

ASRS Database Report Set

Commuter and Corporate Flight Crew Fatigue Reports

Report Set Description.....A sampling of reports referencing Commuter and Corporate flight crew fatigue issues and duty periods.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set15

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

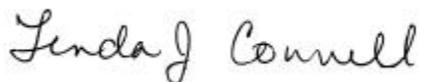
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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 : 200103
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BEC.Airport
State Reference : KS

Environment

Flight Conditions : IMC
Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : BEC.Tower
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6300
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 1000
ASRS Report : 509946

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

WE CONDUCTED THE GPS-18 APCH TO RWY 18 AT BEC. WE (FO) CALLED RWY IN SIGHT AT 1 1/2 MI. I DID NOT HAVE A GOOD VISUAL FOR ANOTHER 10+ SECONDS, BUT HE DID,. AND WHEN I SAW THE RWY IT WAS AT 1 O'CLOCK POS AND WE WERE HIGHER THAN NORMAL. I MADE A DSCNT AND S-TURN TO ALIGN WITH THE RWY. I WAS BEHIND THE ACFT AS I STARTED TO FLARE BECAUSE OF THE UNSTABILIZED DSCNT AND ELECTED TO GAR. THE RAIN INCREASED AND I WAS NOT COMFORTABLE WITH THE TOUCHDOWN POS. WE MADE A NORMAL GAR, LEFT TFC PATTERN AND LANDED WITHOUT INCIDENT. A DEPARTING PAX INFORMED ME THERE WAS DAMAGE TO THE L WING. I WAS UNAWARE OF THE DAMAGE OR THAT WE HAD A WING STRIKE THE GND. I WAS TIRED. WE HAD DEVIATED AROUND WX FOR 30 MINS. I WANTED TO GET THE PAX BACK TO BASE, AND WE WERE COMING UP ON RESERVE FUEL. I WISH I HAD GONE DIRECTLY TO ICT FOR AN ILS (10 MI W).

Synopsis :

BE40 PIC EXECUTES GAR DUE TO UNSTABLE APCH AND CONTACTS WINGTIP.

Time

Date : 200105
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1100

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Taxi
Make Model : Beech 1900
Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Taxi
Make Model : Beech 1900
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 40
ASRS Report : 511801

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

I WAS THE FO AND THE PF. THE CAPT WAS THE PNF AND WAS HANDLING THE RADIOS. WE HAD BEEN ON DUTY FOR 12.5 HRS, HAVING FLOWN 7 PREVIOUS LEGS, ALL TO INST APCHS IN MODERATE (CEILING ABOUT 800 FT) IMC. I HAD FLOWN 3 OF THE PREVIOUS 7 LEGS. THIS WAS OUR LAST LEG. OUR FLT NUMBER WAS ACR X1. PHL CLRNC DELIVERY OF OUR COMPANY. I DO NOT KNOW WHICH, SHORTENED THE CALL TO 'ACR X1.' I UNDERSTAND THAT THIS IS COMMON FOR A FLT DEPARTING PHL. ARRIVING FLT NUMBERS ARE NOT SHORTENED. UNBEKNOWNST TO US, THERE WAS ANOTHER COMPANY ACFT TO DEPART AT THE SAME TIME (XD58) WHICH WAS FLT 2 AND DESIGNATED AS 'ACR X2.' AFTER A WAIT OF 5 MINS OR SO, AT THE RWY HOLD SHORT LINE, WE WERE TOLD TO TAXI INTO POS AND HOLD RWY 9L. THE CAPT COMPLIED, AND TURNED THE CTLS OVER TO ME, WITH MY ACKNOWLEDGEMENT. ALL CHKLISTS HAD BEEN COMPLETED. THERE WAS QUITE A LINE OF ACR TFC WAITING TO DEPART FROM RWY 9L AND WE WERE ABOUT FIFTH OR SIXTH CLRED ONTO THE RWY. WE HELD IN POS FOR MORE THAN 1 MIN. TO THE BEST OF MY RECOLLECTION, THIS IS WHAT HAPPENED NEXT. PHL TWR SAID 'ACR X2 CLRED FOR TKOF RWY 9L.' I HEARD X2 AND NOT X1. SINCE WE WERE ON RWY 9L, I ASSUMED IT WAS MEANT FOR US. UP TO THIS POINT IN TIME, WE HAD NOT HEARD ANY CALLS FOR ACR X2. THE CAPT ACKNOWLEDGED BY SAYING 'ACR X1 CLRED FOR TKOF RWY 9,' AND ASKED FOR AN INITIAL ALT. THE PHL TWR CTLR SAID (RATHER TERSELY) '5000 FT.' THE CAPT ACKNOWLEDGED THE ALT ASSIGNMENT BY SAYING 'ACR X1 5000 FT,' AND TOLD ME TO GO, WHICH I DID, DESPITE MY FEELING THAT SOMETHING WAS WRONG. AS WE BEGAN OUR TKOF ROLL, THE PHL TWR CTLR CAME ON THE RADIO AND WAS KIND OF SPITTING AND SPUTTERING, BUT GAVE NO DIRECTIVES TO ANYONE. THIS CAUGHT THE ATTN OF BOTH MYSELF AND THE CAPT. NONETHELESS WE CONTINUED. TKOF WAS NORMAL. AFTER LIFTOFF, AND XING THE INTERSECTING RWY, THE PHL TWR CTLR SAID 'ACR X1 TURN L HDG 050 DEGS, CONTACT DEP.' THIS WAS SAID WITH THE SOUND OF A GREAT DEAL OF ANNOYANCE IN HIS VOICE. IT WAS THEN THAT I CONCLUDED THAT WE HAD RESPONDED TO A TKOF CLRNC FOR FLT X2 EVEN THOUGH THE TWR CTLR HAD INCLUDED 'RWY 9L,' OUR RWY, IN THE TKOF CLRNC. JUST BEFORE WE SWITCHED TO DEP, WE HEARD THE FIRST CALL TO X2 WITH THE TWR CTLR SAYING 'X2 CLRED FOR TKOF RWY 17.' THIS WAS THE FIRST CALL WE HAD HEARD AND DEFINITELY ASSOCIATED WITH FLT X2. IT WAS THEN THAT MY SUSPICION WAS CONFIRMED THAT THERE HAD BEEN CONFUSION ALL AROUND. WE SWITCHED TO DEP CTL AND THE FLT PROCEEDED AND TERMINATED NORMALLY. INCIDENTALLY, FLT X2 SOON WAS BEING HANDLED BY THE SAME DEP CTLR AS WE WERE, AS IT WAS GOING IN THE SAME GENERAL DIRECTION AS WE WERE. CONTRIBUTING FACTORS INCLUDED CREW FATIGUE, THE USE OF 6 DIFFERENT FLT NUMBERS DURING OUR 8 LEGS THAT DAY, THE SHORTENING OF OUR FLT NUMBER BY PHL (NO OTHER FACILITY DOES THIS), BEING ON THE RWY AND EXPECTING TO HEAR A TKOF CLRNC, AND NOT KNOWING OR NOT HEARING ANOTHER COMPANY FLT IN THE TAXI PROCESS TO AN INTERESTING RWY. IT IS POSSIBLE THAT THE TWR CTLR MIXED THE FLT NUMBERS AND THE RWYS AND WAS SURPRISED TO SEE US (X1) ROLLING WHEN HE EXPECTED TO SEE X2 ROLLING. IT APPEARED PHL TWR COULD HAVE CLRED EITHER OF US TO TAKE OFF IN EITHER ORDER. BY WAY OF CORRECTIVE ACTIONS, I SHOULD HAVE IMMEDIATELY SPOKEN UP WHEN I HEARD AND RECOGNIZED X2. I BECAME COMPLACENT WHEN I ALSO HEARD 'RWY 9L' IN THE TKOF CLRNC. FURTHER, WHEN THE CTLR WAS 'SPITTING AND SPUTTERING,' AND, GIVEN MY UNEASINESS, I SHOULD HAVE ABORTED THE TKOF. WE WERE WELL BELOW V1 WHEN THIS HAPPENED. OTHER FACTORS INCLUDE THE FACT THAT THIS WAS MY SECOND DAY ON LINE, HAVING FINISHED MY IOE 5 DAYS EARLIER IN FLORIDA. I HAD MY HANDS FULL, AND THE CAPT WAS PROBABLY PAYING ATTN TO ME IN ADDITION TO HANDLING HIS OWN DUTIES. NOTHING LIKE THIS HAD EVER HAPPENED TO ME BEFORE IN MY 23 PREVIOUS YRS OF FLYING LIGHT GA ACFT OR IN GIVING FLT INSTRUCTION. MOST OF THAT EXPERIENCE WAS NOT IN BUSY TERMINALS, AND NEVER DID I SPEND 12+ HRS EITHER FLYING, PREPARING TO FLY, OR WAITING TO FLY. THIS IS COMMON WITH ACR OPS. I WILL BE FAR MORE COGNIZANT OF THE COMS HENCEFORTH, AND QUESTION ANYTHING THAT IS NOT PERCEIVED BY ME AS BEING 100% ACCURATE AND UNDERSTOOD BY BOTH CREW MEMBERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT THEY HAVE AS LITTLE AS A 10 MIN TURNAROUND, AND THE PREVIOUS INBOUND CLRNC HAS USUALLY NEVER BEEN DROPPED FROM THE ARTCC HOST FLT PLAN SYS IN THAT SHORT OF TIME. THE COMPANY AND THE FAA HAVE DEVISED A SYS TO ALWAYS HAVE THE OUTBOUND CLRNC READY. THE COMPANY WILL USE THE SAME CALL SIGN THROUGHOUT THE DAY, UP TO A 10 TRIP DAY, ALTERNATING BTWN THE 4-NUMBER AND 3-NUMBER CALL SIGN. ON THIS OCCASION, THE FO DID NOT CHALLENGE THE CAPT WHEN THE FO THOUGHT THE WRONG CALL SIGN WAS ACKNOWLEDGED. SINCE THIS INCIDENT, THE RPTR ADVISED HE HAS BECOME MORE ASSERTIVE WITH THE PIC.

Synopsis :

B190 FO DOES NOT CHALLENGE CAPT'S TKOF CLRNC READBACK TO SIMILAR SOUNDING CALL SIGN. SHORTENED CALL SIGNS ARE UTILIZED BY PHL TWR.

Time

Date : 200105
Day : Tue
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 300

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower
Operator.General Aviation : Corporate
Make Model : Caravan 1 208A
Mission : Freight

Aircraft / 2

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

Aircraft / 3

Controlling Facilities.Tower : EWR.Tower
Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1800
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 300
ASRS Report : 512055

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground
Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolutory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WHILE WAITING TO TAKE OFF FROM RWY 4R AT EWR, I WAS TOLD TO HOLD SHORT FOR A LARGE ACR JET, WHICH WAS LNDG. AFTER THE JET LANDED, I WAS TOLD BY THE TWR CTLR TO TAXI INTO POS AND HOLD ON RWY 4R. BUT THEN I WAS INFORMED THAT THERE WAS AN ACFT ON A (SOME DISTANCE) MI FINAL. THIS INFO IS USUALLY GIVEN TO AN ACFT THAT HAS BEEN CLRED FOR AN IMMEDIATE TKOF, WITHOUT DELAY, SINCE IT LETS THE PLT KNOW THAT SEPARATION DISTANCE IS CRITICAL AND A DELAY COULD COMPROMISE THIS SEPARATION. THIS FACT, COUPLED WITH THE CTLR'S TONE, WHICH I PERCEIVED AS ANXIOUS, LED ME TO THINK THAT I HAD BEEN CLRED FOR A TKOF WITHOUT DELAY. THE FACT IS THAT I HAD NOT RECEIVED A TKOF CLRNC, BUT DID NOT REALIZE THIS UNTIL IT WAS CALLED TO MY ATTN ON THE CLBOUT. I ALSO BELIEVE THAT BY THE TIME I BEGAN MY TKOF ROLL, THE LNDG ACR JET HAD CLRED THE ACTIVE RWY, JUDGED BY THE CONVERSATION BTWN THE PLT AND THE TWR CTLR REGARDING TAXI INSTRUCTIONS. THE TWR CTLR WAS ALSO ACTING AS THE GND CTLR. ALSO, I DO NOT REMEMBER SEEING THE JET ON THE RWY DURING MY TKOF ROLL. I BELIEVE THERE WERE OTHER FACTORS, WHICH CONTRIBUTED TO THIS INCIDENT. ONE WAS THE PRESSURE FROM MY JOB TO TAKE OFF ASAP. ANOTHER WAS THE STRESS I WAS FEELING FROM OPERATING AT A LARGE, INTIMIDATING AND UNFAMILIAR ARPT. ADDITIONALLY, I WAS STRESSED OUT FROM HAVING HAD TO CHANGE ACFT AT THE LAST MIN, WHICH TOOK TIME TO SET UP FOR THE FLT, AND CAUSED SOME DELAY. OTHER FACTORS WHICH I FEEL PLAYED A ROLE INCLUDED THE FACT THAT I HAD BEEN AWAKE FOR ABOUT 20 HRS HAVING BEEN UNABLE TO GET ANY REST AT THE PLT CREW ROOM DUE TO EXCESSIVE NOISE. SEVERAL PLTS HAVE COMPLAINED ABOUT THIS BASE, DUE TO THE STRESSES OF OPERATING IN THE BUSY TERMINAL AREA, AT NIGHT, SOMETIMES IN IMC, BEING RUSHED TO CONDUCT INST APCHS AT APCH SPDS WELL ABOVE NORMAL, TO KEEP UP WITH LARGER JETS, AND THEN HAVING TO TAXI IN A CONFUSING ARPT. I BELIEVE THIS ADDED TO MY FATIGUE AND CAUSED AN ADVERSE EFFECT ON MY JUDGEMENT AND AWARENESS AND PERCEPTION.

Synopsis :

C208 CARGO PLT TOOK OFF FROM EWR WITHOUT CLRNC.

Time

Date : 200105
Day : Tue
Local Time Of Day : 0601 To 1200

Place

State Reference : FO
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : BIRD.ARTCC
Operator.General Aviation : Corporate
Make Model : Challenger C1601
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2500
ASRS Report : 512491

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

THIS IS AN INTL TRIP. AS WE WERE DOING THE XING TO EUROPE OUT OF CYFB (FROBISHER) ON A RANDOM RTE TO FRANCE, WE ENTERED A WRONG WAYPOINT. THIS TRIP BEGAN LATE AT NIGHT OUT OF WEST COAST AND BY THE TIME WE REACHED 30W IT WAS 'LATE' BODY-CLOCKWISE. WE WERE GIVEN THE RTE AIRBORNE OUT OF CYFB ON OUR WAY TO 65/60. WE FOLLOWED PROCS AND INDEPENDENTLY ENTERED ALL WAYPOINTS AND XCHKED. WE RAN 10 MIN CHKS ON HDGS AND DREW COURSES, ETC, BY HAND PLOTTING FOR BACKUPS. ALTHOUGH WE ENTERED (PLT SIDE) 64/30 AS THE WAYPOINT, THE 'DEFINED FIX' ENTERED WAS 65/30. THIS COULD HAVE COME ABOUT BY REPETITION IN THE CLRNC RTE WHICH WAS 65/60, 65/50, 65/40, 64/30, 62/20. WE HAD NOTICED A DIFFERENCE IN THE 2 LONG RANGE NAVS AND SAID WE WOULD PLOT AND FIND THE DISCREPANCY ON THAT LEG AT 64/30. AS WE REACHED THAT TURN, WE CRACKED A WINDSHIELD AND BEGAN DISCUSSING THE ALTERNATIVES OF HOW WE COULD COMPLETE THE TRIP AND TAKE CARE OF OUR PAX. WE NEVER GOT BACK TO THE 'DISCREPANCY' AND WHEN WE PASSED RADAR IN ICELANDIC CTL THEY SAID WE WERE AT 65/30 VERSUS 64/30. CONTRIBUTING FACTOR WAS THE LACK OF REST. NOT DUE TO SCHEDULE BUT MORE OF ANTICIPATION. NOT RESTFUL THINKING OF ALL THE DETAIL. REPETITIVE WAYPOINTS THAT 'LEAD' YOU INTO ENTERING THE NEXT SEQUENCE BUT NOT THE CORRECT ONE. EVEN THOUGH A XCHK WAS PERFORMED, WE BOTH DID NOT SEE THE ERROR -- EVEN THOUGH IT WAS STARING US IN THE FACE 64/30 = N65.00.00W30.00.0. FAILURE OF THE FINAL CHK OF PLOTTING -- DUE TO CRACKED WINDSHIELD DISTR. WE HAVE ALL THE CORRECT PROCS IN PLACE TO PREVENT JUST SUCH AN OCCURRENCE -- AND WHEN THEY ARE NOT FOLLOWED TO THE LETTER, THIS IS WHAT HAPPENS. AND I THOUGHT 'IT WILL NEVER HAPPEN TO ME.'

Synopsis :

CL60 FLC BECAME DISTR WITH WINDSHIELD CRACK AND FORGET TO XCHK RTE OF FLT WHICH RESULTS IN GROSS NAV ERROR.

ACN: 514173

Time

Date : 200106

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 8500

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON

Operator.Common Carrier : Air Taxi

Make Model : King Air C90 E90

Mission : Passenger

Flight Phase.Cruise : Holding

Flight Phase.Descent : Holding

Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.TRACON : PHL.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Holding

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 2340

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 890

ASRS Report : 514173

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2480

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 300

ASRS Report : 514174

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

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

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 200

Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

VFR FLT FROM HTO TO PHL. WE WERE TOLD TO DSND OUT OF 8500 FT FOR 6500 FT AND TURN TO A HDG OF 180 DEGS. SHORTLY AFTER, WE WERE TOLD TO DO SOME '360'S' DUE TO DELAYS AT DEST. 1/2 WAY THROUGH A TURN, I SPOTTED A JET (PROBABLY A B737) COMING TOWARDS ME, AND WHAT APPEARED TO BE AT THE SAME ALT. I INSTINCTIVELY EXECUTED A DSNDING TURN TO AVOID. AFTER THE CONFLICT, I RETURNED TO 6500 FT (I DSNDDED TO 6200 FT DURING THE ESCAPE MANEUVER), PHL QUERIED ABOUT OUR DSCNT. OUR RESPONSE WAS TO AVOID TFC, AND WE WERE RETURNING TO 6500 FT. IN MY BEST JUDGEMENT, WE HAD NEVER ENTERED CLASS B AIRSPACE, AS IT WAS THE PNF'S JOB TO ENSURE, WHO WAS ANOTHER CAPT-QUALIFIED CREW MEMBER. PHL INFORMED US AT THIS POINT THAT ALL THE HOLDING TFC WAS BELOW US. I EXECUTED AN ESCAPE MANEUVER TO AVOID WHAT I PERCEIVED AN EMER. THIS COULD HAVE BEEN AVOIDED IF PHL HAD TOLD US BEFORE HAND THAT TFC WAS HOLDING BELOW US, OR IF WE HAD TCASII INSTALLED. EITHER OF THESE WOULD HAVE CHANGED MY PERCEPTION OF THE PERCEIVED EMER. I WAS ALSO CONFUSED WHEN PHL TOLD US TO REMAIN CLR OF THE CLASS B AIRSPACE, WITH LITTLE NOTICE, THEN SUBSEQUENTLY ASSIGNED US A HDG AND ALT TO MAINTAIN. IT WAS UNCLR AT THIS POINT WHETHER WE WERE GETTING TA'S. SUPPLEMENTAL INFO FROM ACN 514174: TRYING TO AVOID DIFFICULTY OPERATING IFR NEAR NEW YORK TERMINAL AREA (LOW ALTS, LONG RTE) CAPT AND I DECIDED TO FILE VFR FOR PART 135 FLT. NO PROBS CRUISING AT 14500 FT ON DIRECT RTE, NEW YORK EVEN GAVE VFR RADAR ADVISORIES WITHOUT COMPLAINT. NEW YORK TERMINATED SVC NEAR RBV VOR (NEXT CTLR WOULDN'T TAKE VFR TFC). CONTACTED PHL APCH 30 MI OUT, TOLD TO REMAIN CLR OF CLASS B. ACFT LEVELLED AT 7500 FT (ABOVE 7000 FT LIMIT) AND PLANNED TO CIRCLE JUST OUTSIDE LATERAL LIMITS. PHL ISSUED SQUAWK, HDG, AND ALT THAT WOULD TAKE US INTO CLOUD. CAPT BEGAN MANEUVERING TO ATTEMPT COMPLIANCE WITH ATC. IN REMAINING CLR OF CLOUD, WE PENETRATED CLASS B AIRSPACE(?). AS WE TURNED AWAY FROM CLASS B AIRSPACE WE WERE INSTRUCTED TO DO 360'S AND MAINTAIN 6500 FT. AS WE COMPLETED THE FIRST 180 DEGS OF TURN, CAPT SPOTTED JETLINER WHICH APPEARED TO BE IN A DSNDING TURN TOWARD US. WHEN ASKED BY ATC ABOUT DEV FROM 'ASSIGNED' ALT (OUTSIDE CLASS B AIRSPACE) WE RESPONDED WE WERE AVOIDING COLLISION. WE WERE THEN TOLD (FOR THE FIRST TIME) THAT ALL TFC WOULD BE VECTORED AT 6000 FT. WE RETURNED TO 6500 FT AND HAD NO FURTHER DIFFICULTY MAINTAINING VFR OR COMPLYING WITH ATC. CAPT AND I WERE FATIGUED.

Synopsis :

PART 135 BE9L FLC MAKE EVASIVE MANEUVER TO INCREASE SEPARATION WITH B737 AND POSSIBLY PENETRATE PHL CLASS B AIRSPACE.

