE INCREASED SCAN BY BOTH. IT WOULD HAVE BEEN DIFFICULT TO DECREASE WORKLOAD IN THIS CASE.

Synopsis :

B737-700 CREW HAD HDG DEV IN MMEX CLASS B AIRSPACE.

Time

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

Place

Locale Reference.Intersection : PACKY
State Reference : UT

Environment

Flight Conditions : Mixed
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 26
ASRS Report : 564068

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON OCT/MON/02, I DEPARTED BJC, NEAR DENVER, CO, ON THE FIRST LEG OF A 2 LEG XCOUNTRY TO RHV IN SAN JOSE, CA, VIA EKO WITH MY FAMILY IN A PIPER LANCE WHICH BELONGS TO MY FLYING CLUB. I FILED AN INST FLT PLAN TO EKO ON LOW ALT AIRWAYS. HAVING BEEN UNABLE TO OBTAIN A SOURCE OF A SUPPLEMENTAL OXYGEN, WHICH MAY HAVE BEEN NECESSARY FOR THE VERY HIGH MINIMUM ENRTE ALTS, I PLANNED MY RTE TO USE AIRWAYS WITH THE LOWEST MEA'S. MY FILED RTE OF FLT WAS VIA THE YELLOWSTONE DEP TO LAR, V4 CKW, V6 LWL, EKO AT 11000 FT. UPON APCHING LAR FOR THE TURN TO V4 ZDV ADVISED THAT I WOULD HAVE TO CLB TO 13000 FT. THE WX IMMEDIATELY TO THE W WAS NOT ENCOURAGING AND I ASKED TO MODIFY MY RTE TO TAKE V85 TO MBW, THEN V6, FLT PLAN RTE. THE MEA WAS 9400 FT TO MBW AND 10000 FT FROM MBW ALL OF THE WAY TO FBR. THIS GAVE ME COMFORT SINCE I DIDN'T WANT TO FLY AT A HIGHER THAN NECESSARY ALT ANY MORE THAN NECESSARY DUE TO MY CONCERN ABOUT NOT HAVING SUPPLEMENTAL OXYGEN. ZDV APPROVED THE RTE MODIFICATION. AS I APCHED MBW ON V85, THE WX TO THE W WAS CLR AND I REQUESTED CLRNC DIRECT TO CKW. CTR SAID HE COULD NOT APPROVE THE CLRNC UNLESS I ACCEPTED A VFR ON TOP CLRNC, WHICH I DID. CTR ADVISED THAT THEY WOULD 'PICK ME UP AGAIN ABEAM SARATOGA' WHICH I ACKNOWLEDGED. I PROCEEDED TO CKW AND CONTINUED ON FLT PLAN ROUTING FROM THERE TO EKW AT 1100 FT. ONCE I PASSED CKW IT WAS MY UNDERSTANDING THAT I WAS BACK ON MY IFR CLRNC, ALTHOUGH I FAILED TO VERIFY IT WITH CTR. I WAS HANDED OFF FIRST TO ZLC AND THEN SALT LAKE APCH. NO ONE MADE MENTION OF THE MEA CHANGE TO 12000 FT AFTER FBR WHICH CONCERNED ME, BUT I KNEW THAT CTLRS COULD ASSIGN ACFT ALTS BELOW THE MEA DOWN TO THEIR MINIMUM VECTORING ALTS AND THEREFORE THOUGHT THAT WAS WHY THEY HAD NOT ASKED ME TO CLB. I REFERRED TO THE SALT LAKE SECTIONAL CHART TO ENSURE SAFE OBSTRUCTION CLRNC AS A BACK UP. I AM ALSO SOMEWHAT FAMILIAR WITH THE AREA HAVING FLOWN OUT OF SLC OFF AND ON FOR OVER 20 YRS AND HAD BEEN VECTORED BELOW THE MEA THERE IN THE PAST. I WAS STILL THINKING I WAS BACK ON AN IFR FLT PLAN FROM THE TIME I PASSED OVER CKW. SALT LAKE APCH ASKED IF I WAS VFR ON TOP WHICH I RESPONDED THAT I WAS ON AN IFR FLT PLAN. WHILE FLT CONDITIONS WERE LESS THAN FULL VFR, I HAD ENOUGH VISIBILITY TO SPOT TFC CTR RPTED AND INTERMITTENTLY VERIFY TERRAIN CLRNC. UPON MY ARR AT EKO I WAS ASKED TO CALL SALT LAKE APCH WHERE I WAS ADVISED THAT SAFE TERRAIN SEPARATION HAD NOT BEEN MAINTAINED AND A DETERMINATION OF PLT OR CTLR ERROR WOULD BE MADE AND APPROPRIATE ACTION TAKEN. IN RETROSPECT MY CONCERN ABOUT SPENDING TOO MUCH TIME IN A HIGH ALT, LOWER OXYGEN ENVIRONMENT OVERSHADOWED THE NEED TO VERIFY THE TYPE OF CLRNC I HAD. I SHOULD HAVE QUESTIONED CTR BOTH ABOUT THE TYPE OF CLRNC I WAS ON AFTER CKW AND ABOUT BEING AT AN ALT BELOW THE MEA FROM FBR TO OGD.