Time

Date : 200106
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Controlling Facilities.Tower : SFO.Tower
Operator.General Aviation : Corporate
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Business
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8750
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 325
ASRS Report : 516020

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
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I BELIEVE THIS IS ANOTHER EXAMPLE OF AN OCCURRENCE DUE TO FATIGUE. I WAS IN LAS VEGAS, PLANNING TO GO OUT THE FOLLOWING DAY. WE WERE THERE FOR SCHEDULED MAINT. I GOT A CALL AT XA00 FROM COMPANY INFORMING ME OF A TRIP THAT EVENING FROM LAS TO PDX ON TO COS. GOT TO ARPT EARLY TO CHK STATUS OF THE PLANE AND TO FLT PLAN. I DISCOVERED A LEG FROM PDX TO SFO HAD BEEN ADDED. I CHKED TO SEE IF IT WAS WITHIN OUR DUTY TIME OF 14 HRS. IT WAS. I HAD BEEN AWAKE SINCE XO00. FIRST LEG (PDX) WENT WELL. DEP FROM PDX WAS DELAYED 50 MINS DUE TO LATE PAX. I HAD THE SIC FLYING THIS LEG. HE IS TYPED AND HAS EXPERIENCE IN THE PLANE. HE IS A PIC ON OTHER COMPANY ACFT. ENRTE WE BOTH EXHIBITED SOME WEARINESS -- YAWNING, ETC. BY THE TIME WE GOT TO SFO, I WAS TIRED, AS I HAD BEEN UP BETTER THAN 18 HRS ALREADY. WE WERE BEING VECTORED FOR A R BASE ENTRY TO RWY 28R FOR A VISUAL APCH. OUR ASSIGNED ALT WAS 6000 FT MSL. THE NEXT THING I RECALL WAS OBSERVING THE COPLT INITIATING A DSCNT. I HAD HEARD THE CTLR BUT DID NOT CLRLY HEAR HIS COMMENTS AS IF I WAS IN A MOMENTARY STATE OF SLEEP. I SNAPPED TO ATTN AND ASKED THE SIC IF HE HAD BEEN GIVEN A DSCNT CLRNC. HE STATED THAT HE HEARD THE CTLR CLR US FOR THE VISUAL APCH. WE HAD DSNDED AROUND 1000 FT AND THE CTLR IMMEDIATELY ISSUED A COMMAND TO CLB BACK TO 6000 FT AND TO TURN TO A HDG, WHICH I DO NOT RECALL. UPON QUESTIONING THE OTHER PLT AGAIN, HE STATED HE HEARD A CLRNC FOR A VISUAL DSCNT. I'M NOT SURE FOR I WAS IN THE TWILIGHT ZONE MOMENTARILY. THE CTLR SOUNDED AS THOUGH HE WAS WORKING A LOT OF TFC FOR THAT TIME OF MORNING, AND POSSIBLY WORKING MORE THAN 1 STATION. WE WERE TURNED BACK AND CLRED TO TWR, WITHIN A FEW SECONDS. UPON CALLING TWR, WE WERE CLRED FOR THE VISUAL APCH AND LNDG, NOTHING ELSE WAS SAID. I'M NOT SURE HOW MUCH OF A TFC CONFLICT THERE WAS, IF THERE WAS ONE. I DID NOT SEE ANOTHER ACFT, EXCEPT ONE ON SHORT FINAL TO OUR RWY. WE LANDED, UNLOADED THIS PAX, FUELED, AND DETERMINED AN APPROPRIATE METHOD OF STAYING AWAKE. UPON COMPLETING THE MISSION, I HAD BEEN ON MY FEET 23 HRS. HOWEVER, I WAS WITHIN OUR DUTY LIMITS. I UNDERSTAND BETTER NOW THE COMPLAINTS OF THE ACR PLTS OVER THE ISSUE OF REST AND DUTY TIME. HOPE THIS MIGHT HELP SOMEONE ELSE OUT THERE FLYING THE FRACTIONALS OR OTHER RELATED INDUSTRIES.

Synopsis :

FO OF A CPR EXECUTIVE JET STARTED DSCNT FROM APCH TRANSITION ALT DUE TO MISTAKENLY TAKING ANOTHER ACFT'S CLRNC.

Time

Date : 200107
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DNL.Airport
State Reference : GA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1400

Aircraft / 1

Controlling Facilities.TRACON : AGS.TRACON
Operator.General Aviation : Corporate
Make Model : PA-31t-1 Cheyenne I
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 : 7100
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 100
ASRS Report : 519346

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolutive Action.Controller : Issued Alert
Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER A LONG NIGHT OF WAITING ON A CHARTER FLT, I WAS ASKED TO FLY A TRIP FOR A CUSTOMER. I ASKED ANOTHER PLT TO RIDE ALONG TO HELP WATCH ME AND HELP WITH THE WORKLOAD. WE FLEW INTO ATL AND WE ALSO FLEW THE VOR APCH INTO DNL. WE TALKED ABOUT THE APCH AND STEPDOWN, MINIMUM ALT, MISSED APCH, ETC. WE CROSSED THE VOR AT 3000 FT AND I DSNDED TO 2100 FT, AND AT 5 NM FROM THE VOR I STARTED DOWN TO 1060 FT, THE NEXT STEPDOWN ON THE APCH. I HAD LOOKED AT THE PLAIN VIEW ON THE CHART AND MISTOOK THE 5 NM FIX FOR THE NEXT STEPDOWN, THE 10 NM FIX ACTUALLY IS THE NEXT STEPDOWN. AT ABOUT 9 NM FROM THE VOR, AUGUSTA APCH CALLED AND TOLD US WE WERE SHOWING 1100 FT AND HAD NOT GOTTEN TO THE 10 NM FIX YET AND SHOULD BE AT 2100 FT. WE WERE IN MVFR CONDITION DUE TO HAZE. I LOOKED AT THE OTHER PLT AND HE LOOKED AT ME AND I ASKED 'WHERE DID I SCREW UP?' I DID NOT HAVE AN APCH PLATE ON MY YOKE OR LAP LIKE I NORMALLY DO. CORRECTIONS TO BE MADE: 1) HAVE THE APCH PLATE IN PLAIN VIEW OF ME. 2) REFUSE TRIPS IF I HAVEN'T HAD THE PROPER REST. OTHER PLTS NOT THE ANSWER (SOMETIMES HARD TO DO -- COMPANY PRESSURE). 3) CHALLENGE AND CONFIRM STEPDOWN, DISTANCES. THIS MISTAKE WOULD BE DEADLY IN MOUNTAINS! 4) WITH THE HIGHER CEILINGS, I WAS THINKING 'THIS WILL BE AN EASY APCH!' GOES TO PROVE ALWAYS FLY THE APCH!

Synopsis :

PIPER PA31 PLT DSNDED BELOW AN APCH FIX DURING A VOR APCH RESULTING IN APCH CTRLR INTERVENING AND ADVISING THEM OF THEIR LOW ALT.

Time

Date : 200107
Day : Mon

Place

Locale Reference.Airport : ASG.Airport
State Reference : AR

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : ASG.Tower
Operator.Common Carrier : Air Taxi
Make Model : Centurion/Turbo Centurion 210c
Mission : Freight
Route In Use.Approach : Visual

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 250
ASRS Report : 520410

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence.Other : PLT PROFICIENCY INDOUBT
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I BECAME DISTR BY TWR WHEN TOLD I WAS #2 FOR LNDG. I DID NOT KNOW THIS AS I WAS TURNING FOR A 2 MI FINAL FOR RWY 18. I LOOKED FOR OTHER ACFT, BUT DID NOT SEE THE ACFT, AND ASSUMED IT LANDED. I HAD BEGUN MY GUMPS UP TO 'GAS,' BUT AFTER DISTR, RESTARTED AT 'MIXTURE, PROP, SWITCHES/SEATBELTS.' I FLARED ON CTRLINE BUT CONTACTED GND AT IDLE. THERE WAS A PROP STRIKE BUT NO DAMAGE TO ACFT BUT SCRAPING ON THE BELLY OF ACFT. I NEVER DID SEE OTHER ACFT! ALTHOUGH NOT MEASURABLE, I ALSO BELIEVE THAT I WAS TIRED. I DID NOT SLEEP WELL THE NIGHT BEFORE AND WOULD BE A FACTOR IN THE INCIDENT. CORRECTIVE ACTIONS INCLUDE: 1) ALWAYS RESTART MEMORY ITEMS OR CHKLISTS IF INTERRUPTED. 2) DO NOT RELEASE GEAR HANDLE UNTIL GREEN LIGHT(S) AND VISUAL CONFIRMATION IF APPLICABLE. NOTE: SEVERAL PLTS AND I COULD NOT CLRLY DEFINE IN THE WRITTEN DESCRIPTIONS WHETHER THIS HAD TO BE RECEIVED OR SENT WITHIN 10 DAYS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAS BEEN NOTIFIED BY THE FAA FOR RE-EXAMINATION FOR HIS COMMERCIAL PLT CERTIFICATE. HE WAS ADVISED THAT ASRS TIMELY RPTING DOES NOT RELIEVE AIRMEN OF THE PLT RE-EXAMINATION. TIMELY RPTING MEANS 10 DAYS FROM DATE OF INCIDENT UNTIL POSTMARKED TO US. HE WAS FURTHER ADVISED THAT A GOOD HABIT TO DEVELOP WITH A HIGH WING ACFT IS TO LOOK OUT THE SIDE WINDOW FOR THE L MAIN LNDG GEAR. IF IT IS EXTENDED, THE MAIN WHEELS WILL BE DOWN AND UNABLE TO RETRACT SINCE THE GEAR DROPS DOWN BELOW THE FUSELAGE PRIOR TO RETRACTING INTO THE BOTTOM OF THE FUSELAGE.

Synopsis :

C210 PART 135 CHARTER PLT LANDED GEAR UP. THERE WAS ONLY MINOR DAMAGE TO THE BOTTOM OF THE FUSELAGE SKIN AND PROP.

Time

Date : 200108
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Citation V
Mission : Passenger

Person / 1

Function.Flight Crew : Captain
Experience.Flight Time.Total : 4583
Experience.Flight Time.Last 90 Days : 115
Experience.Flight Time.Type : 635
ASRS Report : 521311

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

THE CREW INVOLVED IN THIS ARE BOTH CAPTS AND HOLD TYPE RATINGS IN THE ACFT. I WAS ACTING COPLT DURING THIS SIT. WE WERE UNCERTAIN AS TO WHOSE NAME WAS ACTUALLY LISTED ON THE FLT PLAN BECAUSE BOTH OF US HAD FILED FLT PLANS DUE TO AN EARLIER THAN SCHEDULED DEP AND THEN AN EXTENDED GND HOLD DUE TO WX. WE WERE IN GND HOLD FOR NEARLY 5 HRS AND HAD RECEIVED AN INITIAL CLRNC PRIOR TO GETTING THE GND HOLD AS WELL AS AN UPDATED CLRNC LATER IN THE DAY. AFTER DEPARTING RWY 24 AT TEB AND FLYING THE SID, WE WERE LEVELING AT 3000 FT WHEN ATC COMES ON AND ASKS WHY WE ARE CLBING. AFTER CHKING THE SID AND OUR DME, WE WERE AT 4.5 DME AT THAT TIME AND THAT WAS MY REPLY. ATC REPLIED THAT THAT WAS CORRECT AT THE TIME BUT WE HAD BEEN CLBING FOR THE PREVIOUS 3 MI. APPARENTLY AFTER INITIATING THE R TURN TO 280 DEGS, THE PF CONTINUED THE CLB TO 3000 FT, AND WE DID NOT REALIZE IT UNTIL AFTER ATC CALLED US ON IT. THE BLAME FALLS ON BOTH CREW MEMBERS SINCE NEITHER OF US CAUGHT THE ERROR. WE HAD BRIEFED THE SID PRIOR TO DEP. MY IDEA OF WHAT HAPPENED IS AS FOLLOWS. PRIOR TO TKOF, THE FLT DIRECTOR WAS ARMED WITH THE GAR PITCH ATTITUDE AND THE HDG BUG WAS SET TO RWY HEADING WITH HDG MODE ENGAGED AND ALT PRE-SELECT ARMED. UPON REACHING THE INITIAL 1500 FT ON THE SID, I THEN TURNED THE HDG BUG TO 280 DEGS AS DEPICTED. AT THIS POINT, I ALSO DIALED IN THE NEXT ALT OF 3000 FT IN THE ALT PRE-SELECT. IT IS POSSIBLE THAT THE ALT CAPTURE HAD ENGAGED BUT ALT HOLD HAD NOT, AND WHEN I CHANGED THE PRE-SELECT ALT TO THE NEXT SETTING OF 3000 FT, THE ALT CAPTURE RELEASED AND WENT BACK TO ALT PRE-SELECT. THIS COULD HAVE CAUSED THE PF TO CONTINUE ON WITH THE CLB UTILIZING THE FLT DIRECTOR AND NEITHER OF US CAUGHT WHAT HAD HAPPENED. MENTAL FATIGUE COULD HAVE BEEN AN ISSUE ON MY PART BECAUSE I HAD BEEN SICK FOR THE 2 DAYS PRIOR, BUT BOTH CREW MEMBERS FELT UP TO THE FLT PRIOR TO DEP AND I BELIEVE WE SIMPLY JUST MADE A MISTAKE THAT WE DIDN'T CATCH. ATC DID NOT MENTION ANY TFC CONFLICTS AND OUR TCASII SYS DID NOT INDICATE SUCH.

Synopsis :

A C560 CREW FLYING A SID AT EWR, PREMATURELY STARTED CLB TO AN INTERMEDIATE ALT.

Time

Date : 200104
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Citation II
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1000
ASRS Report : 523524

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

AFTER AN ALREADY LONG DAY, WE EXPERIENCED A 2 HR 15 MIN DELAY FOR ATC REROUTE DUE TO WX LEAVING KTEB ENROUTE FOR KLIT. ONCE WE FINALLY HAD OUR CLRNC AND PAX ON BOARD, WE TAXIED OUT FOR DEP. WE BRIEFED THE TEB 4 DEP FOR RWY 19 AS ASSIGNED. WE WERE HELD FOR APPROX 8 MINS ON THE RWY 19/24 APRON BEFORE DEP. JUST IN CASE OF A RWY CHANGE WE ALSO BRIEFED RWY 24 DEP PROCS. SURE ENOUGH TWR CLRED US IN POSITION ON RWY 24. AS WE TAXIED ONTO RWY 24, I ASKED THE CO-PLT TO REVIEW THE RWY 24 PROCS. HE STARTED READING RWY 19 INSTRUCTIONS. I CORRECTED HIM ABOUT THE TIME TWR CLRED US FOR TAKEOFF. I SHOULD HAVE REFUSED THE CLRNC UNTIL I FULLY UNDERSTOOD THE CLRNC, BUT HAVING BEEN IN AND OUT OF TEB COUNTLESS TIMES BEFORE, I ELECTED TO TAKE OFF. THE SID READS RWY HDG TILL 1500 FT THE R TURN HDG 280 DEGS TILL CROSSING 4.5 NM FROM TEB. THE CLIMB TO AND MAINTAIN 3000 FT. EVERYTHING WENT FINE UNTIL WE REACHED 1500 FT AND STARTED OUR TURN TO 280 DEGS. I ASKED MY CO-PLT TO SET 3000 FT IN THE ALT PRESELECT. HE STARTED TO CLIMB TO 3000FT AS HE SET IN 3000 FT. BEING TIRED AND SLIGHTLY AGGRAVATED AT THE DELAY AND MY CO-PLT MISREADING THE DEP PROC, I ALLOWED THE ACFT TO CLIMB BEFORE THE 4.5 NM FIX. ALMOST AS SOON AS I DID, I REALIZED SOMETHING WAS WRONG. I ASKED MY CO-PLT TO VERIFY WE WERE CLRED TO CLIMB AS I STARTED TO LEVEL THE ACFT AT 1800 FT. ABOUT THIS TIME WE SWITCHED TO NY DEP. THE CTLR IMMEDIATELY REQUESTED WE MAINTAIN 1500 FT, THAT WE WERE IN OR VERY CLOSE TO NEWARK FINAL APCH. I HAD ALREADY STARTED TO DESCEND TO 1500 FT. THE CTLR STATED THAT WE DID NOT CAUSE A CONFLICT AND THAT WE HAD AVOIDED NEWARK AIRSPACE AND THAT ALL WAS FINE. MY CO-PLT WAS COMPLETELY CONFUSED AS TO WHAT HAD HAPPENED PARTLY BECAUSE I DON'T THINK HE REALLY READ AND UNDERSTOOD THE CLRNC AND MOST OF ALL WAS TAKING PICTURES OF THE NY SKYLINE AS SOON AS WE TOOK OFF. I DID NOT KNOW THAT HE WAS PLANNING TO TAKE PICTURES UNTIL WE WERE AIRBORNE. IN THE FUTURE I WILL REFUSE TAKE OFF OR LNDG CLRNC IF I AM UNSURE OF THE CTLR/SID/STAR INSTRUCTIONS. I WILL ALSO TRY TO FOSTER A BETTER CRM ENVIRONMENT AND KNOW WHAT MY CO-PLT INTENTIONS ARE AFTER TAKEOFF. NOTE: WE NEVER EXPERIENCED A TA/RA DURING THE MISSED ALT EVENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE PIC HAD BEEN SURPRISED AND ANGERED AT THE FO'S ACTION OF LEANING ACROSS HIM TO TAKE SEVERAL PICTURES, STARTING AT 50 FT AGL TO ABOUT 200 FT. HE STOPPED THIS ACTION AS SOON AS HE COULD AND SAID NOTHING UNTIL ARRIVING AT DEST ARPT WHERE THE CREW DEBRIEFED. HE BROUGHT THE PARTICULARS OF THE INCIDENT UP TO THE CHIEF PLT AS A NEW SUBJECT IN WHAT TO COVER WHEN HOLDING A COCKPIT BRIEFING, OF '...NO MORE SURPRISES....' THE FO WAS AN EX MIL PLT AND HAD BEEN AN ACFT COMMANDER. RPTR FELT THAT THE PICTURE TAKING WAS BECAUSE OF THE EXTRAORDINARILY CLR DAY AT SUNSET WITH THE SKYLINE APPEARING IN TOTAL CLARITY. THE DEBRIEFING CONSISTED OF THE NEED FOR THE FO TO ADVISE THE CAPT IN ADVANCE OF ANY ABNORMAL PLANS BEING CONTEMPLATED. THE FMS DID NOT HAVE THE DEP PROC IN THE DATA BASE FOR THE RWY 24 DEP PROC, THUS THE CONFUSION OVER THE ALTITUDES AND HDGS. CAPT SAID THAT, IN RETROSPECT, HE SHOULD HAVE REFUSED THE TKOF CLRNC FOR RWY 24.

Synopsis :

A C550 PIC IS FRUSTRATED OVER IMPROPER COCKPIT PROCS THAT RESULTED IN AN ALT EXCURSION DURING THE DEP PROC FROM RWY 24 AT TEB, NJ.

Time

Date : 200107
Day : Wed

Place

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

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : PA-31 Navajo Chieftan/Majave/Navajo
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1140
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 50
ASRS Report : 524593

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

MANY ITEMS ON ACFT ARE WRITTEN UP, SEVERAL NOT FIXED, HYD LEAKS, OIL LEAKS, ELECTRICAL PROBLEMS, ETC. OWNER/OPERATOR DOESN'T WANT TO HEAR ABOUT THEM, JUST WANTS ACFT FLYING. TIRED CREW, TOLD TO BE ON CALL AT ALL TIMES, WORK ELSEWHERE AS WELL. FAA NOT PAYING CLOSE ENOUGH ATTENTION TO MAINT PRACTICES, ADMINISTRATION, OR INSPECTIONS, AS WELL AS PLT/CREW DUTY TIMES AND SCHEDULES. OPS MANUALS NOT PROPERLY UPDATED OR CORRECT. MECHANIC NOT PROPERLY TRAINED ON ACFT TYPE, FLC TRAINING IS ALSO VERY WEAK. IT IS ONLY A MATTER OF TIME BEFORE AN ACCIDENT OCCURS. OWNER/OPERATOR IS LOOKING THE OTHER WAY ON TOO MANY CRITICAL ITEMS.

Synopsis :

PA31 PLT LIST NUMEROUS MAINT ITEMS THE COMPANY CHOOSES TO IGNORE OR FAR'S THEY VIOLATE.

Time

Date : 200109
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PTK.Airport
State Reference : MI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PTK.Tower
Operator.General Aviation : Corporate
Make Model : Falcon 50
Mission : Repositioning
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6300
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 450
ASRS Report : 525287

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Overshoot
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 : Flight Crew Human Performance

Narrative :

DURING APCH TO PTK USING THE LOC BACK COURSE RWY 27, ACFT WENT BELOW INTERMEDIATE ALT OF 2300 FT MSL TO 1900 FT MSL. I ATTRIBUTE THIS MISTAKE TO 3 THINGS: 1) CREW HAVING INADEQUATE REST DUE TO STRAIN OF RECENT EVENTS. 2) AN EARLY DEP COUPLED WITH THE CREW ACCEPTING AN ACFT THAT HAD JUST COME OUT OF MAINT DURING THE PREVIOUS EVENING. 3) AN INADEQUATE AND INCOMPLETE APCH BRIEF BY BOTH THE PF AND PNF. ALSO, THE FACT THAT THIS HAD BEEN THE FIRST FLYING EITHER PLT HAD DONE IN THE PAST 12 DAYS. THINGS I WOULD DO DIFFERENTLY IN THE FUTURE: 1) BRIEF APCH TO BE USED PRIOR TO DEP ON SHORT FLYING LEGS LESS THAN 1 HR, SUCH AS THIS FLT. 2) BE MORE CAREFUL ACCEPTING TRIPS WHERE MULTIPLE NON FLYING TASKS START ADDING UP BEFORE THE FLT EVEN BEGINS. 3) TAKE TIME TO REALIZE HOW EXTERNAL EVENTS AFFECT ONE'S SLEEP PATTERNS AND ENSURE ONESELF ADEQUATE REST. 4) BE ESPECIALLY CAREFUL NOTING WHICH FACILITY IS USED FOR DME ON PRECISION AND NON PRECISION APCHS.

Synopsis :

FALCON 50 FLC DSNDDED BELOW THE INTERMEDIATE BACK COURSE LOC APCH ALT DUE MAINLY TO AN INADEQUATE CREW APCH BRIEFING.

Time

Date : 200110
Day : Fri
Local Time Of Day : 0601 To 1200

Place

State Reference : VA
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger
Flight Phase.Descent : Holding

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 526388

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Ground

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : FLT PLANNING PROC
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

DUTY DAY STARTED OCT XA45Z AT KIAH. DEPARTED KIAH IFR FLT PLAN TO KSUS, 14CFR PART 135 POSITIONING FLT. AT KSUS, AN IFR FLT PLAN FROM KSUS TO KTEB WAS FILED WITH LCL FSS VIA TELEPHONE WHILE WAITING FOR PAX TO SHOW. WX AND NOTAMS WERE CHKED AT KSUS. RECEIVED KTEB NOTAM D ADVISING 14 CFR PART 91 OPS NOT AUTH AT KTEB. IF CLRNC WAS RECEIVED VIA KSUS GND CTL PRIOR TO ENG START. THE CLRNC LIMIT WAS DEST KTEB. ATC CLRED US TO KTEB. HDOF TO KANSAS CITY ARTCC. HDOF TO INDIANAPOLIS ARTCC. HDOF TO WASHINGTON ARTCC. WASHINGTON ARTCC. WASHINGTON ARTCC ADVISED THERE WAS A PROB WITH OUR FLT PLAN AND WE COULD NOT LAND KTEB. CTLR STATED THE FLT PLAN DID NOT SHOW A 'T' PREFIX TO THE ACFT CALL SIGN AS REQUIRED BY NOTAM! FDC 1/0613. ACFT WAS HELD OVER GORDONSVILLE (GVE) AT FL410 WHILE CLRNC ISSUE WAS WORKED OUT BY WASHINGTON ARTCC. WE PROVIDED 14 CFR PART 135 CERTIFICATE NUMBER, COMPANY NAME, AND TELEPHONE NUMBER. AFTER APPROX 20 MIN DELAY, ACFT WAS CLEARED ON COURSE AS FILED AND LANDED KTEB. CONTRIBUTING FACTORS TO THIS OCCURRENCE WERE: FLT CREW WAS NOT ADVISED OF THIS TRIP UNTIL FRIDAY AT XB 30Z, ONLY 5 HRS 15 MINS PRIOR TO START OF DUTY. THIS LEFT NO TIME FOR PROPER PREFLT PLANNING. FLT CREW WAS SUFFERING FROM EFFECTS OF CHRONIC FATIGUE, HAVING BEEN AWAKE FOR 21 CONSECUTIVE HRS ONE DAY PRIOR TO THIS TRIP ON ANOTHER CFR PART 135 CHARTER. FLT CREW BELIEVED THAT THE ATC CLRNC THEY RECEIVED AT KSUS WAS VALID, AND NOT UNTIL WASHINGTON ARTCC REJECTED FLT PLAN DID CREW REALIZE THERE WAS AN ISSUE. FLT CREW WAS NOT FAMILIAR WITH FILING 'T' PREFIX TO ACFT CALL SIGN. THIS WAS A NEW PROC. FAILURE OF COMPANY MGMNT TO PROVIDE THE FLT CREW WITH THE PROPER TRAINING FOR 14 CFR PART 135 OPS. FAILURE OF COMPANY MGMNT TO PROVIDE THE FLC WITH PRINTED, COMPLETE AND UP TO DATE PROCEDURAL AND OPERATIONAL INFO FOLLOWING THE ATTACKS OF 09/TUE/01. FAILURE OF COMPANY MGMNT TO ASSIGN TRIP IN A TIMELY MANNER TO PROVIDE THE FLT CREW WITH ADEQUATE TIME TO ACCOMPLISH COMPLETE PRELT PLANNING. THE FLT PLAN WAS FILED, AND NOTAMS AND WX CHKED BY ONLY 1 FLT CREW MEMBER, WITHOUT THE CROSSCHECK OF ANOTHER FLT CREWMEMBER OR DISPATCH PERSON. FSS SPECIALIST WHO FILED FLT PLAN DID NOT NOTICE 'T' PREFIX OMISSION. ARTCC COMPUTER SYS DID NOT REJECT FLT PLAN EVEN THOUGH THE 'T' PREFIX WAS NOT FILED. KANSAS CITY ARTCC AND INDIANAPOLIS ARTCC DID NOT COMMENT ON FLT PLAN.

Synopsis :

A CL60 CHARTER FLT IS DELAYED ENRTE WHEN ATC FINDS THEY HAVE NOT COMPLIED WITH THE MANDATES OF NOTAM/FDC1/0613 WHICH REQUIRED A 'T' BEFORE THE ACFT CALL SIGN IN FLT PLAN, WHEN OVER GVE, VA.

Time

Date : 200110
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Challenger C1600
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 300
ASRS Report : 526519

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 5
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Environmental Factor
Problem Areas : FAA

Narrative :

DUTY DAY STARTED 10/FRI/01, XF45Z AT XYZ. DEPARTED XYZ IFR FLT PLAN TO ZZZ 14 CFR PART 135 POSITIONING FLT. AT ZZZ, AN IFR FLT PLAN FROM ZZZ TO YYY WAS FILED WITH LOCAL FSS VIA TELEPHONE WHILE WAITING FOR PAX TO SHOW. WX AND NOTAMS WERE CHECKED AT AAA. RECEIVED YYY NOTAM D ADVISING 14 CFR PART 91 OPS NOT AUTHORIZED AT YYY. IFR CLRNC WAS RECEIVED VIA GND CTL PRIOR TO ENGINE START. THE CLRNC LIMIT WAS DEST YYY. ATC CLRED ACR TO YYY VIA DEPARTURE PROC, TRANSITION, DIRECT AAA THEN AS FILED. THE FILED STAR WAS X STAR. DEPARTED ZZZ 10/FRI/01, XJ52Z FOR YYY ON 14 CFR PART 135 CHARTER FLT. HANDOFF TO X ARTCC, HANDOFF TO Y ARTCC. HANDOFF TO Z ARTCC. Z ARTCC ADVISED THERE WAS A PROBLEM WITH OUR FLT PLAN AND WE COULD NOT LAND YYY. CTLR STATED THE FLT PLAN DID NOT SHOW A PREFIX TO THE ACFT CALL SIGN AS REQUIRED BY NOTAM! FDC, 'SPECIAL NOTICE IFR OPS IN THE US.' ACFT WAS HELD OVER YZZ AT FL410 WHILE CLRNC ISSUE WAS WORKED OUT BY ARTCC. WE PROVIDED 14 CFR PART 135 CERTIFICATE NUMBER, COMPANY NAME, AND TELEPHONE NUMBER. AFTER APPROXIMATELY 20 MIN DELAY, ACFT WAS CLRED ON COURSE AS FILED AND LANDED. CONTRIBUTING FACTORS TO THIS OCCURRENCE WERE: FLT CREW WAS NOT ADVISED OF THIS TRIP UNTIL ONLY 5 HRS 15 MINS PRIOR TO START OF DUTY. CREW WENT DIRECTLY INTO REST. DUTY STARTED XF45Z. THIS LEFT NO TIME FOR PROPER PREFLT PLANNING. FLT CREW WAS SUFFERING FROM EFFECTS OF CHRONIC FATIGUE, HAVING BEEN AWAKE FOR 21 CONSECUTIVE HRS ONE DAY PRIOR TO THIS TRIP ON ANOTHER 14 CFR PART 135 CHARTER. FLT CREW BELIEVED THAT THE ATC CLRNC THEY RECEIVED AT ZZZ WAS VALID, AND NOT UNTIL Z ARTCC REJECTED FLT PLAN DID CREW REALIZE THERE WAS AN ISSUE. THE ATTACK ON THE US ON 09/TUE/01, CERTAINLY CONTRIBUTED TO THIS OCCURRENCE. NEW NOTAMS WERE BEING ISSUED HOUR BY HOUR AND MANY FAA FACILITIES WERE UNCLEAR ABOUT THEIR INTERPRETATION. FLT CREW WAS NOT FAMILIAR WITH FILING PREFIX TO ACFT CALL SIGN. THIS WAS A NEW PROC. FAILURE OF COMPANY MANAGEMENT TO PROVIDE THE FLT CREW WITH PROPER TRAINING FOR 14 CFR PART 135 OPS. FAILURE OF COMPANY MANAGEMENT TO PROVIDE THE FLT CREW WITH PRINTED, COMPLETE AND UP TO DATE PROCEDURAL AND OPERATIONAL INFO FOLLOWING THE ATTACKS OF 09/TUE/01. FAILURE OF COMPANY MGMNT TO ASSIGN TRIP IN A TIMELY MANNER TO PROVIDE THE FLC WITH ADEQUATE TIME TO ACCOMPLISH COMPLETE PREFLT PLANNING. THE FLT PLAN WAS FILED, AND NOTAMS AND WX CHECKED BY ONLY ONE FLT CREWMEMBER, WITHOUT THE CROSSCHECK OF ANOTHER FLT CREWMEMBER OR DISPATCH PERSON. FSS SPECIALIST WHO FILED FLT PLAN DID NOT NOTICE PREFIX OMISSION. ARTCC COMPUTER SYSTEM DID NOT REJECT FLT PLAN EVEN THOUGH PREFIX WAS NOT FILED. Y ARTCC AND X ARTCC DID NOT COMMENT OF FLT PLAN.

Synopsis :

CL60 FLC DEPARTED ON AN IFR FLT PLAN IN ACCORDANCE WITH THE SPECIAL FLT SECURITY OPERATING PROC APPROPRIATE FOR A PART 135 OP AND WERE SUBSEQUENTLY NOTIFIED THAT THEY DID NOT SHOW AN IMPORTANT IDENTIFYING SECURITY FEATURE FOR THEIR FLT. CONSEQUENTLY, THEY WERE GIVEN AIR HOLDING UNTIL THE MATTER COULD BE CLRED UP TO CONTINUE TO THEIR PLANNED DEST.

Time

Date : 200110
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RDD.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Caravan 1 208A
Mission : Freight
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5700
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 1700
ASRS Report : 528544

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

ON AN IFR FLT PLAN FROM SMF TO RDD, AFTER WHAT SEEMED TO BE A SIGNIFICANT TIME ENRTE, I HAD VISUAL CONTACT WITH AN ARPT BEACON. THIS WAS EARLY MORNING, DAYLIGHT, BUT STILL EARLY ENOUGH THAT THE ARPTS IN THE AREA HAD NOT TURNED THEM OFF. THERE WAS HAZE THOUGH, CONDITIONS WERE WITHOUT A DOUBT VMC. I QUICKLY GLANCED AT THE GPS AND SAW THAT I WAS APPROX 18 NM FROM THE ARPT, SO I CALLED CTR AND ADVISED THEM I HAD THE FIELD IN SIGHT AND THEY CLRED ME FOR A VISUAL APCH TO RDD. I INITIATED A RAPID DSCNT TO 2000 FT, AS THE GPS WAS NOW INDICATING 12 NM TO THE STATION. AFTER DSNDRG TO 2000 FT AND LOOKING AT THE ARPT, I DETERMINED THAT IT WAS NOT MY DEST. I READ THE GPS AGAIN AND THEN NOTED THAT IT WAS READING THE DISTANCE TO THE RBL VOR, WHICH IS ON THE FILED RTE. I LEVELED OFF AND CONTINUED, FEELING A BIT BEWILDERED AND DISORIENTED. I AM AN EXPERIENCED PLT AND THIS IS CERTAINLY NOT INDICATIVE OF MY ABILITIES. CTR WAS CONCERNED AND CONTACTED RDD TWR TO SEE HOW I WAS, AS MY ALT WAS LOW FOR THAT ENRTE PART OF THE FLT. I WAS IN VMC, AT ALL TIMES AND HAD GND CONTACT. PROCEEDED TO RDD AND LANDED RATHER UPSET WITH MYSELF ABOUT THIS OCCURRENCE. THE OVERWHELMINGLY CONTRIBUTING FACTOR TO THIS EVENT IS FATIGUE. THIS WAS THE END OF A LONG WEEK, WITH 2 STANDUP OVERNIGHT TURNS INVOLVED. I WAS LOOKING FORWARD TO GETTING HOME. EVEN THOUGH I DID NOT FEEL TIRED, THE INSIDIOUS NATURE OF FATIGUE HAD HIT ME UPSIDE THE HEAD. WE JUST DO NOT FUNCTION WELL IN THESE CONDITIONS. I WILL BE MORE COGNIZANT IN THE FUTURE. I WAS NOT USED TO THE STANDUPS, AS I WAS ON RESERVE.

Synopsis :

GA PLT RPTS FATIGUE AND DISORIENTATION AS FACTORS FOR INCORRECT ARPT RECOGNITION.

Time

Date : 200112
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ACT.Airport
State Reference : TX

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Controlling Facilities.Tower : ACT.Tower
Operator.General Aviation : Corporate
Make Model : Chancellor 414A & C414
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3073
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 532500

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

LONG DAY, 10 HRS FLT TIME WITH 4 LEGS AND WX. THOUGHT I HAD HOME FIELD (PWG) IN SIGHT. CANCELED IFR WITH ACT TRACON. DSND'D TO PATTERN ALT ON ACT RWY 19 CTRLINE. REALIZED I WAS AT WRONG ARPT, EXECUTED GAR, CALLED ACT TRACON AND ADVISED THEM OF MY MISTAKE AND PROCEEDED TO AN UNEVENTFUL LNDG AT PWG. FACTORS: TIRED. ACT WAS HOME DROME FOR 10 YRS PRIOR. FAMILIARITY WITH SAME PROBABLY SAVED TOUCH-AND-GO OR LNDG AT WRONG ARPT. SINGLE PLT 10 HR DAY (IN THE AIR) WITH DEP FROM TEB WITH LOW APCH, ILS AND LNDG AT LEX. VFR LOG FOR FUEL AT TUP, THEN NIGHT HIGH TFC DENSITY LNDG AT ADS. LOTS OF HVY PRECIP ENRTE WITH NUMEROUS DEVS OFF COURSE FOR WX. FOUGHT 60 KT HEADWINDS ENTIRE TRIP. PLT FATIGUE AND GET HOME IT IS = MISTAKE! UNDER PRESSURE FROM PAX IN BACK TO GET HOME. PRESCRIPTION: DON'T USE PRESSURIZED RECIPROCATION TO DO A JET JOB.

Synopsis :

C414 PLT CANCELED IFR AND THEN FLEW A VISUAL APCH TO THE WRONG ARPT IN ACT CLASS D.

Time

Date : 200112
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 19A.Airport
State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Skyhawk 172/Cutlass 172
Mission : Passenger

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Small Aircraft

Aircraft / 3

Operator.General Aviation : Personal
Make Model : Small Aircraft
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1676
Experience.Flight Time.Last 90 Days : 32
Experience.Flight Time.Type : 112
ASRS Report : 532510

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

RWY 27 WAS THE ACTIVE AT JACKSON COUNTY ARPT, GA (19A), AT THE TIME OF THE INCIDENT. NO PAVED TXWY IS AVAILABLE FOR THIS RWY. A RUN-UP PAD IS AVAILABLE AT THE APCH END, BUT IT IS NOT VISIBLE UNTIL ACTUALLY THERE AT THE APCH END. I BACK-TAXIED ON THE RWY TO THE RUN-UP PAD, BUT IT WAS OCCUPIED BY ANOTHER ACFT WHEN I GOT THERE. A THIRD ACFT WAS ON DOWNWIND, TURNING TO BASE, FOR LNDG AT THE SAME TIME. IN AN EFFORT TO EXPEDITE TFC FLOW AT WHAT HAD BECOME A BUSY SATURDAY AT THE ARPT, I TAXIED OFF THE PAVED RWY SURFACE ONTO THE ADJACENT TURF SHOULDER AREA. AFTER THE ACFT IN THE PATTERN HAD LANDED AND THE ONE IN THE RUN-UP PAD HAD EXITED AND DEPARTED, I TAXIED BACK ONTO THE RWY. APPARENTLY, THERE WAS A SMALL DROP FROM THE PAVEMENT TO THE TURF AND IN THE PROCESS OF RETURNING TO THE RWY, THE TAILSKID OF THE ACFT STRUCK THE TURF, BENDING THE TAILSKID AND TIE-DOWN RING. I DID NOT DISCOVER THE DAMAGE UNTIL ARRIVING AT DNL TO DEPLANE MY PAX. DURING MY POSTFLT INSPECTION OF THE ACFT, I NOTED THE GEORGIA CLAY ADHERING TO THE DAMAGED TAILSKID. NO OTHER DAMAGE TO THE ACFT WAS APPARENT IN THE FORM OF BENT ALUMINUM SKIN OR POPPED RIVETS. I CONCLUDED THIS WAS ONLY MINOR DAMAGE, THE ACFT REMAINED AIRWORTHY AND NO RPT WOULD BE REQUIRED UNDER NTSB REGS. I COMPLETED THE MISSION, THEREFORE, AND FLEW THE ACFT BACK TO ITS HOME BASE AT RYY. I BELIEVE THIS INCIDENT COULD HAVE BEEN PREVENTED IN SEVERAL WAYS. FIRST OF ALL, I SHOULD NOT HAVE ASSUMED THE RUN-UP PAD WAS AVAILABLE BEFORE LEAVING THE RAMP TO BACK-TAXI ON THE ACTIVE RWY. BETTER PLANNING ON MY PART WOULD HAVE BEEN TO COMPLETE ALL MY PREFLT CHKLISTS PRIOR TO LEAVING THE RAMP AREA. BY SO DOING, I WOULD HAVE BEEN IN A POS TO IMMEDIATELY TAKE OFF UPON REACHING THE APCH END OF THE RWY. THIS WOULD HAVE AVOIDED THE TFC CONFLICT THAT DEVELOPED. ALTERNATIVELY, IN THE CASE WHERE I NEEDED TO USE THE RUN-UP AREA AND FOUND IT OCCUPIED, I SHOULD HAVE BROADCAST THE SIT ON THE CTAF AND ASKED THE LNDG TFC TO MAKE ANOTHER CIRCUIT. CLRING THE RWY ONTO A TURF AREA NOT INTENDED FOR ACFT GND MOVEMENT WAS A BAD CHOICE AND SHOWED A LACK OF GOOD JUDGEMENT. THIS MAY HAVE BEEN AT LEAST PARTIALLY DUE TO THE FACT THE INCIDENT OCCURRED IN THE LATTER HALF OF A LONG AND BUSY DAY WHEN FATIGUE MAY HAVE BEEN A FACTOR. ALSO, THERE WAS THE FACTOR OF 'DESTINATIONITIS' OR A DESIRE TO COMPLETE THE ASSIGNED MISSION IN THE REMAINING DAYLIGHT AND RETURN TO BASE. I MUST LEARN TO RECOGNIZE THESE HUMAN FACTORS AND COMPENSATE FOR THEM IN MY DECISION-MAKING AND PLANNING PROCESS.

Synopsis :

C172 PLT TAXIED OFF THE RWY TO CLR FOR A LNDG ACFT. HE HIT AND BENT THE ACFT TAIL SKID TIE-DOWN.

Time

Date : 200111
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model : Premier 1
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 : 2600
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 30
ASRS Report : 532748

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

UNEXPECTED CRUISING ALT, ROUTING, VECTORS, AND WX, CMH TO FRG NOV/THU/01. THESE FACTORS LED TO A MINIMUM FUEL SIT, TO BE FOLLOWED BY DECLARING A MINIMUM FUEL EMER, AND REQUEST FOR ATC PRIORITY FOR AN APCH. THE PROB BEGAN WHEN WE DID NOT RECEIVE OUR REQUESTED CRUISING ALT OF FL330, DUE TO EBOUND TFC INTO THE EAST COAST. STAYING AT A FINAL ALT OF FL290 THAT RESULTED IN HIGHER FUEL BURNS. SECONDLY, UNEXPECTED ROUTING CHANGE THAT TOOK US OFF OUR NORMAL ROUTING, AND SENT US TO FRG VIA A NORTHERN RTE. THIS ADDED NEARLY 50 MINS TO PLANNED ENRTE TIME, AS WELL AS A FURTHER LOWER ALT RESTRS FOR THE LAST HR OF THE FLT. ONCE AGAIN CAUSING HIGHER FUEL BURNS AS WELL. ONCE WE OBTAINED THE ATIS INFO AT FRG, AND IT WAS BELOW MINIMUMS FOR THE APCH, WE DECIDED THAT ISP WOULD BE A BETTER OPTION CONSIDERING OUR FUEL SIT. WHILE GETTING VECTORED FOR THE APCH, WE WERE AGAIN ASSIGNED A LOWER ALT, THUS HIGHER FUEL BURNS. NEARING ISP, THE ARPT WENT BELOW MINIMUMS FOR THE APCH. AT THIS TIME WE OPTED FOR TEB, AFTER COMPLYING WITH ATC INSTRUCTION, AND AN ADDITIONAL RERTE TO TEB. WE BEGAN WORKING ON AN ALTERNATE PLAN IF TEB DID NOT WORK OUT. LOWER ALT WAS GIVEN BY ATC DUE TO TFC WHILE BEING VECTORED FOR THE APCH. ATC PULLED US OFF THE APCH BECAUSE TEB WENT BELOW WX MINIMUMS. AT THIS TIME WE DECLARED MINIMUM FUEL, AND NOT AN EMER, WE REQUESTED VECTORS FOR AN ILS INTO HPN, AFTER A HIGH TURN ONTO FINAL INTO HPN, ATC ONCE AGAIN PULLED US OFF THE APCH, DUE TO OUR ALT AT THE OM, AS WELL AS INTERCEPT ANGLE. KNOWING THE ADDITIONAL RERTES AND ALT CHANGES WERE NOT AN OPTION, WE DECLARED A MINIMUM FUEL EMER, AND REQUESTED FIRST PRIORITY ON THE ILS TO HPN, LNDG SAFELY. KNOWING THE ADDITIONAL RERTES AND ALT CHANGES WERE NOT AN OPTION, WE DECLARED A MINIMUM FUEL EMER, AND REQUESTED FIRST PRIORITY ON THE ILS TO HPN. UNEXPECTED CRUISING ALT ROUTING, VECTORS, AND WX, WERE ALL CONTRIBUTING FACTORS. MY THOUGHTS ON THIS MATTER ARE THAT THE DECISION TO DECLARE MINIMUM FUEL EMER WAS THE PROPER JUDGEMENT CALL TO MAKE. WE LANDED SAFELY WITHOUT INCIDENT. IN THE EVENT THE DECISION WAS NOT MADE THE RESULT WOULD HAVE BEEN EXHAUSTING THE ACFT OF FUEL, FORCED LNDG, AND POSSIBLE LOSS OF LIFE.