Synopsis :

PA32 PLT UNABLE TO LOCATE A SOURCE OF OXYGEN FILED AN IFR FLT PLAN USING THE LOWEST ALTS BTWN DEN AND SJC.

Time

Date : 200210
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LVK.Airport
State Reference : OH

Environment

Flight Conditions : IMC
Ceiling.Single Value : 900

Aircraft / 1

Controlling Facilities.TRACON : CVG.TRACON
Controlling Facilities.Tower : LVK.Tower
Operator.General Aviation : Corporate
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 400
ASRS Report : 564109

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 6

Function.Controller : Supervisor

Person / 5

Function.Controller : Supervisor

Events

Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : FAA
Problem Areas : Navigational Facility
Problem Areas : Weather

Narrative :

EXECUTING THE LOC BACK COURSE RWY 3R AT LUK. ON THE FIRST APCH, WE GOT POOR VECTORS ALONG WITH LOTS OF WIND AND TURB, BUT WAS STABILIZED PRIOR TO FAF. THE STEP-DOWN TO MDA WAS PERFORMED AND 500 FT ABOVE MDA, THE CTLR ISSUED A LOW ALT ALERT. WE STOPPED THE DSCNT AND A FEW SECONDS LATER, DID THE MISSED. WE THEN WERE VECTORED FOR A SECOND APCH WHICH HAD BETTER VECTORS AND HAVING A BETTER IDEA OF THE WIND AND TURB WAS STABILIZED FURTHER OUT. AT THAT FAF WE STARTED THE STEP-DOWN TO MDA. AGAIN, THE CTLR ISSUED A LOW ALT ALERT 500 FT ABOVE MDA. AGAIN WE STOPPED OUR DSCNT AND A FEW SECONDS LATER PERFORMED THE MISSED. ON BOTH THE APCHS, THE CREW COULD NOT DETERMINE WHY THE LOW ALT ALERTS WERE ISSUED. WE DECIDED TO DIVERT TO CVG AND TRY AND FIGURE OUT WHAT HAPPENED. THE NEXT DAY, I SPOKE WITH LUK TWR PERSONNEL. THEY ADVISED ME THAT IT IS TYPICAL FOR ACFT TO BE ISSUED THE ALERTS (90% OF ACFT) BECAUSE OF THE WAY THE RADAR AND TERRAIN IS SITUATED. I AM CURRENTLY WORKING WITH THE MGR AT CVG APCH CTL AT THE REQUEST OF THE LUK TWR MGR. IT SEEMS THAT THE TWR MGR HAS HAD AN ONGOING DIALOG CONCERNING THIS ISSUE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: ARPT WIND WAS 045 DEGS AT 40 KTS. THIS REQUIRED AN APCH TO RWY 3R. THE CREW FLEW 2 APCHS AND GOT THE LOW ALT ALERT AT THE SAME ALT BOTH TIMES. THE WARNING WAS RECEIVED AT 1740 FT MSL OR 500 FT ABOVE THE PUBLISHED MDA OF 1240 FT MSL.

Synopsis :

CARJ CREW HAD CVG APCH CTL ISSUE A 'LOW ALT ALERT' ON 2 SEPARATE APCHS, WHILE FLYING THE LUK LOC (BACK COURSE) TO RWY 3R APCH. THE ACFT WAS 500 FT ABOVE THE PUBLISHED MDA ALT.

Time

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

Place

State Reference : WI

Environment

Ceiling.Single Value : 10000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Balloon
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 101
Experience.Flight Time.Last 90 Days : 18
Experience.Flight Time.Type : 85
ASRS Report : 564460

Events

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

Supplementary

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

Narrative :