Synopsis :

CPR CREW DECLARED FUEL EMER AFTER ENCOUNTERING ATC AND ALT RERTES WHILE FLYING INTO AN AREA OF BELOW MINIMUMS WX.

Time

Date : 200112

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : S21.Airport

State Reference : OR

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2000

Aircraft / 1

Operator.General Aviation : Corporate

Make Model :

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5016

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 560

ASRS Report : 534347

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DIVERTED TO S21 (VMC) CANCELLED FLT PLAN WHEN I DROPPED BELOW RADAR COVERAGE AREA (7000 FT MSL) TO 5500 FT MSL. FLEW ALONG W SIDE OF RWY 18. INSPECTED VASI, LIGHTED WINDSOCK (CALM WINDS) AND PLOWED CONDITION OF SURFACE. THE LIGHTS WERE NOT VISIBLE ON THE RAMP, HUMPED RWY BUT THEY WERE AIRBORNE -- EDGE LIGHTS WERE OBSCURED BY SNOW BERMS. MADE A R TURN 180 DEGS TO RWY 36, ALIGNED ACFT AND ABORTED TOUCHDOWN DUE TO LONG PROJECTED TOUCHDOWN. RETRACTED GEAR, CLBED OUT AND EXECUTED COURSE REVERSAL TO ALIGN AIRPLANE WITH RWY 18, DSNDDED AT 90 KTS -- FULL FLAPS, 84 KTS, AND TOUCHED DOWN NEAR CTR OF RWY. AS I STARTED TO PULL PLT CTL LEVER INTO REVERSE, THE AIRPLANE VEERED TO L -- THE R RUDDER AND AILERON INPUTS WERE INEFFECTIVE IN CORRECTING THE DIVERGENCE PRIOR TO IMPACTING THE AIRPLANE ON TOP OF A 3 FT DEPTH OF SNOW. THE PLANE CAME TO REST WITH THE R WING 2 FT ABOVE THE SNOW BERM ON THE L SIDE OF THE RWY. IT WAS APPROX 1/3 OF THE WAY DOWN THE RWY (5000 FT BY 70 FT WIDE). THE WING SPAN IS 50 FT (APPROX). DECELERATION WAS SMOOTH AND PAX IN AFT CABIN WERE NOT INJURED. THE AIRPLANE WAS NOSE DOWN DUE TO DRAG LINK OF NOSE GEAR SNAPPING. FUSELAGE WAS NOT DENTED OR DISTORTED. 2 INCHES OF NOSE GEAR LNDG GEAR DOORS WERE BROKEN OFF AND 4 BLADE PROPS WERE BENT. IT IS UNKNOWN WHETHER ICY (BLACK ICE) RWY OR MECHANICAL CONDITION CONTRIBUTED TO ACFT EXITING RWY ON L SIDE. RWY (BRAKING ACTION) WAS RPTED FOLLOWING DAY TO BE POOR. PLT ASSISTED PAX OUT OF ACFT AND APPROPRIATE NOTIFICATION PROCS WERE IMPLEMENTED VIA CELL PHONE. CONTRIBUTING FACTORS WERE: FLYING 10 OUT OF 11 DAYS BACK-TO-BACK, LATE NIGHT OPS, 14 HR DUTY DAY.

Synopsis :

A PC12 PLT, LNDG AT SUNRISE, OR (S21), EXITED THE L SIDE OF THE RWY.

Time

Date : 200201
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream V
Mission : Repositioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 8000
ASRS Report : 534922

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

AFTER A LONG DAY THAT STARTED WITH A DEP FROM HEATHROW AT XA35Z AND TO PARIS, AND THEN TO TETERBORO, WE ARRIVED AT TETERBORO AT ABOUT XK35Z. WE CLRED CUSTOMS, SAID GOOD-BYE TO OUR PAX AND PREPARED TO RELOCATE THE ACFT TO ISP. WE RECEIVED OUR IFR CLRNC, AND CALLED FOR TAXI. THE GND CTLR ASKED IF WE COULD ACCEPT A DIFFERENT DEP OFF OF RWY 19. WE TOLD HIM TO STAND BY WHILE WE CHKED, THEN WE ACCEPTED THE DEP OFF OF RWY 19. HE CLRED US TO TAXI TO RWY 19. HOWEVER, IN MY MIND, I WAS THINKING OF RWY 24. I AM QUITE FAMILIAR WITH TETERBORO AND I KNOW HOW TO GET TO RWY 24, YOU HAVE TO CROSS RWY 19, WHICH I DID. THE CTLR TOLD US WE CROSSED RWY 19 AND TO MAKE A 180 DEG AND HOLD SHORT. I HAVE BEEN FLYING FOR MORE THAN 30 YRS. THE PNF ABOUT THE SAME. WE HAVE WORKED TOGETHER FOR ABOUT 15 YRS, AND BOTH COULDN'T BELIEVE WE HAD CROSSED THAT RWY. IT WAS LATE AT NIGHT, ABOUT XL00Z AND THERE WAS NOT MUCH TFC AND THEREFORE DID NOT CREATE A PROB. I THINK THE FACT THAT WE WERE TIRED AND THE CHANGE IN THE DEP (WE WERE GOING OVER THE DEP AT THAT TIME). I THINK FATIGUE WAS THE THING THAT GOT US. THE INCIDENT SNAPPED US BACK TO A HIGHER STATE OF AWARENESS AND WE HAD NO MORE PROBS AFTER THAT. WE DECIDED THAT WHAT WE SHOULD DO IN THE FUTURE TO AVOID THIS SIT IS TO TAXI TO THE HOLDING POINT BEFORE BRIEFING THE DEP.

Synopsis :

A GLF5 CREW, TAXIING FOR TKOF AT TEB, TAXIED ACROSS THEIR DEP RWY WITHOUT A CLRNC.

Time

Date : 200201
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : SJC.Tower
Operator.General Aviation : Corporate
Make Model : Citation I/SP
Mission : Business

Aircraft / 2

Controlling Facilities.Tower : SJC.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4400
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 1300
ASRS Report : 535040

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2200
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 44
ASRS Report : 534915

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER FLYING FROM BUR-SAC AND DROPPING OFF PAX, MY COPLT AND I ELECTED TO RETURN TO SJC VFR. WE DSNDED OVER RHV AT 2500 FT FOR A R BASE ENTRY TO RWY 30L WITH ARPT IN SIGHT. NORMALLY, I USE RWY 29, BUT THIS TIME I WAS ALLOWING THE COPLT TO GET IN A NIGHT LNDG AND OPTED FOR THE LONGER RWY. WE WERE CLRED TO LAND RWY 30L, 2 1/2 MI OUT. (THIS WAS VERIFIED BY THE TAPE REVIEW IN THE TWR.) I WAS TALKING THE COPLT THROUGH THE PROC. HE HAD DONE AT LEAST 10 LNDGS PRIOR, BUT ONLY 1 AT NIGHT. CONFIRMED GEAR, FLAPS AND IGNITION DOWN AND ON. VERIFIED CHKLIST COMPLETE. I LOOKED UP MOMENTARILY TO VERIFY RWY ALIGNMENT AND TOLD HIM HE WAS SLIGHTLY R OF CTRLINE. I VERIFIED THE RWY WAS CLR AND WE CONTINUED TO A NORMAL LNDG AND ROLLOUT. I SAID 'GREAT JOB!' AS WE ROLLED DOWN THE RWY, I NOTICED THE SURROUNDINGS WEREN'T FAMILIAR. I HAVE FLOWN INTO SJC HUNDREDS OF TIMES OVER THE YRS. ATC THEN SAID 'DID YOU REALIZE YOU JUST LANDED ON THE R RWY?' WE LOOKED AT EACH OTHER IN AMAZEMENT AS I RESPONDED 'NO, WE DIDN'T.' ATC CLRED US TO TAXI AND TO CALL TWR ON A LANDLINE. THE COPLT STARTED TO ASK QUESTIONS AND I TOLD HIM TO FOCUS ON OUR TAXI AND SHUTDOWN AT THE RAMP. UPON REFLECTION, I REALIZE THIS INCIDENT SHOULDN'T HAVE HAPPENED. THIS WAS A CLR VFR NIGHT FLYING INTO AN ARPT I'VE BEEN TO HUNDREDS OF TIMES. PRIOR TO LNDG, I DIALED IN THE LOC FREQ FOR RWY 30L TO GIVE THE COPLT VNAV REFS TO THE RWY BUT DIDN'T FOLLOW THROUGH BY DIALING IN COURSE HDG. WE WERE ALSO FOLLOWING A B737 AHEAD THAT WE LOST IN THE CITY LIGHTS AS WE TURNED FINAL. I LOOKED UP TO VERIFY IT WAS CLR PRIOR TO TOUCHDOWN AND NOTICED IT HAD CLRED THE RWY. (AS IT TURNS OUT HE HAD TAXIED CLR OF RWY 30L AND WAS TAXIING ACROSS RWY 30R AS I LOOKED UP.) I BELIEVE THE TOTAL FAULT LIES WITH ME. BY ALLOWING A TRAINING SIT TO ABSORB MY TOTAL CONCENTRATION, A POTENTIAL ACCIDENT COULD HAVE HAPPENED. FORTUNATELY THE RWY WAS CLR AND NO ACFT OR PERSONNEL WERE IN THE AREA, NO DANGER EXISTED. CONTRIBUTING FACTORS INCLUDE MY NOT PICKING UP ON THE COMPLETE ATIS NOTIFYING ME THAT RWY 30R WAS OPEN. (EARLIER THIS RWY HAD BEEN CLOSED TO NIGHT OPS). EXPECTING THERE ONLY BEING RWY 29 AND RWY 30L OPEN, I TOLD THE COPLT TO STAY ON THE RIGHT RWY. I WAS TALKING THE PROCS TO THE COPLT NOT SPENDING ENOUGH TIME OUTSIDE. THE TWR WAS AT LEAST 2 MI AWAY AND DIDN'T NOTICE MY POS UNTIL I WAS ON THE GND. LET MY GUARD DOWN AFTER A LONG DAY OF FLYING AND GLAD TO BE HOME. IN THE FUTURE, THIS IS HOW I BELIEVE I CAN PREVENT ANOTHER OCCURRENCE: 1) TREAT EACH LNDG AS IF FLYING INTO AN UNFAMILIAR ARPT. 2) ALWAYS TUNE THE LOC FREQ AND DIAL IN COURSE HDG. 3) LISTEN TO ATIS COMPLETELY, EVEN AT THE HOME ARPT. 4) PUT INTO CHKLIST TO VERIFY VISUALLY AND AURALLY OUT INTENDED RWY IN PARALLEL RWY OPS. 5) KEEP MY HEAD OUTSIDE EVEN DURING TRAINING OPS. 6) SHARE EXPERIENCE WITH OTHER PLTS THAT AFTER 4000+ HRS AND 20 YRS OF FLYING IT CAN AND WILL BITE YOU IF YOU'RE COMPLACENT. SUPPLEMENTAL INFO FROM ACN 534915: HAVING BEEN BASED OUT OF SJC NEARLY THE ENTIRE YR OF 2000, I HAD GROWN ACCUSTOMED TO RWY 30R BEING UNDER CONSTRUCTION AND RWY 30L ACTUALLY BEING THE RWY ON THE R SIDE OF THE COMPLEX. WITH THE RELATIVELY DIM LIGHTS OF RWY 29 COMPARED TO THE OTHER RWYS, THE ARPT APPEARED TO HAVE 2 RWYS JUST LIKE BEFORE.

Synopsis :

A C501 FLC CLRED TO LAND ON RWY 30L LANDS ON RWY 30R DURING A WRONG RWY APCH AND LNDG DURING A NIGHT OP AT SJC, CA.

Time

Date : 200201
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng
Mission : Repositioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : First Officer
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 250
ASRS Report : 535107

Person / 2

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

WHILE TAXIING FOR TKOF RWY 19 ON TWR FREQ, WAS ISSUED A SID CHANGE, WHILE CONDUCTING TAXI CHKLST. I GOT BACKED UP AND HAD MY HEAD DOWN WHEN PF, TAXIING, STATED 'WE WERE CLRED TO HOLD SHORT OF RWY 19, SO WE'RE CLRED TO CROSS RWY 24.' I LOOKED UP MOMENTARILY AND SAW RWY THRESHOLD, AND SAID 'YEAH, WE'RE CLRED TO RWY 19.' WE TAXIED ACROSS RWY THRESHOLD, VISUALLY CLRING L AND R, WHEN TWR STATED THAT WE HAD JUST CROSSED RWY 19, AND 'WHAT WERE WE DOING?' WE MADE A 180 DEG TURN ON TXWY AND HELD SHORT OF RWY 19. THERE WAS TFC ON ABOUT A 5 MI FINAL (?) TO RWY 19 AT THE TIME. WE HAD STARTED THE NIGHT AT HEATHROW ARPT (EGLL) AND REPOSITIONED TO PARIS (LRPB) FOR A PAX FLT, AND HAD JUST DROPPED PAX AT TEB. WE WERE TAXIING FOR TKOF TO OUR HOME BASE (ISP). AT THE TIME OF THE INCIDENT, WE HAD BEEN ON DUTY 12 1/2 HRS, AND HAD FLOWN 8 HRS 25 MINS. THIS IS NOT AN ESPECIALLY LONG DAY FOR OUR OP, BUT AFTER THIS INCIDENT, THE COPLT (ALSO CAPT RATED) AND I ADMITTED WE WERE VERY TIRED. WE HAD DEPARTED TEB FOR EGLL ON JAN/TUE/02 AND HAD ARRIVED AT ABOUT XA00Z ON JAN/WED/02. THERE WERE CONSTRUCTION BARRIERS ON TXWY JUST BEFORE RWY 19 THRESHOLD, WHICH MAY HAVE DISTURBED TAXIING.

Synopsis :

RWY INCURSION AT THE END OF A LONG DAY.

Time

Date : 200201
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHX.Tower
Operator.General Aviation : Corporate
Make Model : Hs 125 Series 1-600

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 250
ASRS Report : 536300

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

I LINED UP AND ATTEMPTED TO TAKE OFF FROM A TXWY LOCATED BTWN PHX ARPTS RWY 7L AND 7R. MY TKOF CLRNC WAS CANCELED BY AN ALERT TWR. MY BACKGND: I'M A TRAINED MIL MISHAP ACFT ACCIDENT INVESTIGATOR. I HAVE BEEN GOING THROUGH MY MIND WHAT FACTORS WOULD LEAD ME, A CONSERVATIVE, BY-THE-BOOK PLT, TO LINE UP ON A TXWY IN DAYLIGHT? I CROSSED RWY 7L GETTING CLRNC FROM TWR TO POS AND HOLD. CAPT WAS ENTERING DATA IN FMS. I FELT RUSHED AS PLANE WAS APCHING TO LAND. I HAVE RECEIVED SUPERB TRAINING, AND WORK FOR A SAFE COMPANY THAT STRESSES SAFETY, CREW PROCS, ETC. I SUSPECT THE MAIN FACTOR WAS LONG TERM FATIGUE WHICH PREVENTED ME FROM BREAKING THE MISHAP CHAIN AS I ALLOWED MYSELF TO BECOME RUSHED DURING THE LAST MIN BEFORE ENTERING THE PHX TXWY. THE CAPT ALSO IS EXPERIENCED. ONLY THE ALERT PHX TWR STOPPED US.

Synopsis :

AN H25C CREW, TAXIING FOR TKOF AT PHX, WHEN TOLD TO TAXI INTO POS, LINED UP ON THE TXWY INSTEAD OF THE RWY.

Time

Date : 200201
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : IN
Altitude.MSL.Single Value : 2700

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON
Operator.Common Carrier : Charter
Make Model : Small Transport, Low Wing, 2 Turboprop Eng
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : IND.TRACON
Operator.General Aviation : Personal
Make Model : Decathlon
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2500
Experience.Flight Time.Last 90 Days : 125
Experience.Flight Time.Type : 100
ASRS Report : 536480

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

WE EXPERIENCED AN NMAC IN VICINITY OF TYQ ARPT WHILE ON INITIAL CLBOUT IN THE TFC PATTERN. WE DEPARTED RWY 18 AT XA06Z. WE CALLED IND APCH PRIOR TO DEP. NO RECEIVING A VOID TIME CLRNC FOR THE TRIP, WHICH INCLUDED AN INITIAL CLB TO 3000 FT AND A VOID TIME OF XA10Z. FO OCCUPIED THE L SEAT AND WAS PF FOR THE TRIP. I OCCUPIED THE R SEAT AND WAS PNF. WX CONDITIONS AT THE TIME OF DEP WERE ESSENTIALLY CAVU WITH SURFACE WINDS FROM APPROX 240 DREGS AT 11 KTS GUSTING TO 17 KTS. PRIOR TO DEP, I MADE THE FOLLOWING CALLS ON THE TYQ CTAF: PRIOR TO TAXIING ONTO RWY 18, DURING BACK-TAXI OPS ON RWY 18, AFTER LIFTOFF DURING INITIAL CLBOUT WHILE STILL OVER THE RWY. EACH OF THESE CALLS INCLUDED OUR TAIL NUMBER, THE RWY WE WERE USING (RWY 18), THE DIRECTION OF TURNS WE INTENDED TO MAKE IN THE TFC PATTERN (L), THE ALT WE WOULD BE CLING TO 3000 FT, AND OUR DIRECTION FO DEP (NBOUND). EACH CALL ENDED WITH A REQUEST THAT ANY TFC IN THE AREA ADVISE THEIR POS. FO CLBED STRAIGHT AHEAD TO 500 FT AGL AND INITIATED A L TURN TO THE XWIND LEG. AT FO'S CALL, I PERFORMED A PWR REDUCTION TO CLB PWR DURING THE TURN. WHEN WE WERE ESTABLISHED ON A L XWIND, ANOTHER ACFT RPTED ITS POS ON TYQ CTAF AS 4 MI E OF THE ARPT AT AN ALT BELOW US, THAT THEY WERE CONDUCTING AN INSPECTION OF REAL ESTATE. I MADE ANOTHER CTAF CALL TO RESPOND, THIS TIME RPTING OUR POS (TURNING DOWNWIND), CURRENT ALT (2700 FT), CLING TO 3000 FT, INTENDING TO DEPART THE AREA NBOUND. I GLANCED AT MY WATCH AND NOTICED THE TIME WAS APPROX XA08. THOUGH NOT YET OUT OF THE ARPT VICINITY, I WAS ANXIOUS TO ESTABLISH CONTACT WITH IND DEP PRIOR TO XA10, SO THEN SWITCHED FREQS AND MADE OUR INITIAL CALL-UP WITH IND DEP. AT THIS POINT, FO SPOTTED THE OTHER ACFT AND LEVELED THE WINGS. WE WERE ON AN APPROX NE HDG IN THE TURN. I LOOKED UP AND SAW THE OTHER ACFT JUST AHEAD OF US AT MY 11:30 POS, IN A VERT BANK, DSNDING, THE NOSE OF THE ACFT ORIENTED NW SO THAT WE COULD PLAINLY SEE THE BELLY OF THE ACFT (APPEARED TO BE A DECATHLON). JUDGING FROM THE SIZE OF THE ACFT IN THE WINDSHIELD, IT APPEARED TO BE MUCH LESS THAN 500 FT FROM OUR POS (PERHAPS AS LITTLE AS 200 FT). FO BEGAN AN ASCENDING R TURN AWAY FROM THE ACFT, WHICH NOW APPEARED TO HAVE ROLLED PAST VERT AND WAS RAPIDLY DSNDING BELOW OUR FLT PATH. THERE WAS SOME CONFUSION AS WE LOST SIGHT OF THE ACFT BELOW US. IND DEP RESPONDED TO OUR INITIAL CALL-UP AND RPTED TFC AT OUR POS, ALT UNKNOWN. THE CTLR ALSO APPARENTLY GAVE US RTE OF FLT AND CLB INSTRUCTIONS. I RESPONDED THAT WE HAD SEEN THE TFC. WE CONTINUED TO LOOK FOR THE OTHER ACFT. FO COMPLETED THE TURN TO A NBOUND HDG AND LEVELED THE ACFT AT 3000 FT. BOTH OF US FINALLY SPOTTED THE OTHER ACFT WELL BELOW US AT OUR 10 O'CLOCK POS, HDG EBOUND. IT APPEARED TO BE FLYING NEAR GND LEVEL. WE DID NOT RPT THE NMAC TO THE CTLR AND MADE NO FURTHER CALLS ON TYQ CTAF. MY JUDGEMENT IS THAT THIS WAS IMPROPER. SOME OBSERVATIONS ON THIS POINT: AT THE TIME OF THE INCIDENT, I DID NOT QUESTION IF THE ACFT WE SPOTTED WAS THE ACFT THAT MADE THE CTAF CALL. I ASSUMED THAT IT WAS, AND THUS THAT IT WAS INVOLVED IN A NECESSARY EVASIVE MANEUVER. HAD I SUSPECTED THAT THE ACFT MAY HAVE IN FACT BEEN SOME OTHER TFC INVOLVED IN INTENTIONAL AEROBATIC MANEUVERS IN OR NEAR THE TFC PATTERN OF THE ARPT, I WOULD CERTAINLY HAVE MADE A RPT TO ATC. SINCE THE INCIDENT OCCURRED AT THE MOMENT THAT WE WERE BOTH IN A VFR TFC PATTERN, AND MAKING OUR INITIAL CALL-UP TO IND DEP, I ALSO DID NOT JUDGE THAT THERE WAS ANY FAILURE ON THE CTLR'S PART TO RPT A TFC CONFLICT TO US. HAD WE ALREADY BEEN INFORMED THAT WE WERE IN RADAR CONTACT, I WOULD HAVE RPTED THE CONFLICT TO THE CTLR IMMEDIATELY. GIVEN THE TIMING OF THE EVENT AND OUR PHASE OF FLT, I THOUGHT IT BEST TO STAY FOCUSED ON THE TASKS OF OUR FLT. WE BOTH EXPERIENCED A MOMENT OF SHOCK OVER THE INCIDENT AND IT WAS CLR TO ME IMMEDIATELY THAT WE NEEDED TO FORCE OURSELVES BACK INTO THE GAME, REGAIN OUR COMPOSURE AND STAY FOCUSED ON WHAT WE NEEDED TO DO FROM THAT POINT FORWARD. WE REQUESTED CLARIFICATION FROM THE DEP CTLR OF OUR COURSE AND ALT CLRNCs, AND I URGED FO TO STAY FOCUSED ON OUR FLT IN SPITE OF HOW HE MIGHT HAVE FELT AT THAT MOMENT. I HAD FLOWN 5 OF THE LAST 7 DAYS (INCLUDING DAY OF INCIDENT), 19 LEGS, 31 HRS FLT TIME. I WAS FATIGUED. DUE TO MY OWN MISINTERP OF CLRNC VOID TIME IN A VOID-TIME CLRNC, WAS DISTR WITH CONCERN OF MAKING DEP CALL-UP AND THUS WAS NOT PROPERLY VIGILANT IN THE TFC PATTERN. I DID NOT NEED TO WORRY ABOUT THIS RADIO CALL AND SHOULD HAVE INSTEAD BEEN MAXIMALLY VIGILANT. OPS FROM AN UNCTLED ARPT INTO THE IFR ENVIRONMENT REQUIRE EXTRA VIGILANCE AND CAUTION TO AVOID UNNECESSARY DISTR AND CONFUSION.