AFTER FLYING TO AN ALT OF 4000 FT AGL AND HAVING 2 PARACHUTISTS EXIT, I WAS DSNding TO LAND. WINDS ABOVE 400 FT AGL WERE OUT OF SOUTHWEST AT 6-8 KTS (ESTIMATE). BELOW 400 FT AGL WINDS BECAME LIGHT AND VARIABLE. I WAS DSNding OVER PWR LINES AND THEN A PAVED ROAD INTENDING TO LAND IN A MOWED FIELD ON THE OTHER SIDE. AS I PASSED ABOVE PWR LINES, MY DIRECTION OF TRAVEL STOPPED AND I DSNded STRAIGHT DOWN MAKING CONTACT WITH PWR LINES. WHEN SPARKS APPEARED, I JUMPED APPROX 20 FT TO THE GND SUSTAINING A DISLOCATED HIP, BUT NO OTHER INJURIES. THE BALLOON CONTACTED THE PWR LINES CAUSING 1 TO BREAK. THE BALLOON SLOWLY LOST LIFT AND DSNded TO THE GND WHERE MINIMAL FABRIC DAMAGE WAS OBSERVED. UPON CLOSER INSPECTION, 1 UPRIGHT TUBE DID SUSTAIN ARCH DAMAGE. IN ADDITION, 1 SUSPENSION CABLE BROKE. I WAS TAKEN TO A LCL HOSPITAL WHERE MY DISLOCATED HIP WAS ATTENDED TO. I WAS KEPT OVERNIGHT FOR OBSERVATION AND ARRIVED HOME LATE ON THE AFTERNOON FOLLOWING THE INCIDENT. I MAKE THIS RPT THE DAY AFTER MY RELEASE FROM THE HOSPITAL.

Synopsis :

BALLOON PLT LANDS ON PWR LINES.

ACN: 564560

Time

Date : 200211

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SLC.Airport

State Reference : UT

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC

Ceiling.Single Value : 300

Aircraft / 1

Controlling Facilities.TRACON : S56.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Mission : Passenger

Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : S56.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 875

ASRS Report : 564560

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1300

ASRS Report : 564565

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

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 : WX RADAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WE HAD RECEIVED THE CURRENT ATIS FOR SLC AND WE WERE BEING VECTORED FOR A VISUAL APCH TO RWY 34L. THE ATIS WAS CALLING THE CLOUDS AT 2900 FT SCATTERED. ATC KEPT ASKING US IF WE HAD VISUAL YET. ANOTHER ACFT TOLD ATC THEY WOULD BE UNABLE TO TAKE A VISUAL DUE TO LOW CEILINGS. ATC CONTINUED TO DSND US ON A BASE ABOUT 5 MI FROM THE ARPT. WE TOLD THEM WE COULDN'T SEE THE ARPT AND THEY GAVE US A LEVELOFF AT THE ALT WE WERE PASSING THROUGH AND A TURN. DUE TO THE CONFUSION OF THE SIT, I THOUGHT I HEARD TO MAKE A R TURN INSTEAD OF THE L TURN ATC HAD ACTUALLY SAID. I STARTED THE TURN AND THE CAPT QUERIED WHETHER IT WAS SUPPOSED TO BE TO THE R OR TO THE L. WHEN ATC SAID L, I IMMEDIATELY CHANGED THE DIRECTION OF THE TURN. THEY THEN GAVE US A CLB FROM 9000 FT TO 10000 FT, BUT I ENDED UP GOING 1/2 MI INTO A SECTOR WHERE THE MVA WAS 10000 FT BELOW THIS ALT. I BELIEVE PART OF THE PROB HERE IS ATC TRYING TO PACK ACFT INTO ARPT THROUGH VISUALS AND NOT PROVIDING THE SEPARATION FOR THE DETERIORATING WX. I ALSO BELIEVE A PROB WAS I WAS TRYING TO MULTI-TASK BY LEVELING OFF AND TURNING AT THE SAME TIME AND I LOST SOME OF THE IMPORTANT INFO OF THE CLRNC ALONG THE WAY. TO CORRECT THIS SIT, IT WOULD BE HELPFUL IF THE SAME SEPARATION WAS GIVEN FOR IFR AND VFR AND ATC ALLOWED THE PLTS TO CLOSE THE GAPS ONCE WE HAVE VISUAL BY ALLOWING US TO CHANGE OUR SPDS TO CLOSE THE GAPS. THEY NEED TO VECTOR US FAR ENOUGH OUT SO WHETHER WE SEE THE ARPT OR NOT WE CAN STILL GET CONFIGURED AND LAND WITHOUT THE WORRY OF WHAT THEY ARE EXPECTING FROM US AND THE NOT KNOWING OF WHAT THE PLAN WAS FOR THE SIT. SUPPLEMENTAL INFO FROM ACN 564565: APCH IMMEDIATELY RESPONDED WITH 'LEVEL OFF AT 9000 FT AND TURN L HDG 260 DEGS.' THE CTRLR'S VOICE SOUNDED ALARMED, AND LEFT ME WITH THE IMPRESSION THAT WE WERE MUCH CLOSER THAN WE SHOULD BE TO SOMETHING. I DIRECTED MY ATTN TO THE TCASII AND RADAR SCREENS, TO ENSURE WE WERE NOT ON A COLLISION COURSE WITH ANYTHING. WE WERE DSNDING AT ALMOST 2000 FPM. THE FO (PF) IMMEDIATELY HIT ALT HOLD AND RESELECTED 9000 FT IN THE ALT SELECTOR. I WAS SCANNING THE DISPLAYS. AFTER APPROX 2 SECONDS, HE TOLD US TO CLB TO 10000 FT AND REQUESTED OUR BET RATE OF TURN FOR 'TERRAIN.' THE FO DISCONNECTED THE AUTOPLT AND STEEPENED THE BANK TO ABOUT 40 DEGS, HAND FLYING THE AIRPLANE IN ORDER TO COMPLY WITH APCH'S REQUEST TO INCREASE THE RATE OF TURN. THE APCH CTRLR AGAIN REQUESTED OUR BEST RATE OF TURN, TO WHICH I RESPONDED THAT WE WERE ALREADY DOING IT. THE APCH CTRLR'S TONE OF VOICE, AND HIS REPEATED REQUESTS FOR A TIGHT TURN AND RAPID CLB, KEPT MAKING ME FEEL THAT WE WERE VERY CLOSE TO SOMETHING. AT NO TIME DURING THE INCIDENT DID I SEE ANYTHING ON OUR SCREENS THAT I LOOKED LIKE AN IMMINENT COLLISION, AND BELIEVE ME, I WAS SCANNING THEM VERY REGULARLY. I FELT, HOWEVER, COMPELLED TO KEEP SCANNING THE TCASII AND RADAR SCREEN. WE GOT A VISUAL ON THE RWY AT ABOUT 300-400 FT AGL, IT WAS SNOWING ON THE FIELD WHEN WE TOUCHED DOWN AND CONDITIONS WERE DETERIORATING RAPIDLY.