Synopsis :

NMAC DURING THE INITIAL DEP PHASE OF AN IFR FLT FROM AN UNCTLED ARPT.

Time

Date : 200202
Day : Fri
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower
Operator.General Aviation : Corporate
Make Model : Learjet 54
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3580
Experience.Flight Time.Last 90 Days : 129
Experience.Flight Time.Type : 798
ASRS Report : 537817

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 120
ASRS Report : 537818

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff

Supplementary

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

Narrative :

WE TAXIED TO RWY 31C AT MDW AND HELD SHORT OF THE RWY ON THE W SIDE. A B737 LANDED, AND WE WERE INSTRUCTED TO, 'TAXI INTO POS AND HOLD.' THERE WAS ANOTHER ACFT HOLDING SHORT OF RWY 31C OPPOSITE OF US. THE CAPT HAD THE TAXI LIGHTS OFF AS A COURTESY TO THE OPPOSITE AIRPLANE FACING US. HE LEFT THE LIGHTS OFF UNTIL WE HAD TURNED ON TO THE RWY APRON/DISPLACED THRESHOLD. THE CAPT LINED UP WITH WHAT HE THOUGHT WAS THE RWY CTRLINE LIGHTS. WE WERE GIVEN CLRNC TO TAKE OFF RWY 31C. THE CAPT ADVANCED THE PWR LEVERS AND THE ACFT BEGAN TO ACCELERATE. AS WE BEGAN TO MOVE FORWARD, CLOSER TO WHAT WE THOUGHT WERE CTRLINE LIGHTS, I NOTICED THAT THE LIGHTS WERE ACTUALLY THE RWY EDGE LIGHTS, STICKING OUT OF THE GND. I YELLED, 'LEFT' TO URGE THE CAPT TO MANEUVER THE AIRPLANE AWAY FROM THE R SIDE OF THE RWY. THE PLANE SWERVED TO THE L AND THE LIGHTS WERE PASSED AND WE REMAINED ON THE RWY. AT THE SAME TIME, THE CAPT REDUCED PWR TO IDLE AND CAME TO A STOP. I CALLED TWR OVER THE RADIO AND RPTED AN ABORTED TKOF. WE THEN TAXIED CLR OF THE ACTIVE RWY. AFTER WE WERE CLR OF THE RWY, TWR ASKED WHAT OUR INTENTIONS WERE. BOTH OF US WERE SURE THAT WE DID NOT HIT ANYTHING, BUT I SUGGESTED THAT WE TAXI BACK TO THE FBO AND VISUALLY INSPECT THE ACFT TO BE CERTAIN. WE TAXIED BACK TO THE FBO WHERE I GOT OUT OF THE AIRPLANE TO LOOK AT THE R SIDE OF THE AIRPLANE. I CAREFULLY INSPECTED THE R WING, R TIRES, R WHEELWELL, AND THE R WHEEL ASSEMBLY. THERE WAS NO EVIDENCE OF ANY DAMAGE. I GOT BACK INTO THE AIRPLANE AND TOLD THE CAPT. WE DECIDED WE WOULD TAXI BACK OUT FOR TKOF. I THINK THERE WERE A FEW FACTORS THAT LED TO MISALIGNMENT WITH THE RWY. I THINK THAT DUE TO THE SIZE AND LIGHTING THE RWY 31C'S APRON/DISPLACED THRESHOLD AREA, IT IS EASY TO MISTAKE THE R SIDE EDGE LIGHT WITH THE CTRLINE LIGHTING THAT YOU SEE AT MANY ARPTS. COMBINED WITH THE FACT THAT THE CAPT HAD THE TAXI LIGHTS OFF, WE PROBABLY THOUGHT THAT THE SPACE TO OUR R WAS THE R SIDE OF THE RWY. WE HAD ALSO BEEN ON DUTY AT THIS TIME FOR OVER 9 HRS. I THINK FATIGUE WITH ALL OF THE OTHER FACTORS LED TO MISALIGNMENT WITH THE RWY. EVEN WHEN WE LINED UP FOR TKOF THE SECOND TIME AND PAID SPECIAL ATTN TO OUR POS ON THE RWY, IT WAS STILL EVIDENT HOW SOMEONE COULD HAVE MISINTERPRETED THE RWY ALIGNMENT. SUPPLEMENTAL INFO FROM ACN 537818: THE TKOF WAS ABORTED FROM A SPD OF LESS THAN APPROX 20 KTS. WE HELD OFF WITH TURNING ON OUR LIGHTS AS NOT TO BLIND ANOTHER ACFT HOLDING SHORT ON THE OTHER SIDE. DOING THIS, WE MAY HAVE MISSED A TAXI LINE THAT GOES FROM THE HOLD SHORT POINT TO RWY CTR. BOTH PLTS HAD DISMISSED AN 'ODD FEELING' OF THIS BEING A WIDE RWY OR 'A SOMETHING DIFFERENT FEELING.' ABOUT THE TIME WE TURNED TO LINE UP, THE PNF REMARKED 'THERE'S CTRLINE' (ACTUALLY RWY EDGE MARKINGS) AND THE TWR CLRED US FOR TKOF. POOR LIGHTING OR MARKING/LIGHTING FOR THE RWY. THE R EDGE LIGHTS MAY APPEAR FURTHER UP THE RWY MAKING YOU THINK THAT'S CTRLINE.

Synopsis :

A LEAR 45 FLC PERFORMS A LOW SPD ABORT AFTER REALIZING THAT THEY HAD LINED UP WITH THE R SIDE RWY LIGHTS FOR RWY 31C DURING THE TKOF ROLL, BELIEVING THEM TO BE THE CTRLINE LIGHTS AT MDW, IL.

Time

Date : 200202
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IND.Airport
State Reference : IN

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 250
ASRS Report : 537999

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

GIVEN VISUAL APCH (CLOSE IN WITHIN 5 MI) TO THE ARPT, HIGH ALT 5000 FT AGL, NECESSITATING HIGH WORKLOAD ENVIRONMENT FOR THE CREW TO BECOME STABILIZED FOR LNDG ON PARALLEL RWYS IN USE. AS PIC OBSERVING FO PERFORM VISUAL APCH, I WAS LED INTO A COMPLACENCY FROM FLYING WITH THIS FO FOR APPROX 2 YRS WITH NO INCIDENTS OR ACCIDENTS. THIS DUE PRIMARILY TO MY PRIOR EXPERIENCES WITH THIS FO WHOM I CONSIDER VERY COMPETENT, CONSCIENTIOUS AND ASSERTIVE. OUR FLT HAD PREVIOUSLY LANDED AT THIS ARPT AND SAME RWY ALIGNMENT RWY 23L/R EARLIER IN THE SAME DAY. AN UNUSUAL FREQ IN USE BY APCH CTL THAT IS VERY SIMILAR TO TWR FREQ. THIS LED ME TO BELIEVE I HAD SWITCHED TO TWR AND JUST DIDN'T RECALL. OUR COMPANY AND ITS GROWING DEPT OF PLTS DO NOT UTILIZE A SOP FOR VARIED FLT REGIMES WE ENCOUNTER. CONTRIBUTING FACTOR IN TERMS OF THIS WAS FO'S RESPONSE OF SELECTING HEADING BUG (HSI) TO LNDG RWY WHEN CLRED FOR VISUAL APCH WHEN I HAVE BEEN TRAINED TO SELECT IT ONLY AFTER I'VE BEEN CLRED TO LAND. (IN OUR RUSHED RESPONSE TO LAND I DIDN'T NOTICE FO MOVING THE BUG TO LNDG RWY. LOOKING JUST BEFORE THE FLARE GLANCING AT THE GEAR LIGHTS AND HEADING BUG ON LNDG RWY I ASSUMED ALL WAS SATISFACTORY.) FATIGUE I THINK BECAME ONE OF THE BIGGEST FACTORS. EARLY AM WAKEUP OF XA30 COUPLED WITH MULTIPLE LEGS AND 14+ HR DUTY DAY, NO ABILITY TO REST SIGNIFICANTLY DEGRADED MY SITUATIONAL AWARENESS AND THOUGHT PROCESSES. SINGLE CHKLST IN ACFT THAT WAS RECENTLY ADOPTED FROM A NON-JET ENVIRONMENT DID NOT HAVE CONFIRM LNDG CLRNC ON IT IN A LNDG PHASE OF FLT. NO HDOF TO TWR BY APCH CTL WAS GIVEN TO US, AGAIN LULLING ME INTO A STATE OF WELL-BEING. (I FULLY REALIZE THIS DOES NOT ABSOLVE THE CREW FROM SWITCHING ON THEIR OWN.) FINALLY, A BREAKDOWN OF CRM BTWN THE CREW ESPECIALLY THE CAPT TO KEEP EACH OF US 'I THE LOOP.' TURNING OFF RWY TO PARALLEL TXWY, I GLANCED AT THE RADIO AND ASKED TO GO TO GND WHEN APCH RESPONDED YES GO TO GND. REALIZED THAT WE WERE STILL ON APCH FREQ AND DIDN'T GET A CLRNC TO LAND FROM TWR. (RWY WAS CLR WITH NO OTHER TFC ON IT.) CORRECT ACTIONS: NONE AT THE TIME, OTHER THAN REQUEST PERMISSION TO TAXI WHILE ON TXWY. AFTER SHUT DOWN, IMMEDIATELY CALLED IND TWR SUPVR TO DISCUSS SIT THAT JUST OCCURRED. FORTUNATELY FOR US, CTLR SAW US AND ISSUED ON THE TWR FREQ A 'CLRED TO LAND RWY 23R' AS STATED BY SUPVR ON THE TELEPHONE. DISCUSSION AND CORRECTIVE ACTION: AFTER MUCH THOUGHT, I'VE COME TO THE CONCLUSION THAT A PRIMARY BREAKDOWN OF MY SITUATIONAL AWARENESS THROUGH FATIGUE AND/OR COMPLACENCY CAUSED THIS INFRACTION. NEARING THE END OF 4 MONTHS OF BUSIER THAN NORMAL FLT SCHEDULES HAS TAKEN ITS TOLL ON ME PHYSICALLY AND MENTALLY. CONTRIBUTING, A NEW CHKLST THAT OMITTS CERTAIN ITEMS THAT I'VE BEEN UTILIZING FOR YRS IN THE SAME JET ACFT LED ME INTO A FUNDAMENTAL MISTAKE THAT EVEN MY PRIMARY FLT TRAINING DIDN'T HELP ME TO DISCOVER. IN THE FUTURE, I'LL STRICTLY ADHERE TO SOP'S FOR MYSELF AND CREW TO ENHANCE OUR PERFORMANCE THUS LIMITING EXPOSURE TO THESE TYPES OF FUNDAMENTAL MISTAKES. ESPECIALLY DURING A PORTION OF THE FLT THAT WE ARE RUSHING, I'LL DECLINE THE CLRNC IF I FEEL IT MINIMIZES SAFETY MARGINS. FINALLY, REALIZE THAT I'M NOT SUPERMAN, AND THAT I CAN BECOME THE WEAKEST LINK IN THE SAFETY CHAIN. IN THE FUTURE, I WILL BE MORE RESPONSIBLE FOR DETERMINING MY FITNESS FOR FLT AND IF TIRED I'LL BECOME EVEN MORE FOCUSED ON THE TASK AT HAND. I NOW REALIZE WHY FATIGUE IS SUCH AN INSIDIOUS THREAT STALKING ALL OF US, DEGRADING HUMAN PERFORMANCE VERY SUBTLETY UNTIL IT'S TOO LATE.

Synopsis :

A CE550B PIC'S RPT ON LNDG WITHOUT CLRNC AT IND, IN.

Time

Date : 200202
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ICT.Airport
State Reference : KS
Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Controlling Facilities.TRACON : ICT.TRACON
Operator.General Aviation : Corporate
Make Model : Chancellor 414A & C414
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 10700
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 1000
ASRS Report : 538844

Person / 2

Function.Controller : Departure

Person / 3

Function.Controller : Radar

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE DEPARTING VFR FROM ICT TO IXD TO PICK UP A FAMILY MEMBER WITH MEDICAL PROBS. WE REQUESTED VFR FLT FOLLOWING TO IXD. CLRNC DELIVERY ASKED WHAT ALT WE WERE REQUESTING. I RESPONDED WITH 8500 FT. (THIS IS AN INCORRECT ALT FOR THE DIRECTION OF FLT.) A CLRNC WAS ISSUED, WE DEPARTED AND CLBED TO 8500 FT AND WERE TURNED OVER TO CTR. WE WORKED 3 DIFFERENT CTR SECTORS UNTIL OUR DSCNT INTO IXD. I DID NOT RECOGNIZE THE ERROR UNTIL BEGINNING THE DSCNT INTO IXD, AT WHICH TIME I BECAME AWARE OF WHAT HAD HAPPENED. IT WAS THE END OF A LONG DAY. I WAS TIRED AND PREOCCUPIED WITH GETTING TO IXD AS SOON AS PRACTICAL. I NEEDED TO BE CONCENTRATING ON MY FLYING AND NOT ON OTHER MATTERS. FLY THE AIRPLANE FIRST!

Synopsis :

C414 PLT FLEW AT THE WRONG VFR ALT ON A VFR XCOUNTRY FLT WHILE USING FLT FOLLOWING AND IN CONTACT WITH SEVERAL DIFFERENT CTLRS WHO NEVER CHALLENGED HIS ALT.

Time

Date : 200203
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PDX.Airport
State Reference : OR

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : PDX.Tower
Operator.Common Carrier : Charter
Make Model : PA-34-200t Turboseneca li
Mission : Freight

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1700
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 220
ASRS Report : 540095

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON MY TKOF ROLL FROM PDX, I HAD A PROP STRIKE. THAT NIGHT I WAS FLYING FOR AN FAR PART 135 CARGO OPERATOR. THE PROP STRIKE OCCURRED ON TKOF ROLL FOR MY RETURN FLT TO BFI, WA. ONCE CLRED TO TAKE OFF FROM RWY 28R, THE TWR INSTRUCTED ME TO TURN R DIRECT BTG VOR, CLB AND MAINTAIN 6000 FT. I SET MY INSTS FOR THESE INSTRUCTORS, WHILE TAXIING TOWARDS THE RWY CTRLINE. AFTER SETTING UP ON WHAT I BELIEVED TO BE THE CTRLINE, I APPLIED FULL BRAKES AND ADVANCED THE THROTTLES TO 30 INCHES MANIFOLD PRESSURE, AT WHICH TIME I CHKED MY ENG INSTS. ALL INSTS INDICATED IN THE GREEN ARC. I THEN ADVANCED THE THROTTLES TOWARDS 39 INCHES MANIFOLD PRESSURE WHICH WAS TKOF PWR SETTING WHILE RELEASING THE BRAKES. IMMEDIATELY AFTER RELEASING THE BRAKES, THE L ENG SPUTTERED/PARTIAL PWR LOSS. FOR SOME REASON UNKNOWN TO ME, I LOOKED DOWN AT MY L ENG OIL PRESSURE, WHICH WAS IN THE GREEN ARC. I THEN TURNED MY ATTN BACK OUTSIDE AND SAW A WHITE LINE WHICH I THOUGHT WAS THE RWY CTRLINE. MY EYES ONCE AGAIN TURNED TO THE MY ENG INSTS AT WHICH TIME I HEARD 2 OR 3 THUMPS OUTSIDE THE ACFT. AFTER FIGURING OUT WHERE I REALLY WAS, IN THE LIGHTS, I POSITIONED THE ACFT BACK ON THE RWY CTRLINE AND ANNOUNCED TO THE TWR THAT I WAS ABORTING MY TKOF. I ESTIMATED THE ACFT SPD TO HAVE BEEN 20-40 KIAS AT THE TIME OF IMPACT WITH THE RWY EDGE LIGHTS. I'M NOT SURE WHY I LOOKED DOWN AT THE INSTS INSTEAD OF MAINTAINING POSITIVE CTL OF THE ACFT OR WHEN I RETARDED THE THROTTLES. REVIEWING THE SIT AFTER THE FACT, IT MAKES SENSE TO ME THAT I CONFUSED THE RWY EDGE LINE FOR THE CTRLINE. I'M NOT EXACTLY SURE WHEN THE THROTTLES WERE RETARDED, BUT I THINK I DID IT AS I LOOKED DOWN AT THE OIL PRESSURE GAUGE. I THINK THERE WERE MANY FACTORS THAT LED TO THE SIT THAT OCCURRED THAT NIGHT. I WAS EXTREMELY FATIGUED FROM LACK OF SLEEP AND STUDYING FOR AN INTERVIEW THAT I WAS SUPPOSED TO FLY OUT TO THAT DAY. ADDITIONALLY, I MIGHT HAVE BEEN COMPLACENT BECAUSE THE WX WAS SO NICE. THE WX ON THE EARLIER FLT FROM SEATTLE WAS POOR WITH WINDS OF APPROX 180-220 DEGS AT 20 KTS GUSTING TO 25-30 KTS AND 4000 FT BROKEN TO OVCST. WHILE AT PDX, THE WX WAS CALM WINDS, UNRESTR VISIBILITY WITH CLR SKIES.

Synopsis :

A PA34 PLT, TAXIING FOR TKOF AT PDX, LINED UP WITH THE RWY EDGE LINE INSTEAD OF THE RWY CTRLINE, RESULTING IN A RWY EXCURSION.

Time

Date : 200203
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LGB.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Citation V
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4100
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 750
ASRS Report : 540307

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 210
ASRS Report : 540836

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 : Company
Problem Areas : Flight Crew Human Performance

Narrative :

ON MAR/FRI/02, I WAS PIC ON A FLT FROM LONG BEACH, CA, TO THERMAL, CA. THE FLT DEPARTED LGB AT APPROX XA45. IT WAS DISCOVERED AFTER THE FACT THAT WE HAD INADVERTENTLY DEPARTED A RWY THAT WAS CLOSED TO ACFT OPS BTWN THE HRS OF XA00 AND XJ00. DISPATCH CALLED ME AFTER I HAD RECEIVED ONLY 2 HRS SLEEP FOR A TRIP. WE HAD LEGAL REST, BUT WERE NOT PLANNING ON FLYING UNTIL XE30 ON A DIFFERENT TRIP. IN MY PREFLT EFFORTS, I CALLED FSS AND OBTAINED CURRENT AND FORECAST WX PLUS CURRENT NOTAMS. THERE WAS NO MENTION OF RWY CLOSURES. THE LONG BEACH ARPT CHARTS HAD BEEN LOST WHEN THE ACFT WAS IN FOR MAINT, SO I HAD TO WAIT FOR A FAXED COPY TO BE SENT. THE TWR WAS CLOSED AND THERE WAS NO MENTION OF RWY CLOSURES ON THE ATIS FREQ EITHER, SO WE ELECTED TO TAXI TO THE RWY THAT WAS THE MOST FAVORED BY THE WINDS. IN THIS CASE, IT WAS RWY 25R. IT WAS ONLY AFTER WE TOOK OFF AND I WAS ORGANIZING THE CHARTS THAT I NOTICED THE NOTES ABOUT RWY CLOSURES. WHEN WE REVIEWED THE DEP PROC BEFORE TKOF I SAW THE RWY NOTES, BUT ALL I NOTICED WERE ITEMS PERTAINING TO ACFT WTS, LIGHTS, AND NOISE ABATEMENT INFO. I NEVER NOTICED THE INFO ABOUT RWY CLOSURES AND IT NEVER CROSSED MY MIND THAT A RWY WOULD BE CLOSED WITHOUT A NOTAM OR NOTE ON THE ATIS. A FACTOR WAS THE DIFFICULTY IN READING THE FAXED CHARTS AND FATIGUE. I WOULD SUGGEST NOTING THE RWY CLOSURES ON THE ATIS SO THE INFO IS NOT SO OBSCURE AND EASILY OVERLOOKED.

Synopsis :

A C560 CREW, WHEN DEPARTING LGB, USED A CLOSED RWY FOR TKOF.

ACN: 540311

Time

Date : 200203
Day : Fri
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Corporate
Make Model : Learjet 35
Mission : Business

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7975
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 520
ASRS Report : 540311

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : LIGHTED POSITION AND ANTI COLLISION LIGHT
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : POSITION AND ANTICOLLISION LIGHT SWITCHER
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

THIS WAS THE THIRD DAY IN A ROW OF EARLY GET-UPS FOLLOWED BY LONG DAYS. THE PLT WAS IN THE L SEAT AND SAID THAT ALL CHKLST ITEMS WERE COMPLETE UP TO STARTING THE ENGS. I BOARDED THE PAX, THEN GOT INTO THE R SEAT, CATCHING UP WITH THE PIC WHO WAS STARTING ENGS. DURING THE LINE-UP CHK, I REALIZED THAT THE PIC HAD NOT TURNED ON THE POS LIGHTS OR ROTATING BEACON. WHILE WE HAD USED TAXI LIGHTS FOR GND OPS AND WERE VISIBLE TO OTHER ACFT, WE COULD HAVE DONE BETTER. WHILE THE SIT WAS QUICKLY CORRECTED, IT POINTED OUT THAT MORE DILIGENCE UNDER THE CIRCUMSTANCES WAS WARRANTED. LONG DAYS, TIRED CREW, LATE PAX, QUICKLY IMPROVING WX AND BEING RUSHED TO COMPLETE PREDEP ITEMS SET UP THIS SIT. WITH 20000 HRS BTWN 2 PLTS, YOU WOULD NOT EXPECT TO MISS SUCH SIMPLE ITEMS. LESSON LEARNED.

Synopsis :

CONTRARY TO FARS, LEAR 35 CAPT FORGOT TO TURN ON ACFT POS AND ANTI COLLISION LIGHTS PRIOR TO TAXI OUT.

Time

Date : 200203
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : AZ
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.General Aviation : Corporate
Make Model : Small Transport, Low Wing, 2 Turbojet Eng
Mission : Business

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 22600
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 400
ASRS Report : 540941

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Separated Traffic

Supplementary

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

Narrative :

DISTR DUE TO LEARNING CURVE WITH PAPERLESS COCKPIT HANDHELD ELECTRONIC COMPUTER. PROB: PLAN VIEW OF STANDARD DEP PROC TOO SMALL AND IN BRIGHT SUNLIGHT NOT BRIGHT ENOUGH (HARD TO SEE). MY HARD COPY DID NOT HAVE FORPE INTXN ON IT, BUT THE HANDHELD DID (SO CURRENT CHARTS ON ELECTRONIC HANDHELD COMPUTER BUT DIFFICULT TO SEE BECAUSE YOU HAVE TO BLOW UP TO SEE IT AND MOVE THE SCREEN WHICH TAKES SOME TIME USING IT TO LEARN. I THOUGHT I HAD THE AUTOPLT ON NAV MODE BUT WAS ON HDG MODE, SO I DRIFTED TO THE R OF COURSE. THE ZAB CTLR SAID 'LEVEL OFF AT FL230 AND TURN L BACK ON COURSE THEN I WILL CLB YOU TO A HIGHER ALT.' OTHER FACTORS: I HAD BEEN SICK WITH A COLD/FLU. I WAS FATIGUED DUE TO A LONG DAY BEFORE. SINGLE PLT WORKLOAD WAS HVY AT PHX INTL ARPT.

Synopsis :

A HDG TRACK DEV BY A CPR JET PLT WHEN DISTR BECAUSE OF THE LACK OF VISUALIZATION OF THE DEP PROC FROM HIS HANDHELD ELECTRONIC COMPUTER NE OF PHX, AZ.

Time

Date : 200203
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower
Operator.General Aviation : Corporate
Make Model : Super King Air 200 Hdc
Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14577
Experience.Flight Time.Last 90 Days : 99
Experience.Flight Time.Type : 500
ASRS Report : 541888

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9032
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 260
ASRS Report : 541884

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 1000
Miss Distance.Horizontal : 12000

Supplementary

Problem Areas : Company

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

AT APROX XA15Z 03/FRI/02, WE RECEIVED TAXI CLRNC TO TAXI TO RWY 27 VIA K, C, D, HOLD SHORT OF RWY 33L AT D. BEFORE LEAVING FBO PARKING RAMP PLT ASKED CO-PLT FOR ARPT DIAGRAM. PLT REVIEW ARPT TAXI RTS AND UNDERSTOOD CLRNC. PLT HANDED THE ARPT DIAGRAM BACK TO CO-PLT FOR HIM TO FOLLOW ALONG DURING TAXI. WE PROCEEDED ALONG TXWY K AND MADE A L TURN ONTO TXWY C, CROSSING RWYS 4L AND 4R ENRTE TO TAXI D. UPON REACHING AN INTERSECTION WITH THE D TAXI SIGN IN VIEW THE ACFT WAS STOPPED WAITING FOR CLRNC TO CROSS RWY 33L. A CLRNC WAS ISSUED BY THE GND/TWR CTLR (SAME PERSON AT BOTH POSITIONS) TO CROSS RWY 33L. THE CREW BELIEVED THEY WERE ON TXWY G PROCEEDED ONTO RWY 33L. THE PLT REALIZING HE WAS ON THE WRONG TXWY MADE A 180 DEG TURN TO EXIT RWY 33L AT TXWY G. THE CO-PLT WAS HAVING DIFFICULTY COM WITH GND/TWR CTLR AT WHICH TIME THE PLT MADE CONTACT AND ANNOUNCED CLR OF RWY 33L AT INTERSECTION G. AFTER RECEIVING PROGRESSIVE TAXI ASSISTANCE A SUBSEQUENT CLRNC WAS ISSUE TO CROSS RWY 33L ON D TO APCH END OF RWY 27. UPON REACHING DEST. PLT CALL ATC FACILITY AS REQUESTED. SUPPLEMENTAL INFO FROM ACN 541884: NOTE: IN THE EVENT DESCRIBED BELOW I AM A CONTRACT 'SUB' CO-PLT FOR THIS COMPANY. I WAS THE NON-FLYING CO-PLT ON THIS LATE EVENING DEP. HAVING BEEN AWAKE SINCE XA00 FOR AN XB00 ARR AT THE BINGHAMTON REGIONAL ARPT FOR A XC00 DEP I HAD BEEN ON DUTY FOR WELL OVER 17 HOURS (PART 91 OP) UPON DEP OUT OF BOSTON - LOGAN INTL (KBOS) AT XG00 I PICKED UP OUR TAXI CLRNC OUT OF GENERAL AVIATION PARKING FOR KING AIR B200 THE TAXI CLRNC WAS A FOLLOWS: 'ACFT X TAXI TO RWY 27 VIA K, C, D HOLD SHORT OF RWY 33L AT D.' AS CO-PLT I READ THIS CLRNC BACK TO BOSTON LOGAN GND (121.9). WHILE THE PLT STUDIED THE TAXI CHART, THEN PROCEEDED TO TAXI. AS THE PLT WAS TAXIING I WAS RUNNING THE CHKLIST THEN PROGRAMMING THE FMS FOR OUR RTE FROM KBOS AND VERIFYING THE RTE ON THE LOW ALT ENRTE CHARTS. AFTER PROGRAMMING THE FMS WHILE THE FLYING PLT WAS STILL TAXIING. I WAS THEN STUDYING THE LOGAN 2 DEP PROCEDURE FOR RWY 27 AND FINDING THE DEP FREQUENCY WE WOULD EVENTUALLY NEED. AT THIS POINT BOSTON - LOGAN GND ISSUED US THE FOLLOWING TAXI CLRNC, 'ACFT X CROSS RWY 33L ON D AND TAXI TO RWY 27 CONTACT 128.8.' WHILE I READ BACK THIS CLRNC LOOKING-UP FROM THE DP AND CHANGING FROM 121.9 TO 128.8 THE PLT HAD MADE A L TURN ON G INSTEAD OF D AND TAXIED ONTO RWY 33L THIS NIGHT OF 03/FRI/02. AT THIS POINT THERE WAS NO WAY TO CROSS THE RWY AS THERE WOULD HAVE BEEN IF WE HAD BEEN ON D. THE CAPT ELECTED TO TAKE THE SHORTEST RTE OFF RWY 33L BY DOING A 180 DEG TURN ON RWY 33L AND EXITING ON G. THIS RESULTED IN A RWY INCURSION AND AN ACFT ON FINAL APCH FOR RWY 33L ELECTED TO GAR. GND THEN GAVE US A TELEPHONE NUMBER TO CALL UPON ARR. CONTRIBUTING FACTORS TO THIS NIGHT RWY INCURSION WERE: FATIGUE, HAVING BEEN AWAKE FOR OVER 17 HRS BEFORE OCCURRENCE. NIGHT TIME, AT A VERY BUSY ARPT WHICH WE DO NOT NORMALLY FREQUENT (MAYBE ONCE A YR) AND EATIN, WE ONLY HAD EATEN A CHICKEN SANDWICH WHICH THE PAX WERE KIND ENOUGH TO BRING US FOR LUNCH THAT DAY (20 HRS TOTAL). THE POSSIBLE CORRECTIVE ACTION WOULD FOR ME AS A CO-PLT NOT TO TOTALLY RELY ON THE PLT TO TAXI WHILE I AM BUSY WITH OTHER CO-PLT DUTIES AND TO BOTH JUST CONCENTRATE AT THE TASK AT HAND TAXIING AT A MAJOR ARPT AT NIGHT TO PREVENT ANY RWY INCURSIONS.

Synopsis :

BE20 CREW HAD A RWY INCURSION ON TAXI OUT AT BOS.

Time

Date : 200203
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : FO
Altitude.MSL.Single Value : 41000

Aircraft / 1

Controlling Facilities.ARTCC : MHTG.ARTCC
Controlling Facilities.ARTCC : MMID.ARTCC
Operator.General Aviation : Corporate
Make Model : Learjet 54
Mission : Business
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : MMID.ARTCC
Make Model : B747-200
Mission : Business
Flight Phase.Cruise : Level

Aircraft / 3

Controlling Facilities.ARTCC : MMID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5100
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 250
ASRS Report : 542497

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Radar

Person / 5

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 7
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER A PARTIAL CREW SWAP IN DFW (SWAPPED OUT FO'S) AND AN EXHAUSTING ATTEMPT AT OBTAINING OUR IFR FLT PLAN TO GEORGETOWN, GRAND CAYMEN (MWCR), WE FINALLY DECIDED TO GO AND PHONE FILE ANOTHER FLT PLAN (INTL). AS OUR PAX SET ABOARD THE ACFT, WE FINALLY CORRECTED THE COMMERCIAL FIR XING BOUNDARY EET'S AND FILED THE PLAN WITH FSS. AFTER ALL WAS SAID AND DONE, WE TOOK OVER A 1 HR DELAY AND FINALLY GOT AIRBORNE AT XA07. WE WERE SLIGHTLY AHEAD OF OUR FIR XING, BUT MERIDA HAD US IN RADAR CONTACT. WHILE CHATTING WITH MY NEW FO (WHOM I GAVE THE LEG TO), I WAS CHKING OFF WAYPOINTS AND DOING POS RPTS WHEN NECESSARY. UPON RECEIVING 'RADAR CONTACT' FROM MERIDA, I CEASED THE POS RPTS AND PLANNED ON RESUMING THEN APCHING CENAMER CTL. THEN WE HEARD MIL B747 CHK ON FREQ. AN ACR JET CREW CONTACTED THEM AND ASKED THEM TO CHANGE FREQ TO CHAT. WE LISTENED IN AND BEFORE I KNEW IT WE WERE ALREADY INSIDE CENAMER CTL AIRSPACE AND WERE CONTACTED BY ANOTHER CREW WITH A RELAY TO CHANGE FREQ. APPARENTLY THERE WAS NO CONFLICT, BUT I DID NOT GIVE A CALL 10 MINS PRIOR TO ENTERING THEIR AIRSPACE. IT WAS THEN THAT I REALIZED WE WERE BEING COMPLACENT AND BEGAN FOCUSING ON THE TASK AT HAND. THE LACK OF SMOOTH FLOW PRIOR TO OUR DEP APPARENTLY TOOK ITS TOLL ON ME MENTALLY AND IT TOOK THIS EVENT TO SHOW IT TO ME.

Synopsis :

LJ45 CREW PENETRATED MHTG FIR WITHOUT ESTABLISHING ATC CONTACT.

Time

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

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream II
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 2000
ASRS Report : 544344

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 500
ASRS Report : 544345

Person / 3

Function.Controller : Combined Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolutive Action.Controller : Issued Advisory
Resolutive Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

A TAXI CLRNC WAS ISSUED BY GND CTL (GND AND TWR, SAME CTLR), 'TAXI TO RWY 19 AND MONITOR TWR FREQ WHEN READY.' WE DID NOT HOLD SHORT AT DEP END OF RWY 19, BUT CROSSED IT. (THIS IS THE COMMON CLRNC FOR RWY 19 DEP -- TO CROSS IT AND MAKE A 180 DEG TURN AND HOLD SHORT NOT TO BLOCK TFC TO RWY 24.) THERE WAS NO OTHER TFC IN THE AREA, AN ATC CTLR FIRST VERIFIED THAT WE WERE DOING THE 180 DEG TURN TO HOLD SHORT OF RWY 19. WE READ BACK 'HOLD SHORT RWY 19' AND NOTHING MORE WAS SAID OR DISCUSSED WITH ATC. HOWEVER, WE REALIZED WE WERE MAKING AN UNAUTH XING. A LONG DUTY DAY, NONSTANDARD/Common LANGUAGE RADIO COM AND BEING A 'CREATURE OF HABIT' WERE CONTRIBUTING FACTORS. THE CREW HAS IMPLEMENTED ADDITIONAL VERIFICATION PROCS TO AVOID THE SAME IN THE FUTURE.

Synopsis :

G-II CREW HAD A RWY INCURSION WHEN TAXIING TO THE END OF RWY 19 AT TEB.

Time

Date : 200205
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HLN.Airport
State Reference : MT
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Caravan 1 208A
Mission : Freight
Flight Phase.Descent : Approach
Flight Phase.Descent.Other : DME ARC
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 1000
ASRS Report : 546724

Person / 2

Function.Controller : Non Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 2
Resolutory Action.Flight Crew : Became Reoriented
Resolutory Action.Flight Crew : Exited Adverse Environment

Supplementary

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

Narrative :

STARTED OUT WITH HVY SNOWFALL AND LOW VISIBILITIES ACROSS THE STATE OF MONTANA. MY FIRST FLT WAS CANCELLED DUE TO LOW VISIBILITY AT MY DEST. SECOND FLT DELAYED DUE TO LOW VIS AT MY DEP ARPT. I WAS DEICED 3 TIMES BEFORE I GOT OFF THE GND THE FIRST TIME. AFTER MAKING MY FIRST FLT TO KALISPELL, I WAITED ON THE GROUND FOR CONDITIONS TO IMPROVE FOR MY NEXT FLT TO HELENA. WHEN I FINALLY TOOK OFF, VISIBILITY IN HELENA HAD COME UP TO 1 1/2 MI AND I PLANNED ON SHOOTING THE ILS TO RWY 27, WHICH WOULD BE THE SAFEST AND EASIEST APCH. MY NEAREST ALTERNATE THAT DAY WAS SPOKANE, WA. ENRTE, I WAS EXPERIENCING MODERATE RIME ICING AND NEEDED TO INFLATE THE BOOTS PERIODICALLY, NOT A FUN DAY. HELENA ATIS SAID TO EXPECT THE ILS RWY 27 APCH, WHICH WAS WHAT I HAD PLANNED ON AND WHAT I HAD PREPARED FOR. MY INTENT WAS TO FLY DIRECT TO THE VOR, THEN FOLLOW THE LOC 'BACK COURSE' OUT, DO THE PROC TURN AND INTERCEPT THE LOC INBOUND TO RWY 27. AT 22 DME, SALT LAKE CTR HANDED ME OVER TO HELENA APCH. WHEN I CONTACTED HELENA, I REQUESTED THE 'ILS RWY 27' APCH. THIS IS WHERE THE MISUNDERSTANDING TOOK PLACE. HELENA APCH SAID 'HOW ABOUT THE LOC BACK COURSE CIRCLE TO LAND RWY 27?' MY BRAIN HEARD WHAT IT EXPECTED TO HEAR, NAMELY 'BACK COURSE' AND '27.' I REPLIED BACK 'CLRED FOR THE ILS RWY 27 APCH' AT WHICH TIME THE CTLR'S BRAIN HEARD WHAT HE EXPECTED TO HEAR. NEXT, HE CLRED ME TO 9500 FT AND TOLD ME TO INTERCEPT THE 13 DME ARC. NOW THIS PART HAD ME CURIOUS, BUT THE ILS RWY 27 DOES HAPPEN TO HAVE A 15 MI ARC, SO I ASSUMED HE WAS CHANGING MY APCH TO FLY THE ARC AROUND TO THE LOC AND HAD CHANGED TO 13 DME DUE TO MY NEAR PROX BY THIS TIME (MY APCH WAS FROM THE N WEST). I ALSO STARTED EXPERIENCING MODERATE TURB AND MOD MIXED ICING, SO MY HANDS WERE FULL, PLUS I NEEDED TO CONCENTRATE ON FLYING A GOOD ARC AND MAKING SURE I WAS READY FOR THE APCH. NEITHER HE NOR I REALIZED THERE WAS A PROB UNTIL HE ASKED ME WHERE I WAS ON THE ARC. I REPLIED THAT I WAS ON THE 20 DEG RADIAL. HE SAID, 'SO YOU ARE OUT TO THE NW?' I SAID, 'NO, TO THE NE.' HE THEN CLRED ME FOR THE ILS TO RWY 27, BUT I SIGHTED THE ARPT AND FINISHED UP WITH A VISUAL. THE ONLY OTHER ACFT IN THE AREA AT THE TIME WAS AN ACR ACFT, WHICH WAS COMING IN FROM THE E AND WAS TOLD TO HOLD WHILE I FINISHED THE APCH I WAS ON, BUT WAS ABLE TO PROCEED DIRECTLY IN AFTER I HEADED STRAIGHT TO THE RWY. I HAVE NO EXCUSES OTHER THAN BEING TIRED AFTER 8 HRS OF DEALING WITH INCLEMENT WX. FUNNY THING IS THAT IF I HAD UNDERSTOOD THE CLRNC CORRECTLY, I WOULD HAVE HAD TO DECLINE DUE TO THE FACT THAT I WAS TOO CLOSE IN TO MAKE THE CHANGE. ALSO, THAT PARTICULAR APCH WOULD HAVE ONLY GOTTEN ME DOWN TO 1246 FT AGL AND WOULDN'T HAVE BEEN MY FIRST CHOICE ON THAT PARTICULAR DAY.

Synopsis :

CESSNA 208 CARGO PLT MISTAKENLY MADE THE ASSIGNED DME ARC ON GOING AROUND TO THE ILS INSTEAD OF THE BACK COURSE TO WHICH HE WAS ASSIGNED.

Time

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

Place

Locale Reference.Airport : EGE.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EGE.Tower
Operator.General Aviation : Corporate
Make Model : Fairchild & Swearingen Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5350
Experience.Flight Time.Last 90 Days : 142
Experience.Flight Time.Type : 461
ASRS Report : 556095

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3367
Experience.Flight Time.Last 90 Days : 213
Experience.Flight Time.Type : 317
ASRS Report : 556523

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence.Other : Tkof Clrnc
Independent Detector.Other.ControllerA : 3
Resolutory Action.Controller : Issued Alert
Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON OUR FINAL DAY OF A 6 DAY ROTATION ON THE ROAD, WE WERE INFORMED OF A POS LEG TO EAGLE, CO, FROM DENVER CENTENNIAL ARPT. THEN WE WERE TO GO 'LIVE' TO TRAVERSE CITY, MI, TO DROP 2, AND THEN POS THE ACFT TO CHICAGO O'HARE ARPT TO CREW SWAP. WHILE OUR PAX SHOWED EARLY, WE WERE STILL TRYING TO EXPEDITE THINGS SO WE COULD MAKE AN EARLIER FLT HOME TO DALLAS. AFTER START UP, WE TAXIED OUT TO RWY 28. BY THE TIME WE GOT TO THE END, WE WERE FINISHED WITH OUR CHKLISTS. WE DIDN'T CALL READY UNTIL THE ACFT ON FINAL HAD TOUCHED DOWN. WHEN WE DID CALL READY, WE WERE GIVEN A 'POS AND HOLD' CLRNC. WHILE WE WERE POSITIONING ONTO THE RWY, I ADDED TO MY TKOF BRIEF THAT I WOULD HOLD THE BRAKES UNTIL THE PWR WAS ALMOST ALL THE WAY UP. I THEN PROCEEDED TO ASK FOR LINE-UP ITEMS ON THE CHKLIST AND THEN I PWRED UP AND ROLLED. UPON LIFTOFF, WE HEARD TWR SAY 'ACFT X, DISREGARD.' I THEN GLANCED DOWN AND VERIFIED TO MY DISMAY THAT THE LNDG LIGHTS WERE STILL OFF. THIS IMMEDIATELY TRANSLATED WHAT HAD JUST HAPPENED INTO REALITY. A BIT OF GET HOMEITIS ACCOMPANIED BY A BIT OF FATIGUE WAS PARTLY TO BLAME, BUT ATTN TO DETAIL AND STAYING SHARP WAS DEFINITELY NOT PART OF THIS SEGMENT. I'LL BET I DON'T SEND IN THE SAME RPT EVER AGAIN THOUGH.

Synopsis :

LEAR 45 FLC TAKE OFF WITHOUT CLRNC AT EGE ARPT DUE TO HURRY UP GET HOMEITIS.

Time

Date : 200208
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LGA.Airport
State Reference : NY

Environment

Flight Conditions : VMC
Ceiling.Single Value : 8000

Aircraft / 1

Controlling Facilities.Tower : LGA.Tower
Operator.General Aviation : Corporate
Make Model : Citation 10
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8700
Experience.Flight Time.Last 90 Days : 113
Experience.Flight Time.Type : 471
ASRS Report : 556631

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

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 : Unable

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

LONG XCOUNTRY (LAX-LGA), SUBTLE FATIGUE? THOROUGHLY BRIEFED EXPRESSWAY VISUAL RWY 31 LGA. PLANNED TO ROLL FULL LENGTH, L TURN EXIT LAST TXWY. LAST TXWY WAS UNLIT. WE WERE TOO FAST FOR THE 'HIGH SPD' AFTER XING RWY 4. CAPT TURNED L, BTWN RWY LIGHTS, STILL ON CONCRETE, BUT NOT ON TXWY. RECOVERED QUICKLY.

Synopsis :

A C750 CREW, LNDG AT LGA, EXPERIENCED A RWY EXCURSION DUE TO EXCESSIVE SPD.