Synopsis :

CL65 CREW DID NOT HAVE TERRAIN POSITIONAL AWARENESS AND ALMOST FLEW INTO THE MOUNTAINS AT SLC.

Time

Date : 200211

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : UKF.Airport

State Reference : NC

Altitude.MSL.Single Value : 5000

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Operator.General Aviation : Personal

Make Model : PA-31 Navajo Chieftan/Majave/Navajo

Person / 1

Function.Controller : Radar

Experience.Flight Time.Total : 10

ASRS Report : 564799

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT DEPARTED UKF ON RWY 1. CLRNC IS DIRECT RDU, APPROX 110 DEG HDG. ALT ASSIGNMENT WAS 5000 FT. MEA FROM UKF DIRECT RDU IS 4300 FT. ACFT FLEW 'RWY HDG' INTO 5400 FT MEA. ACFT NOT SEEN ON RADAR UNTIL WITHIN THE 5400 FT MEA. THIS IS BECOMING A COMMON OCCURRENCE AT UNCTLED ARPTS. PLTS ARE SO USED TO BEING TOLD TO 'FLY RWY HDG' THAT THEY DO IT ALL THE TIME WITHOUT THINKING. THIS PROB IS COMPOUNDED BY CTLRS THAT ARE ASSIGNING RWY OF DEP AND HDG TO BE FLOWN CONTRARY TO THE 7110.65, THUS LEADING PLTS TO THINK IT IS NORMAL AND/OR LEGAL. IT IS NOT AND IN THIS CASE IT WAS DANGEROUS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR WAS NOT AWARE THAT AN INCORRECT/INAPPROPRIATE DEP CLRNC WAS ISSUED BY ATC. IN THE AREA OF UKF ARPT, THERE IS A CLASS D, TWRED ARPT WHICH DEP RWY AND HDG ASSIGNMENT CAN BE ASSIGNED. THE RPTR ASSUMES THAT THIS PLT HAS XFERRED THAT KNOWLEDGE AS RELEVANT INFO TO OPERATIONAL CRITERIA AT THIS ARPT. THE RPTR IS AWARE THAT THIS IS INCORRECT, BUT THE PLT COMMUNITY IS 'MIXING AND MATCHING' RULES AND REGS. THE RPTR ALLEGES THAT HE HAS HEARD OTHER ZTL CTLRS 'ASSIGN' RWYS FOR DEP AT UNCTLED ARPTS TO OBTAIN 'AN OPERATIONAL ADVANTAGE' IN COORDINATING, OR AVOIDING COORD WITH ADJOINING DELEGATED AIRSPACE/TRACONS.

Synopsis :

ZTL CTLR OBSERVES DEPARTING PA31 FROM UKF (CLASS G) EXECUTE AN INCORRECT DEP PROC TOWARD HIGHER TERRAIN.

Time

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

Place

Locale Reference.Airport : ABE.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : ABE.TRACON
Operator.Common Carrier : Air Carrier
Make Model : DC-9 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 1200
ASRS Report : 564990

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Aircraft
Problem Areas : ATC Human Performance
Problem Areas : FAA

Narrative :

WE GOT THE GPWS 'PULL UP' COMMAND WHEN XING THE RIDGE (BLUE MOUNTAIN?) APPROX 12 NM NW OF ABE ARPT. THE CONCERN IS THAT WE WERE LEVEL AT 3000 FT MSL ON RADAR VECTORS TO THE BASE TURN FOR RWY 24 AT ABE. AS WE CROSSED THE RIDGE, WE WERE DOING 210 KTS WITH FLAPS AT 5 DEGS. WE WERE TOLD BY APCH THAT THE MSA IS 2800 FT, AND THAT THERE ARE NO OBSTACLES OR ACFT NEAR US. WHAT CONCERNS ME IS THAT OUR GPWS WARNING AND EVASIVE MANEUVER WERE CONSIDERED 'NORMAL' BY THE CTLR. THIS WAS FURTHER ENFORCED WHEN DEPLANING PLT FROM ANOTHER CARRIER STUCK HIS HEAD IN THE COCKPIT AND ASKED IF WE HAD GOTTEN THE GPWS WARNING WHEN WE CROSSED THE RIDGE. HE SAID IT HAPPENS ALL THE TIME WHEN YOU CROSS THE MOUNTAINS AT 3000 FT AND HE COULDN'T UNDERSTAND WHY ATC STILL DOES IT. I'M CONCERNED FOR ALL PLTS, INCLUDING MYSELF, THAT WE MAY IGNORE FUTURE GPWS WARNINGS WHEN FLYING INTO ABE.

Synopsis :

DC9 CREW EXECUTED A GPWS ESCAPE MANEUVER. ACFT WAS AT THE MVA AT THE TIME OF OCCURRENCE.