Time

Date : 200208
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model : Challenger C1601
Mission : Repositioning

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4260
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 225
ASRS Report : 557414

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

OUR FLT DEPARTED RWY 24 ON THE TEB FIVE DEP. AFTER TKOF, WE ACCIDENTALLY NEGLECTED AN ALT RESTR TO MAINTAIN 1500 FT UNTIL 4.8 DME AND CLBED TO THE INITIAL ALT OF 2000 FT. OUR CLB RESULTED IN A TA (TCASII) CAUSED BY AN ACFT ON APCH. THE TFC WAS VISUALLY IN SIGHT THROUGHOUT THE OCCURRENCE, AND AN RA WAS NEVER RECEIVED DUE TO OUR INCREASING SPACING BY THIS POINT. DEP MADE US AWARE OF OUR MISUNDERSTANDING AND THAT WE HAD COMPROMISED REQUIRED SEPARATION. WE WERE INSTRUCTED TO CONTINUE OUR CLB AND THE FLT CONTINUED WITHOUT FURTHER INCIDENT. OUR ERROR OCCURRED ON A NIGHTTIME REPOSITIONING LEG AFTER A W COAST TO E COAST TRIP. BECAUSE OF A DEP PLANNED FOR THE FOLLOWING MORNING, DUTY TIME AND REST WAS A PRESSURING FACTOR. DURING TAXI TO RWY 19 THE GND CTLR INSTRUCTED US TO TAXI FOR RWY 24. THE DEP DIFFERENCES INCLUDE AN UNRESTR CLB TO 2000 FT VERSUS THE RESTR CLB TO THAT ALT FOR RWYS 19 AND 24, RESPECTIVELY. SPECIAL ATTN SHOULD HAVE BEEN GIVEN TO THE RWY CHANGE AND THE DIFFERENCES ON THE DEP CONSIDERING THE COMPLEXITY OF THE AREA.

Synopsis :

CL601 FLC HAS ALTDEV DURING PUBLISHED DEP.

Time

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

Place

Locale Reference.Airport : DBQ.Airport
State Reference : IA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Corporate
Make Model : Regional Jet C165
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14300
Experience.Flight Time.Last 90 Days : 115
Experience.Flight Time.Type : 165
ASRS Report : 558134

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
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
Resolatory Action.Controller : Separated Traffic
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

PLT FAILURE TO FOLLOW ATC INSTRUCTION. FLYING AT FL350 FOLLOWING SEVERAL ATC VECTORS FOR CLB FROM MDW, WE LEVELED AT FL350. A LINE OF TSTMS WERE ALONG AND N OF OUR RTE AND OUR VISION WAS OBSTRUCTED BY CIRRUS AND SOME 'BLOW-OFF' FROM TSTMS S OF OUR RTE. WE ASKED FOR CLB TO FL390. CTR GAVE US A 'TURN R 10 DEGS CLB TO FL390, CONTACT CHICAGO ON 1XX.XX.' COPLT READ BACK 'R TURN 10 DEGS,' AND THE BAL, I SET IN A 10 DEG L TURN (S OF TRACK). WHEN COPLT CONTACTED NEXT CTLR HE SAID, 'ACFT X LEAVING FL350 FOR FL390 HEADING 275 DEGS.' NEW CTLR SAID 'WHAT? WHAT IS YOUR HEADING?' COPLT REPLIED WE SET IN WRONG HEADING. I BEGAN TURNING 20 DEGS R (N OF TRACK). CTLR TURNED AN ACR Y FLT 10 DEGS R AND CANCELED HIS DSCNT CLRNC, THEN CONFIRMED OUR NEW HEADING AND ADDED ADDITIONAL 10 DEGS R, THEN CHANGED OUR CLB LIMIT TO FL370. AFTER ACR Y PASSED 8-10 MI S OF US WE WERE CLRED TO FL390. THIS WAS MY FIRST TRIP WITH ONE OF OUR NEWLY HIRED PLTS AND WAS THE THIRD LEG OF A 2 DAY TRIP. HE THOUGHT I HAD HEARD SOMETHING OTHER THAN HE HAD, BUT HAD READ BACK THE R TURN, AND I HAD HEARD 'R TURN 10 DEGS' AND HAD WANTED TO BE S OF COURSE, BECAUSE OF WX, SO 10 DEGS R BECAME 10 DEGS S AWAY FROM WX. HE WAS ALSO JUST ABOUT TO QUESTION ME WHEN THE CTLR ASKED 'WHAT...' THE CL604 OPERATES ON 1/2 BANK FUNCTION ABOVE FL315/FL320 BY DEFAULT, THUS HEADING CHANGES ARE SLOWER THAN EXPECTED BY THE CTLR (SUPPOSITION ON MY PART) AND RESULT IN A DELAY IN COURSE/TRACK CHANGE. I BELIEVE MY ACTIONS WOULD HAVE BEEN CHALLENGED EARLIER WITH AN ESTABLISHED CREW MEMBER, HOWEVER MY NEWER COPLT WAS FORMULATING A TACTFUL QUESTIONING OF MY ERROR.

Synopsis :

CL60 CREW HAD A TRACK DEV IN ZAU CLASS A.

Time

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

Place

State Reference : MI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.General Aviation : Corporate
Make Model : Falcon 900
Mission : Test Flight
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12668
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 656
ASRS Report : 561321

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 18000

Supplementary

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

Problem Areas : Maintenance Human Performance

Narrative :

THE PURPOSE OF THIS FLT WAS TO PERFORM A REQUIRED FUNCTIONAL TEST OF NEWLY INSTALLED EGPWS, A NEWLY INSTALLED MAGNASTAR FLT PHONE SYS AND TO PERFORM A POST MAINT SYS CHK OF THE ACFT THAT HAD JUST CAME OUT OF A MAJO INSPECTION. DUE TO UNEXPECTED PROBS, THE MAINT FACILITY DID NOT HAVE THE ACFT READY TO FLY UNTIL XA00, 7 HRS AFTER OUR ARR. BY THE TIME WE DEPARTED FOR THE FLT WE HAD BEEN ON DUTY FOR A LITTLE OVER 8 HRS. WE WERE HANDED OFF TO ZMP AND EVENTUALLY CLRED TO OUR INITIAL CRUISE ALT OF 14000 FT MSL. THE SIC CONTACTED MINNEAPOLIS TO BRIEF THEM OF OUR INTENTIONS, THAT IS, AFTER PASSING IWD WE WERE GOING TO NEED TO DSND TO 2000 FT MSL OVER LAKE SUPERIOR IN ORDER TO PERFORM THE OVERFLY OF CUYAHOGA PEAK (TF3) REQUIRED FOR OUR EGPWS FUNCTIONAL TEST. CTLR #1 HANDED US OFF TO THE NEXT SECTOR ADVISING US TO WAIT ABOUT 5 MINS BEFORE MAKING OUR REQUEST. WE CONTACTED ZMP ON THE NEW FREQ AND THE NEW CTLR (CTLR #2) IMMEDIATELY ASKED US OUR INTENTIONS. WE REITERATED OUR INTENT TO DSND TO 2000 FT OVER LAKE SUPERIOR WITH CTLR #2. CTLR #2 INFORMED US THAT HE COULD NOT CLR US TO 2000 FT OVER THE LAKE ON AN IFR FLT PLAN. WE TOLD HIM THAT IN THAT CASE WE WOULD CANCEL IFR AT IRONWOOD AND THEN CONTACT HIM AFTER COMPLETION OF THE TEST FOR AN IFR CLRNC BACK TO ATW. HE ASKED WHO WAS GOING TO CANCEL THE IFR, HIM OR US, AND WE SAID WE WOULD. WE BELIEVE HE RESPONDED 'ROGER.' AS WE APCHED IWD, WE REQUESTED A LOWER ALT IN ORDER TO BEGIN OUR WAY DOWN TO BE AT OUR PLANNED 2000 FT ALT IN TIME FOR OUR PASS OVER CUYAHOGA PEAK. CTLR #2 WAS VERY BUSY, IT SEEMED, AND HE BROADCAST THAT HE WAS GETTING SEVERAL CALLS WITH THE SAME REQUEST AND WAS GOING TO HAVE TO TAKE THEM ONE AT A TIME. WE ARE NOT SURE WHAT HIS EXACT RESPONSE WAS AT THAT TIME TO OUR REQUEST FOR A LOWER ALT. THERE WERE SEVERAL ACFT CALLING AND IT IS POSSIBLE HE WAS BLOCKED OR STEPPED ON. ENRTE TO IWD WE SET UP OUR FMS FOR A VNAV DSCNT TO REACH OUR FIRST EGPWS TEST WAYPOINT AT 2000 FT. WE SET THE ASEL TO 2000 FT AS WE WERE EXPECTING A QUICK CLRNC AND WE WERE RAPIDLY APCHING OUR FMS CALCULATED TOP OF DSCNT POINT. REALIZING THAT WE WERE GOING TO MAKE A HURRIED DSCNT AND THAT THE CTLR WAS OVER TASKED, WE CALLED AGAIN AND TOLD HIM WE WERE CANCELING IFR. WE WANTED TO EXPEDITE OUR DSCNT AND RELIEVE THE CTLR BY GOING VFR. THE CTLR RESPONDED SAYING AGAIN THAT SEVERAL ACFT WERE REQUESTING CANCELLATIONS AT THE SAME TIME AND THE SIC THOUGHT HE SAID THAT HE WAS UNABLE TO RELEASE US (OR PERHAPS ANOTHER ACFT HE WAS TALKING TO) AT THE TIME, THE PIC THOUGHT HE SAID, IFR CANCELED. THROUGHOUT THE FLT OUR MAINT CREW MEMBERS WOULD PERIODICALLY ENGAGE US IN CONVERSATION ABOUT VARIOUS ASPECTS OF THE FUNCTIONAL CHKS THEY WERE PERFORMING. COINCIDENT WITH THE CURRENT COM PROB WE WERE HAVING WITH ATC, ONE OF THE TECHNICIANS, UNAWARE OF THE SIT, ASKED US A QUESTION. SIMULTANEOUSLY, THE VNAV ENGAGED AND BEGAN OUR DSCNT FOR 2000 FT MSL. THE PF, DISTR BY THE MAINT CREW, WAS NOT AWARE THAT WE WERE NOT CLRED YET TO DSND, HE THOUGHT HE HEARD THE CTLR SAY 'IFR CANCELED.' MEANWHILE, THE SID, ALONG WITH BEING DISTR MOMENTARILY BY THE MAINT CREW'S QUESTIONS, WAS ALSO BUSY TRYING TO GET A CONFIRMATION FROM THE CTLR THAT WE HAD CANCELED IFR. WHEN THE SIC REALIZED THAT THE ACFT WAS DSNDING, HE ADVISED THE PIC THAT WE HAD BETTER GET BACK UP TO 14000 FT. THE PIC IMMEDIATELY REALIZED OUR ERROR AND BEGAN RETURNING TO OUR CLRNC ALT OF 14000 FT. BECAUSE WE HAD PAX MOVING ABOUT THE CABIN, IT WAS NECESSARY TO MAKE A SMOOTH LEVELOFF AND TRANSITION RATHER THAN AN ABRUPT PITCH UP MANEUVER TO RETURN TO THE ASSIGNED ALT WITHOUT UPSETTING THE PAX AND CAUSING THEM POSSIBLE INJURY. AS WE BEGAN OUR CLB TO 14000 FT, WE GOT A TCASII TA SHOWING A TARGET 3 MI AT OUR 7-8 O'CLOCK POS INDICATING 300 FT BELOW OUR ALT. AT THE SAME TIME THE CTLR ASKED FOR OUR ALT AND THE SIC RESPONDED THAT WE WERE AT 13500 FT AND RETURNING TO 14000 FT. WE WERE BACK AT 14000 FT IN ABOUT 15 SECONDS. THE CTLR ASKED WHAT WE WERE DOING DOWN THERE AND, AS WE WERE TRYING TO FIGURE THAT OUR OURSELVES, THE SIC TOLD HIM THAT WE HAD AN EQUIP MALFUNCTION (BECAUSE AT FIRST THAT IS WHAT THE SIC THOUGHT IT WAS) THAT WE DIDN'T CATCH IN TIME, AND THAT WE WERE SORRY. IT WAS IN HINDSIGHT, AN AUTOMATION SURPRISE PERHAPS CAUSED BY PREMATURELY SETTING THE ASEL TO 2000 FT. THE CTLR SAID THERE WAS PROBABLY GOING TO BE SOME PAPERWORK INVOLVED BECAUSE THERE WAS OTHER IFR TFC IN THE AREA AND TO STAND BY FOR A PHONE NUMBER.

Synopsis :

F900 CREW ON TEST FLT AND ON IFR FLT PLAN WITH ZMP LEAVE ASSIGNED ALT WITHOUT ATC APPROVAL.

Time

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

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream IV
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 : 13000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 561947

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

THE FLT WAS FROM RJAA TO PANC TO TEB. IT WAS AN EXTREMELY LONG FLT WITH AN EXTREMELY LONG DUTY DAY. THIS WAS NOT HELPED BY THE FACT THAT I HAD LITTLE SLEEP IN THE 24 HR PERIOD BEFORE TKOF, DUE TO THE TELEPHONE GOING OFF AND OTHER DUTIES ASSOCIATED WITH THIS FLT. TKOF WAS SCHEDULED AT XA00 FROM NARITA, WHICH MEANT OUR FLT WOULD TAKE OFF AT NIGHT AND LAND AT NIGHT WITH SOME DAYLIGHT IN BTWN. IN ADDITION TO LITTLE SLEEP, THE COPLT WAS BRAND NEW TO THE COMPANY AND TO THE AIRPLANE. HE HAD NEVER FLOWN AN INTL, OVERWATER FLT. IN PANC, WE TOOK A SHORT MAINT DELAY WHILE I TRIED TO GET THE WATER SYS WORKING IN THE AIRPLANE SO THE PAX COULD HAVE RUNNING WATER. WE TOOK OFF FROM PANC FOR AN XA00 ARR IN TEB. BY THE TIME WE GOT TO TEB, I WAS EXHAUSTED. WE WERE RADAR VECTORED TO THE FINAL APCH COURSE TO RWY 6 FOR A STRAIGHT-IN LNDG. I BRIEFLY LOOKED OVER THE APCH PLATE EXPECTING TO FOLLOW THE FINAL APCH COURSE FOR RWY 6 AND ASKING TO BREAK OFF THE APCH AND CIRCLE VISUALLY TO LAND ON RWY 1, MUCH MORE INTO THE WIND. AFTER HAVING BEEN CLRED FOR THE APCH, THE BREAKOFF WAS APPROVED AFTER PASSING TORBY, THE OM. I HAD TROUBLE PICKING UP THE ARPT AND IDENTING RWY 1. THE STADIUMS WE USE AS A POINT OF VISUAL REF FOR RWY 1 COULD NOT BE IDENTED BECAUSE ALL ASSOCIATED LIGHTING FOR THESE STADIUMS WERE NOT ON. WE WERE AT 2000 FT (ASSIGNED) WHEN CLRED FOR THE ILS 6 APCH. THINGS BEGAN TO HAPPEN FAST. I BECAME DISORIENTED ON THE ILS TO RWY 6. I STARTED A DSCNT FROM 2000 FT ON THE FINAL APCH COURSE WHEN GS INTERCEPTION ALT WAS REACHED. AT THIS POINT, I WAS STILL TRYING TO FIND RWY 1 SO I COULD ENTER A DOWNWIND/BASE FOR RWY 1. CONCENTRATING TOO MUCH ON THE CIRCLE FOR RWY 1, I MISSED THE XING ALT OF 1500 FT AT DANDY INTXN BEFORE THE OM. WITH RWY 6 NOW IN GOOD VISUAL SIGHT, I WAS DSNDRG. I FELT I WAS HIGH AND THEN I FELT I WAS LOW, TOO LOW FOR A CIRCLE TO RWY 1. I STARTED OUT AT 2000 FT AT GS INTERCEPT DOWN TO 1600 FT (BELOW GS) AND THEN BACK TO 2000 FT TO WAIT FOR THE GS INTERCEPT. IT WAS AT THIS POINT WHERE I DIDN'T REALLY KNOW WHAT ALT I SHOULD BE AT AND WHAT ALT I SHOULD CIRCLE TO RWY 1 AT. I SAW BIG, FAT TXWY 5 RIGHT IN FRONT OF ME. I DID NOT WANT TO TURN OFF OF THE FINAL APCH COURSE. I HAD NO OTHER REFS RIGHT AT THIS TIME OTHER THAN THE ILS AND RWY 6 AND I CERTAINLY DIDN'T WANT TO ADD TO THE PROB BY LEAVING THESE REFS IN SEARCH OF A RWY THAT I WAS NOT ALL THAT FAMILIAR WITH. I TOLD THE COPLT TO ASK TEB TWR FOR A STRAIGHT-IN LNDG TO RWY 6. THIS WAS APPROVED. I THOUGHT THAT GETTING THE AIRPLANE ON THE GND NOW ON RWY 6 WAS THE BEST OPTION, AFTER ALL WIND AT 360 DEGS AT 9 KTS GUSTING TO 15 KTS IS NOT THAT MUCH OF A XWIND WHEN LNDG ON RWY 5. SEVERAL FACTORS LED ME TO VARY THE ALT/DSCNT RATE (AND CLB), WHICH THEN LED ME TO NOT FOLLOW THE ALT REQUIREMENTS FOR THE FINAL APCH TO RWY 5. THESE ARE: 1) MY PERSONAL RESERVES WERE GONE. I WAS EXHAUSTED. 2) MOMENTARY DISORIENTATION IN RESPECT TO RWY 5, WHICH LED TO INDECISION ABOUT THE BEST ALT TO CIRCLE TO RWY 1. I WANTED TO KEEP AS MUCH ALT AS POSSIBLE FOR THE CIRCLE. AT THIS MOMENT, I WAS ACTUALLY STILL TRYING TO DECIDE WHICH RWY I WANTED TO USE FOR THE LNDG. MY DECISION MAKING PROCESS WAS HAMPERED. I HAD NO REAL 'PLAN OF ATTACK' FOR THIS APCH: CIRCLE/NOT CIRCLE, STRAIGHT IN/NOT STRAIGHT IN RWY 1/RWY 6. 3) WE DIDN'T BRIEF THE APCH COMPLETELY. 4) NEW COPLT. MUCH OF THE FLT WAS TAKEN UP TALKING ABOUT AIRPLANE OPS AND INTL OPS. BY THE TIME WE ARRIVED IN TEB IN ADDITION TO BEING TIRED I WAS GETTING HOARSE. THE COPLT CRM WAS VIRTUALLY NON EXISTENT. 5) EXCELLENT WX. THIS GAVE ME SEVERAL OPTIONS FOR APCHING THE ARPT (IFR, VFR, STRAIGHT IN, CIRCLING) AND I DIDN'T FOCUS ON ANY ONE OPTION AND DID NOT CONCENTRATE OF ANY ONE APCH. IN THE FUTURE, I NEED TO BE MORE ATTENTIVE TO LONG DISTANCE/LONG DUTY DAY FLTS. I CAN REQUEST A THIRD PLT FOR THESE FLTS BUT IN THE PAST I HAVE SHIED AWAY FROM DOING SO BECAUSE CREW TRANSPORTATION IS EXPENSIVE. 3 PLTS IN THE COCKPIT, UNDER ANY CIRCUMSTANCE, IS BETTER BECAUSE 3 HEADS ARE BETTER THAN 2, ESPECIALLY DURING HIGH WORKLOAD PERIODS, TKOF, APCH, LNDG. FIRST FLT FOR A COPLT IN THE AIRPLANE AND FIRST TIME INTL OPS FOR THE COPLT. THESE 2 FACTORS SHOULD NOT BE MIXED. SO THE COMPANY NEEDS TO LOOK AT MORE EXPERIENCED COPLTS. WORKING AS WE WERE THIS FLT, WE WERE BOTH STRESSED OUT.

Synopsis :

GLF4 CREW HAD ALT EXCURSION AND TRACK DEV ON APCH TO TEB AFTER EXCESSIVE FLT TIME, DUTY TIME, AND NO RELIEF PLT OR CREW CHANGE FROM RJAA TO PANC, AND ON TO TEB.