ACN: 565112

Time

Date : 200211

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : FO

Aircraft / 1

Controlling Facilities.TRACON : MMMX.TRACON

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 565112

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 565113

Person / 3

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

EGPWS ESCAPE ALT DEV MEX. NIGHT IMC TSTMS AT MMMX CLEARED DIRECT FROM PCA TO SMO ON ROLLOUT DIRECT LEVEL 3 TSTMS IN LINE DIRECTLY TO SMO AND OVER SMO. REQUESTED OFFSET 2-3 MILES RIGHT OF CRS FOR TSTM AVOIDANCE--GRANTED. APCH URGED LEFT TURN SMO ASAP--UNABLE TSTMS. I HAD HOPED FOR MANEUVERING AIRSPACE ON THE SOUTH SIDE OF SMO--UNABLE DIRECT SMO-TERRAIN ON N AND E SIDE OF SMO. ABEAM SMO ATC DIRECTED LEFT TURN HEADING 140 TO INTERCEPT SMO 160 PER APCH. TURNED LEFT ON LEADING EDGE OF STORM-MODERATE CHOP LTG CTC AUTOPLT AND ATS TRIPPED OFF--DECIDED THAT WE COULDN'T DSND PER APCH ON 160 RADIAL EVEN THOUGH WE WERE CLRED BY ATC TO DSND BECAUSE I FELT WE NEEDED CRS GUIDANCE TO ASSURE 12000 FOOT MSA CLRNC. BY THEN WE WERE SOUTH OF SMO STILL AT 11000 FT AND I ANTICIPATED THAT EVEN IF WE COULD INTERCEPT LOC, WE'D BE TOO HIGH IMC FOR SAFE DSCNT. BUT WE WERE NOT CLRED FOR APCH SO NO MISSED APCH WAS AVAILABLE--FREQ CONGESTION--UNABLE TO CALL ATC. I TOLD FO TELL THEM WE'RE GOING MISSED--WITHIN SECOND WE GOT EGPWS 'TERRAIN-PULL UP' WARNING. EXECUTED RED BOX RADIO ALTIMETER CAME ALIVE AND PASSED THROUGH 1000 FT, IAS DOWN TO 160 KTS WITH FLAPS 11. TOLD FO TO NOTIFY ATC THAT WE WERE CLBING TO MSA DIRECT MEX VOR TO HOLD. BOTH ENGS AT FIREWALL FOR APPROX 30 SECS. ATC KEPT ASKING IF WE COULD ACCEPT HEADINGS S FOR ANOTHER APCH--AT THAT POINT OUR SITUATIONAL AWARENESS WAS OBVIOUSLY COMPROMISED SO I REFUSED ALL OFFERED HDGS DSCNTS AND REITERATED THAT WE WOULD LEVEL AT MSA, HOLD AT VOR AND REGROUP. ATC ASKED US TOLD MOVE S TO HOLD, WE AGREED, BUT THEY CLRED US TO 12000 FT,. THEY CLRED US TO HOLD MEX180 TEN MI LEGS AT 12000 FT BUT MSA WAS 14000 IN THAT SECTOR, REFUSED HOLD AND AFTER LEVEL FLT AT MSA WITH AUTOPLT AND ATS BACK WE DETERMINED WITH 14.7 LEGS FUEL WE COULD ACCEPT ONE SET OF VECTORS ON S SIDE OF SMO TSTM WITH CLRNC ON REQ TO ACA IF UNABLE. GOT VECTORS ON S SIDE, SKIRTED TSTM AND LANDED. CONTRIBUTING FACTORS TO THIS TERRAIN CLOSURE INCLUDE FREQ CONGESTION AND INABILITY TO GET MANEUVERING AIRSPACE. FURTHER, WITH MOST ACFT ON FREQ SPEAKING SPANISH, WE WERE UNABLE TO DETERMINE WHO WAS WHERE AND HOW OTHER ACFT WERE FINDING THEIR WAY THROUGH THE WX. ALSO, OLD-STYLE FMS HAD ME PUSHING BUTTONS ON EGPWS WX LIKE A MADMAN TRYING TO MONITOR BOTH WHILE WE USED THE TAIL OF THE BEARING POINTER FOR BEARING DME TO APPROX OUR POSITION REGARDING TERRAIN. MOUNTING RING--FSA/S-FREQ CONGESTION AND LANGUAGE HAVE A DEGRADING EFFECT ON SA AND ESCAPE OPTIONS. IF I HAD IT TO DO OVER I WOULD NOT HAVE ASSUMED ENRTE PCA-SMO THAT ATC WOULD ACCEPT MY NEED TO MANEUVER ON THE S SIDE OF SMO, AND I WOULD HAVE DECLARED AN EMER UPON ESCAPE MANEUVER TO ACCOUNT FOR OUR INSISTENCE ON A CLB TO MSA. NIGHT, IMC, TSTMS, MOUNTAINS AND LANGUAGE/CONGESTION FACTORS AT MMMX ARE A SERIOUS SAFETY LIABILITY. I AM GRATEFUL FOR EGPWS AND BELIEVE IT SHOULD BE MANDATORY FOR GDL AND MEX AND URGE THE SOONEST RETROFIT FOR MD80 GFMS NAV DISPLAYS FOR OBVIOUS REASONS. SUPPLEMENTAL INFO FROM ACN 565113: IMC ARR IN MEX TERMINAL AREA WITH TSTMS (TOWERING TSTMS) VICINITY OF SMO VOR. ATC DIRECTED EXPECT ILS DME-2 RWY 05R. ATC VECTORED FLT NW, W, SW OF SMO VOR AT 12000 FT AND 11000 FT IN ATTEMPT TO AVOID TCU AND SETUP INTERCEPT OF SMO 160R FOR APCH. APP DIRECTED DSCNT TO 9-700 FT IN EFFORT TO PICK UP ARR PROFILE. ONCE LEVEL AT 9700 FT CA ELECTED TO INITIATE TURN TOWARDS MEX VOR TO AVOID HIGH TERRAIN TO SW. EGPWS ALERT SOUNDED AND TERRAIN AVOIDANCE RED BOX PROCS WERE EXECUTED WITH A CLB TO MSA OF 12000 FT. CREW REQUESTED TO HOLD AT MEX VOR AND WAS DIRECTED TO HOLD S ON 180R, 10 DME LEGS AT 12000 FT. FOLLOW ON CTLR DIRECTED CLB TO 14000 FT PRIOR TO ENTERING A SECTOR WITH MIN RADAR VECTOR ALT OF 14000 FT. VECTORS AND DSCNT WERE COORDINATED FOR A RIGHT BASE INTERCEPT OF RWY 05R LOC FOR APP AND LNDG AT MMMX.

Synopsis :

MD80 CREW HAD A GPWS 'TERRAIN TERRAIN' WARNING WHILE ON VECTORS AT MMMX.

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.

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
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory 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 : 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 : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OAK.Airport
State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : NCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model : DC-10 10
Mission : Freight
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 500
ASRS Report : 568179

Person / 2

Function.Flight Crew : Second Officer
Experience.Flight Time.Total : 10600
Experience.Flight Time.Last 90 Days : 56
Experience.Flight Time.Type : 2800
ASRS Report : 568180

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : FAA
Problem Areas : Weather

Narrative :

WHILE DSNDRING TO 5000 FT ON RADAR VECTOR, GPWS SOUNDED ALERT 'TERRAIN.' CLBED TO 6200 FT, ADVISED APCH CTL AND DSNDED BACK TO 5000 FT.

Synopsis :

DC10-10 CREW EXECUTED A GPWS ESCAPE MANEUVER WITH CLB UNTIL THE WARNING STOPPED. ACFT WAS ABOVE THE MINIMUM VECTORING ALT AT THE TIME OF OCCURRENCE IN NCT CLASS E.

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
Resolutory 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 : Sat
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 2400

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-30 Twin Commanche
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3719
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 891
ASRS Report : 568895

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

I WAS PRACTICING INST APCHS IN THE PORTLAND, OR, AREA IN MY PA30. I DEPARTED FROM SPB, VFR, AND PICKED UP AN INST CLRNC. THE FIRST 3 APCHS WENT WITHOUT INCIDENT. I SHOT AN ILS AT PDX AND 2 AT HIO, ALL TO MISSED APCHS. TFC HANDLING WAS BY RADAR VECTORS, SO I SPENT ABOUT 1 HR ON LONG VECTORS AROUND THE AREA. AFTER THE LAST APCH AT HIO, I'D REQUESTED BACK TO SPB AND A FULL STOP. THE MISSED APCH INSTRUCTIONS WERE ANOTHER LONG VECTOR, 110 DEGS TO INTERCEPT THE PDX 175 DEG RADIAL, AT 4000 FT. WHEN HIO TWR PASSED ME TO PORTLAND APCH, I CALLED, BUT GOT NO REPLY. I SPENT A LONG TIME ON THAT VECTOR LISTENING TO A CTLR GIVING CLRNCs TO A LONG STRING OF AIRLINERS APPARENTLY COMING INTO PDX. IT SEEMED LIKE THAT TOOK ABOUT 10 MINS, AND I WAS WAITING TO GET A WORD IN EDGEWISE. BEFORE I COULD CALL, CTLR CALLED ME. CTLR GAVE ME A VECTOR NBOUND, SAYING THAT I'D HAD A STUCK MIKE. THAT SEEMED ODD, GIVEN THAT I'D BEEN LISTENING TO BOTH SIDES OF THAT LONG STRING OF CLRNCs ON A VERY BUSY FREQ, BUT I DIDN'T COMMENT. AS I CROSSED OVER PDX, I WAS PASSED TO A DIFFERENT SECTOR, THE ONE FOR SCAPPOOSE, WHICH IS MUCH LESS BUSY. THE CTLR ASKED IF I WANTED THE LOC DME 15 TO A FULL STOP, AND I RESPONDED AFFIRMATIVELY. I WAS THEN GIVEN A NEW VECTOR, ABOUT 330 DEGS, AND TOLD TO EXPECT THAT APCH AND TO MAINTAIN 4000 FT. I ACKNOWLEDGED. THE NEW FREQ WAS QUIET, BUT THAT WAS NORMAL. I HAD MY GPS SET TO SPB. WE PASSED THE ARPT ON THE DOWNWIND, ABOUT 10 MI. IT WAS ANOTHER LONG VECTOR. I WAS HAND FLYING THE AIRPLANE, AND GETTING READY FOR THE APCH. WE WERE RIGHT AT THE FREEZING LEVEL AND STARTED GETTING LIGHT ICE, SO I ACTIVATED ANTI-ICE SYS, EXPECTING A LOWER ALT SOON. AT ABOUT 25 MI FROM THE ARPT, NOW PAST IT TO THE NE, I STARTED GETTING CONCERNED. I CALLED APCH AND DID NOT GET A REPLY. THE COM RADIOS TESTED NORMAL. I COULD HEAR STATIC WHILE IN TEST MODE, HENCE CONCLUDED THAT THERE WAS NO STUCK XMITTER. SEVERAL CALLS TO APCH GOT NO REPLY, I SWITCHED RADIOS AND TRIED AGAIN. NO LUCK. I DECIDED I'D LOST COM. (IN RETROSPECT, I WONDER IF MY RADIOS WERE WORKING NORMALLY AND PORTLAND APCH WAS BLOCKED FROM LINE-OF-SIGHT BY HIGH TERRAIN.) THERE ARE NO APCH RTEs TO THE SPB LOC, SO IT TOOK ME A MOMENT TO DECIDE WHAT TO DO. THERE IS AN INTXN ON THE SPB LOC CALLED 'XRAY,' AND IT TOOK ME A FEW MOMENTS OF FUMBLING AROUND AS I TRIED TO GET THAT SET. TURNS OUT, 'XRAY' STARTS WITH AN 'E' NOT AN 'X.' THE DESIGNATION IS 'EXRAY.' I PUNCHED THAT IN, TURNED DIRECT, AND AS WE CAME ON COURSE, SET CODE 7600. IN THINK MY MAX DISTANCE FROM SPB WAS ABOUT 35 MI. WHEN ESTABLISHED ON COURSE, I PUT THE PLANE ON AUTOPLT (DIRECT EXRAY) AND STARTED MESSING WITH PLUGS AND WIRES TRYING TO GET THE COMS GOING. I SUSPECTED THAT THE PUSH-TO-TALK SWITCH ON THE YOKE MIGHT HAVE BEEN MALFUNCTIONING INTERMITTENTLY, SO I UNPLUGGED ALL THAT AND GOT OUT A HANDHELD MIKE. I TRIED CALLING APCH. THEY CAME BACK ON THE SECOND OR THIRD CALL. (IN RETROSPECT, THIS MAY HAVE ALSO BEEN CONSISTENT WITH COM BLOCKED BY TERRAIN. APCH CAME IN LOUD AND CLR, BUT IN THE MIDDLE OF A XMISSION TO ME.) I TOLD THEM THAT WE'D LOST COM AND I WAS GOING DIRECT EXRAY. APCH ASKED IF I WAS 'EQUIPPED TO DO THAT.' I SAID YES, WE WERE /G AND GOING DIRECT. APCH SAID THAT THEY HAD 'A WHOLE ROOM FULL OF PEOPLE TEARING THEIR HAIR OUT,' THAT THEY'D PUT ME ON A VECTOR TO HIGH TERRAIN WITHOUT ANY LOST COM INSTRUCTIONS. I REPLIED THAT I DIDN'T MUCH LIKE IT EITHER, BUT THAT IT HAD TURNED OUT OK. THEY WANTED TO NOW WHY I'D CONTINUED SO FAR N. I TOLD THEM IT TOOK ME A WHILE TO REALIZE I'D LOST COM AND SORT THINGS OUT. THEY TOLD ME TO STOP SQUAWKING 7600 AND TO GO BACK TO MY CODE. THEY CLRED ME DIRECT EXRAY AT 4100 FT AND FOR THE APCH. THEY THEN GAVE ME A PHONE NUMBER TO CALL WHEN ON THE GND. I CANCELED IFR WHEN THE ARPT WAS IN SIGHT, LANDED, AND CALLED. I REPEATED WHAT I'D DONE WHEN I REALIZED I'D LOST COM AND ASKED IF I'D DONE ANYTHING WRONG. HE SAID THAT I'D DONE THE RIGHT THINGS, BUT THAT I SHOULD HAVE DONE THEM 'ABOUT 35 MI SOONER.' I ASKED HOW I COULD HAVE KNOWN THAT. HE SAID THAT ON A PAR APCH, ONE IS TO MAKE A MISSED APCH IF THERE IS NO COM FOR 1 MIN. WE AGREED THAT THERE ARE NO PAR APCHS IN THE PDX AREA. I ASKED AGAIN WHAT I SHOULD HAVE DONE. THE CTLR FINALLY SAID THAT 'DURING NORMAL TIMES,' (NOT DURING LATE NIGHT OR EARLY MORNING) I SHOULD HAVE GOT CONCERNED AND CALLED IF I DIDN'T HEAR ANYTHING ON A PORTLAND APCH FREQ FOR ABOUT 5 MINS. WHAT WOULD I DO DIFFERENTLY? I THINK I WOULD HAVE SET EXRAY IN MY GPS AND BEEN PREPARED TO BE CONCERNED IF I GOT MUCH N OF IT. I WILL, OF COURSE, GET MY PLANE COMS CHKED OUT AND REPAIRED IF NEEDED. I NOTE THAT I WAS VERY FORTUNATE TO HAVE HAD GPS. IF I'D NOT, THE ONLY OTHER APCH INTO SPB IS THE VOR DME, AND GOING DIRECT TO BTG VOR WOULD HAVE LED ME TOWARD HIGHER TERRAIN. GOING DIRECT TO EXRAY TOOK ME AWAY FROM THE HIGH TERRAIN AND OUT OVER THE COLUMBIA RIVER.

Synopsis :

PA30 LOST RADIO CONTACT WITH P80 ON VECTORS WITH NO LOST COM PROCS IN IMC, WAS LATE IN RECOGNIZING AND REACTING TO THE SIT.