Time

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

Place

Locale Reference.Airport : BWG.Airport
State Reference : KY
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5400
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 900
ASRS Report : 561959

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4300
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 1500
ASRS Report : 561960

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Took Evasive Action

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

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON A PART 91 CPR FLT FROM, STF, MS, TO BWG, KY. WE WERE AT THE END OF A LONG DAY. WE SAT ON THE AIRPLANE MOST OF THE DAY WAITING FOR PAX. WHEN THEY ARRIVED, THEY INFORMED US THEY NEEDED TO DROP 1 PAX IN STF, SO WE HAD TO REFILE AND CHANGE OUR FLT PLAN AROUND. WHEN WE LEFT STF FOR BWG, WE HAD TO CROSS A LINE OF WX AND DO A LOT OF DEVIATING TO GET TO BWG. JUST N OF BNA, WE WERE TURNED OVER TO ZME ON 133.85. THEY GAVE US A HDG OF 080 DEGS FOR TFC AND A DSCNT TO 16000 FT. AROUND 35 NM FROM BWG THEY CLRED US DIRECT TO BWG AND A CLRNC TO 4000 FT. AT AROUND 10000 FT, THE CAPT CALLED FOR THE APCH CHKLIST. AS I WAS RUNNING THE APCH CHKLIST, MEM ASKED US TO STOP AT 5000 FT. I ACKNOWLEDGED THE ALT AND WENT RIGHT BACK TO THE CHKLIST WITHOUT SETTING THE ALT SELECTOR. AT AROUND 15 MI FROM BWG, WE HAD THE ARPT IN SIGHT. WE ALSO HAD AN ACFT ON TCASII BTWN US AND BWG. WE LEVELED AT 4000 FT. AT THIS TIME ZME TOLD US TO EXPECT LOWER PASSING THIS TFC WHICH WAS AT 4000 FT. AT THIS TIME THE CAPT ASKED ME ABOUT US BEING AT 4000 FT ALSO. I TOLD THE CTLR WE WERE AT 4000 FT AND HAD THE TFC AND THE ARPT. THE CAPT ALSO TURNED SLIGHTLY R TO GO AROUND THE TFC. ZME CALLED BACK AND TOLD US WE SHOULD BE AT 5000 FT. I TOLD HIM HE HAD GIVEN US 4000 FT, AND HE TOLD ME I WAS IN ERROR. I TOLD HIM WE WOULD CLB BACK TO 5000 FT. AT THIS TIME, THE TCASII ISSUED AN RA TO DSND. WE FOLLOWED THE TCASII AND DSND TO AROUND 3600 FT AFTER I HAD TOLD ATC WE WOULD CLB. THE TFC PASSED OFF OUR L. I TOLD ZME WE HAD PASSED THE TFC AND HAD THE ARPT IN SIGHT, WE WOULD CANCEL IFR. HE ACCEPTED OUR CANCELLATION AND WE LANDED UNEVENTFULLY. I BELIEVE THAT THE LONG DUTY DAY CONTRIBUTED TO OUR BUSTING THE ALT. WE WERE TIRED AND READY TO BE HOME. WE ALSO WERE KEPT HIGH FOR OTHER TFC, SO WHEN WE WERE GIVEN THE DSCNT TO 4000 FT, WE WERE COMING DOWN PRETTY FAST. THIS WAS A CRITICAL PHASE OF FLT. THE CAPT WAS FLYING AND I WAS RUNNING A CHKLIST WHEN THE CTLR TOLD US TO STOP AT 5000 FT. I THINK IF HE HAD TOLD US TO STOP AT 5000 FT FOR TFC, I WOULD HAVE CAUGHT THE CHANGE. INSTEAD I DON'T EVEN REMEMBER READING IT BACK AND NEITHER DOES THE CAPT. ANOTHER FACTOR IS THIS WAS MY FIRST TRIP IN THE BEECH JET. I TRAINED ON IT IN AUGUST AND WAS CURRENT. HOWEVER, WE OPERATE 3 DIAMONDS WHICH ARE THE SAME TYPE CERTIFICATE AND MOST OF MY TIME IS IN THE DIAMONDS. THE BEECH JET HAS A VERY DIFFERENT PACKAGE OF AVIONICS AND I WAS TRYING TO KEEP UP. IT ALSO WOULD HAVE HELPED IF I HAD INFORMED ATC THAT WE WERE FOLLOWING AN RA. OUR COMPANY HAS AN SOP MANUAL THAT WE TRAIN BY TO COVER THE SETTING OF THE ALT SELECTOR. WE HAVE RPTED THIS EVENT TO THE VICE PRESIDENT OF OPS AND HAVE RECEIVED REMEDIAL TRAINING ON THIS ISSUE AND HOW TO AVOID IT IN THE FUTURE. SUPPLEMENTAL INFO FROM ACN 561960: CONTRIBUTING FACTORS WERE NIGHT, TSTMS, AND A VERY LONG DAY. THE FO WAS ON HIS VERY FIRST FLT IN THIS ACFT. WE HAVE AN SOP FOR SETTING THE ALT SELECTOR. THE PNF SETS IT IF THE PF AND CTLING THE AIRPLANE BY HAND.

Synopsis :

BE40 CREW HAD AN ALT OVERSHOOT IN ZME CLASS E AIRSPACE.

Time

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

Place

Locale Reference.Airport : SVH.Airport
State Reference : NC

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON
Operator.General Aviation : Corporate
Make Model : Small Transport, Low Wing, 2 Recip Eng
Mission : Business
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 800
ASRS Report : 552263

Person / 3

Function.Controller : Radar

Events

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

Supplementary

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

Narrative :

THIS FLT WAS THE FINAL OF A LONG DAY OF MODERATELY HARD IFR FLYING. THE WHOLE SE WAS UNDER THE EFFECTS OF A STORM. I WAS FLYING SINGLE PLT MOVING MY BOSS AND ONE OF HIS SALESMEN TO BUSINESS MEETINGS ALONG THE NORTH AND SOUTH CAROLINA COAST. ON THIS LEG, ALTHOUGH THE WX WAS MVFR, I ELECTED TO FILE IFR DUE TO MY LACK OF FAMILIARITY WITH THE CHARLOTTE CLASS B AIRSPACE. I CONTACTED CHARLOTTE CLRNC ON THE UZA REMOTE COMS OUTLET AND OBTAINED MY CLRNC. THE CTLR INSTRUCTED ME TO CALL FOR RELEASE WHEN I WAS #1 AT THE HOLD LINE. AFTER MY RUN-UP, I ATTEMPTED TO CONTACT CLRNC FOR MY RELEASE. AFTER MANY ATTEMPTS, A LCL PLT CALLED ME ON MY OTHER RADIO AND TOLD ME THAT THE RCO COULD NOT COMMUNICATE WITH ACFT WHEN THE ACFT WAS AT THE END OF RWY 2. THIS PLT TOLD ME EITHER TO DEPART VFR OR TAXI BACK TO THE RAMP AND OBTAIN MY RELEASE. I ELECTED TO FOLLOW THE LCL PLT'S LEAD AND DEPART VFR AND PICK UP MY CLRNC AIRBORNE. BECAUSE I WAS UNFAMILIAR WITH AIRSPACE SURROUNDING THIS AIRFIELD, I ELECTED TO REMAIN IN CLOSED TFC UNTIL I HAD RECEIVED MY CLRNC. THIS IS WHERE MY FIRST PROB OCCURRED. DUE TO RADIO FREQ CONGESTION (CAUSED BY MANY OTHER PLTS WHO HAD THE SAME PROB AS ME) I WAS UNABLE TO COMMUNICATE WITH ATC UNTIL I WAS ON THE BASE TO FINAL TURN AT 1000 FT AGL. SHORTLY AFTER I ESTABLISHED CONTACT, THE CTLR GAVE ME EVASIVE HDG AND ALT ASSIGNMENTS TO AVOID AN ACFT IN THE PATTERN THAT WAS NOT TALKING TO ANYONE. (I WAS MONITORING CTAF.) I CONTINUED ON TO MY DEST. DUE TO MY LEVEL OF FATIGUE, I ASKED MY BOSS, WHO IS ALSO A RATED INST PLT, TO BRIEF MY APCH INTO SVH. I ELECTED TO EXECUTE THE GPS TO RWY 10. WE LOADED THE APCH INTO THE GPS, AND HE READ TO ME THE STOP DOWN FIXES. I ASKED HIM TO MONITOR MY APCH AND ADVISE ME WHEN TO DSND FOR EACH OF THE STEP-DOWNS. TO MAKE A LONG STORY SHORT, WHEN IT MATTERED MOST, HE MISREAD THE GOV CHART AND HAD ME START MY INITIAL DSCNT ONE FIX EARLY. ZTL CAUGHT OUR ERROR, BUT NOT BEFORE I HAD DSND 500 FT. FATIGUE AND THE FACT THAT I GENERALLY USE COMMERCIAL CHARTS, BUT DID NOT HAVE ONE FOR THIS ARPT, CONTRIBUTED TO MY BREAKDOWN IN POSITIONAL AWARENESS. NEXT TIME, I WILL HAVE A CHART THAT I AM USED TO READING AND I WILL READ IT INSTEAD OF TRUSTING SOMEONE ELSE TO READ IT TO ME.

Synopsis :

CPR SMT TWIN PLT HAD DIFFICULTY PICKING UP IFR CLRNC WHEN DEPARTING NON TWR ARPT AND THEN SUBSEQUENTLY, DSND PRIOR TO THE CLT GPS FAF.

Time

Date : 200210
Day : Thu

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : OAK.Tower
Operator.Common Carrier : Air Carrier
Make Model : Airliner C99
Mission : Freight

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4920
Experience.Flight Time.Last 90 Days : 164
Experience.Flight Time.Type : 1225
ASRS Report : 562550

Person / 2

Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

THE RUN-UP AREA FOR RWY 27L AT OAK ARPT IS ON THE OTHER SIDE OF RWY 27R. RWY 27R HAS BEEN CLOSED FOR SOME WKS UP TO THIS POINT, AND JUST RECENTLY HAS BEEN REOPENED. DURING THE TIME OF CLOSURE, WE USED RWY 27L, ALONG WITH ITS ASSOCIATED RUN-UP AREA. IN ORDER TO TAXI TO THE RUN-UP AREA FOR RWY 27L, YOU MUST CROSS THE APCH END OF RWY 27R. THE TXWY DOESN'T ACTUALLY CROSS THE RWY, BUT NEVERTHELESS, THERE ARE HOLD SHORT BARS ON THE TXWY DUE TO THE FACT THAT IT IS NEAR THE THRESHOLD OF RWY 27R. MULTIPLE TXWY CLOSURES DUE TO CONSTRUCTION IN THE VICINITY HAS COMPLICATED MATTERS, MAKING THE TAXI PHASE OF FLT CONFUSING AT TIMES. THE CLRNC I RECEIVED TO TAXI WAS 'TAXI RWY 27R.' OUT OF HABIT, I TAXIED TO THE RUN-UP AREA OF RWY 27L, THEREBY XING THE APCH THRESHOLD OF RWY 27R. THERE WAS NO TFC CONFLICT, AS THERE WAS NO OTHER AIRPLANE IN THE IMMEDIATE VICINITY NOR ON APCH. THE TWR QUERIED ME AS TO WHETHER I HAD CROSSED RWY 27R, THEN INFORMED ME THAT I NEEDED TO HEED THE HOLD SHORT LINES TO THE RWY. THE TAXI INSTRUCTIONS WERE UNDERSTOOD PROPERLY WHEN GIVEN, SO THERE WAS NO COM CONFUSION. I HAVE FLOWN OUT OF THIS ARPT FOR THE LAST 4 YRS VIRTUALLY EVERY DAY, SO THERE WAS NO CONFUSION AS TO WHERE THE CORRECT RWY AND RUN-UP AREA WERE. THERE WAS NO CARGO ON THE ACFT, SO THERE WAS NO RUSH TO MAINTAIN A SCHEDULE. HOWEVER, THE PREVIOUS NIGHT, I HAD GOTTEN ONLY 3 HRS SLEEP. AS A FREIGHT PLT FOR A CARRIER THAT OPERATES LIGHT ACFT, THE HRS ARE LONG AND GRUELING, WITH LITTLE TIME AT HOME EACH DAY. FATIGUE NO DOUBT WAS A CONTRIBUTING FACTOR IN THIS INCIDENT. IT WAS THE FIRST TIME THIS TYPE OF INCIDENT HAS OCCURRED WITH ME, AND IT SHOCKED ME VERY MUCH.

Synopsis :

BEECH 99 CARGO PLT DID NOT HOLD SHORT AT THE RWY HOLD SHORT LINES FOR THE APCH EXTENSION OF AN ACTIVE PARALLEL RWY.

Time

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

Place

Locale Reference.Airport : PIT.Airport
State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PIT.Tower
Operator.General Aviation : Corporate
Make Model : Super King Air 200 Hdc
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 3000
ASRS Report : 562660

Person / 2

Function.Controller : Ground

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

PIT GND CLRED US TO TAXI FROM FBO TO RWY 28L VIA TXWY N, CROSS RWY 28C. HOLDING SHORT OF RWY 28C ON TXWY N, I BECAME BRIEFLY CONFUSED BECAUSE I WAS TIRED AND AT A STRANGE ARPT AT NIGHT. GND CTLR SEEMED TO THINK I HAD STOPPED ON RWY 28C. I HAD NOT. HE (GND) GAVE ME PROGRESSIVE TAXI TO RWY 28C FULL LENGTH FOR DEP. LCL CLRED US FOR TKOF. CTLRS WERE VERY HELPFUL. TFC WAS LIGHT. SHOULD HAVE ASKED FOR PROGRESSIVE TAXI TO BEGIN WITH. SORRY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE WAS EVENTUALLY CLRED DOWN TXWY N FOR TKOF ON RWY 28C. HOWEVER, THERE WAS NO COMMENT OF WRONG DOING BY THE CTLRS OR CONTACT FROM ANYONE FROM THE FAA.

Synopsis :

BEECH 200 PLT WHILE ON PROGRESSIVE TAXI HOLD SHORT OF RWY OF WHICH HE WAS ORIGINALLY CLRED ACROSS DURING TAXI OUT RESULTING IN TWR PROVIDING HIM WITH NEW ROUTING FOR TKOF ON THAT RWY INSTEAD OF THE ONE ORIGINALLY ASSIGNED.

Time

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

Place

Locale Reference.Airport : ALB.Airport
State Reference : NY

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : ALB.Tower
Operator.Common Carrier : Air Taxi
Make Model : Caravan 1 208A
Mission : Freight

Aircraft / 2

Controlling Facilities.Tower : ALB.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3400
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 400
ASRS Report : 562914

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Combined Ground
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 3000

Supplementary

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

Narrative :

AFTER BEING DEICED FOR THE FIRST TIME OF THE SEASON I CALLED ALBANY GND FOR A TAXI CLRNC FROM THE N CARGO RAMP. WHAT I HEARD WAS 'CROSS (RWY) 1, TAXI RWY 1, HOLD SHORT AT TXWY M.' I READ BACK THE TAXI INSTRUCTIONS AS SUCH AND BEGAN TO TAXI WITHOUT ANY FURTHER COMS FROM GND CTL. WITH A GLYCOL RESIDUE ON THE WINDSHIELD FORWARD VISIBILITY WAS FAIR TO POOR. ABOUT 2/3 OF THE WAY ACROSS RWY 1/19 I LOOKED L TO SEE A B737 ON THE ROLLOUT. IT WAS AT THAT POINT THAT I REALIZED THERE WAS A SCREW UP IN COMS SOMEPLACE. FORTUNATELY THE CARGO RAMP AND TXWY M WERE AT THE FAR END OF THE RWY SO THERE WAS NO THREAT OF COLLISION. I SHUDDERED TO THINK WHAT WOULD HAVE HAPPENED IF THIS HAD HAPPENED AT ABOUT MIDFIELD. I CALLED ALB TWR AND TALKED WITH THE CTLR ABOUT THE EVENT AND HE TOLD ME THE CLRNC HE GAVE ME WAS 'TAXI RWY 1 HOLD SHORT OF TXWY M.' NOTICE THE LACK OF 'CROSS RWY 1.' WE BOTH AGREED THAT 'TAXI RWY 1' PROBABLY SHOULDN'T HAVE BEEN SAID. I ALSO MADE A FEW ASSUMPTIONS: 1) EVEN WITH THE ARPT DIAGRAM IN FRONT OF ME IN THE CLIP I ASSUMED THAT TXWY M WAS AT THE APCH END OF RWY 1 INSTEAD OF AT THE DEP END BY THE CARGO RAMP. 2) I ASSUMED THAT THE CTLR'S UNDIVIDED ATTN WAS ON ME WITH A QUIET FREQ WHEN IN FACT HE WAS DEALING WITH GND AND TWR, AND THEREFORE WITH LNDG TFC FAILED TO CATCH MY 'CROSS RWY 1' PORTION OF THE READBACK. 3) WITH THE GLYCOL ON THE WINDSHIELD THE FORWARD VISIBILITY WAS BAD AND BY CONCENTRATING ON NOT HITTING ANY LIGHTS FAILED TO LOOK L AND SEE THE JET LNDG. CONTRIBUTING FACTORS: FATIGUE. MY FIRST NIGHT FLT (LATE NIGHT) IN AWHILE WITHOUT A NAP AND WITH A 3 HR DRIVE BEFOREHAND. CONTAMINATION ON THE WINDSHIELD. ATC, WORKING MULTIPLE FREQS. ASSUMPTIONS -- PLT ASSUMED CROSS 1 TAXI 1 WAS CLRNC TO GO. ATC ASSUMED THE READBACK WAS OK AND FAILED TO CATCH THE CROSS 1 PORTION. ALL OF THE LITERATURE AND TRAINING THAT HAS TAKEN PLACE IN THE PAST YR ABOUT RWY INCURSIONS SEEMS REDUNDANT. 'IT WON'T HAPPEN TO ME.' BEWARE, IT CAN HAPPEN TO ANYBODY NO MATTER THE EXPERIENCE OR ARPT. ALL IT TAKES IS A MOMENTARY LAPSE IN ATTN ON ANYBODY'S PART TO OCCUR.

Synopsis :

RWY INCURSION DURING A NIGHT OP BY A CARGO C208B PLT ON RWY 1 AT ALB, NY.

Time

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

Place

State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.General Aviation : Corporate
Make Model : Super King Air 200 Hdc
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 500
ASRS Report : 565131

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

BE20 AT 16000 FT IN LIGHT TO MODERATE ICING CONDITIONS, 15 MI E OF EHF ON THE 105 DEG RADIAL, HDG 265 DEGS, 285 GND TRACK. ACFT COMMANDED PF. FIRST PLT WAS PNF. PIC WAS TALKING ABOUT ICING MEMOS AND THE ACFT WAS ON AUTOPLT. I WAS HANDLING THE RADIOS, WATCHING THE WINGS AND XCHKING INSTS. I SAW THE AIRSPD DECAYING FROM 180 KIAS TO 160 KIAS THEN 150 KIAS OVER APPROX 2 MINS. I CHKED THE WINGS AGAIN. ICE WAS BUILDING SLOWLY. I LOOKED AT THE AIRSPD AND IT WAS HOVERING AROUND 143 KTS WITH A SLIGHT GROWING BUFFET/VIBRATION AND I THOUGHT I SHOULD INTERRUPT. I SAW THE TRIM WHEEL TRIMMING UP, LOOKED AT THE FLT DIRECTOR AND SAW THE COMMAND BARS ABOVE THE REF BAR AND I SAID TO ACFT, 'YOU SHOULD WATCH OUT, THE AUTOPLT IS GOING TO DISCONNECT.' HE MOVED HIS HANDS TO THE YOKE AND THE ACFT BUFFETING/VIBRATION INCREASED. I SAID 'BLOW THE BOOTS' AND I SAW HIM LOOK DOWN AND PUSH THE SWITCH UP. I LOOKED TO THE WINGS, BUT THERE WAS NOT ENOUGH ICE TO GET A GOOD RELEASE. I SAW THE ACFT YAW AND L WING DROP 10 DEGS. PIC ROLLED THE R WING DOWN AND WAS FIGHTING THE ACFT. I LOOKED AT THE WINGS AND DECIDED THAT MUCH ICE SHOULD NOT CAUSE THIS MUCH DRAG OR A STALL. AS I WAS LOOKING, I NOTICED HIS FEET WERE FLAT ON THE FLOOR AND WAS CAUSING A CROSS CTL STALL. I SAID, 'HAVE YOU GOT IT? YOU'RE CROSS CTLING IT!' SOMETHING ON THE L SIDE OF THE ACFT WAS DRAGGING THE L WING BACK. I REALIZED IT MUST BE THAT THE PROPS WERE ICED UP AND CALLED OUT 'PROPS ARE ICED, UP PUSH THEM FORWARD!' I SAW HIS HANDS GRAB THE PROP LEVERS AND START TO MOVE THEM. ATC CALLED AND ASKED IF WE WANTED LOWER AS THE ACFT WAS PASSING THROUGH 15000 FT. PIC SAID 'YES.' AND I RESPONDED 'YES' TO ATC. ATC CAME BACK WITH 'MAINTAIN 14000 FT.' I RESPONDED '14 THOUSAND, WE ARE HAVING PROBS HERE.' I LOOKED AT THE ATTITUDE INDICATOR AND SAW THE ACFT 20 DEGS NOSE DOWN AND NOW R WING 30 DEGS LOW. PIC LOOKED PANICKED. I SAID 'EASY!' HIS FEET WERE STILL NOT ON THE RUDDERS. THE WHOLE TIME THE ACFT WAS BUFFETING AND AERODYNAMIC NOISE WAS RASPY. HE SAID 'PROPS FORWARD!' I SAW THAT THEY WEREN'T FORWARD AND PUSHED THEM UP TO MAX. AS THEY REACHED 2000 RPM, THE SOUND OF THE AIR SMOOTHED AND THE ACFT STOPPED BUFFETING. THE YAW TO THE L STOPPED AND THE WINGS WENT LEVEL. I RELAXED A LITTLE AND WATCHED TO SEE IF HE WAS NOW GAINING CTL. ALT WAS STABILIZING AT 14000 FT, BUT PIC WAS STILL FIGHTING THE ACFT. I CHKED THE WINGS AND THEY LOOKED THE SAME. I LOOKED FOR SOME KIND OF DRAG. THE GEAR HANDLE WAS UP AND LIGHTS OUT, NO HYD PUMP LIGHT, FLAPS POS INDICATED FLAPS UP. HE CALLED 'TRIM!' I TURNED THE ELECTRIC TRIM SWITCH TO THE 'OFF' POS AND LOOKED AT THE TRIM WHEEL. I SAW THAT IT WAS FULL NOSE UP. I ROLLED THE TRIM WHEEL FORWARD AND SAW THAT PIC WAS ABLE TO RELAX A LITTLE. I SAID 'YOU GOT IT?' HE SAID 'YES.' I SCANNED THE INSTS AND SAW THAT WE WERE HDG ALMOST S. I CALLED 'GET BACK ON HDG.' (HIS HDG BUG WAS SET TO 265 DEGS.) HE BEGAN TO TURN TO THE R AND WAS ABLE TO MAINTAIN CTL OF THE ACFT. ATC ASKED IF WE NEEDED ASSISTANCE. I WAITED FOR A RESPONSE FROM PIC -- NO RESPONSE. I SAID, 'WE'RE OK NOW,' AND ATC REPLIED, 'DSND AND MAINTAIN 10000 FT, CONTACT BAKERSFIELD APCH.' WE HAD A NORMAL DSCNT AND BROKE OUT AT 11000 FT. ALL ICE WAS GONE AND PIC SAID 'I GUESS WE CAN PULL THE PROPS BACK.' I BROUGHT THE PROPS BACK TO 1700 RPM. IT WAS QUITE SILENT IN THE COCKPIT FOR A WHILE. FROM MY INITIAL CALLOUT TO CTL OF ACFT MAY HAVE BEEN 30-45 SECONDS. THE ACTUAL TIME UNKNOWN. MY CONCLUSION: I BELIEVE THAT THERE WAS A CHAIN OF EVENTS THAT LED TO THE LOSS OF CTL OF THE ACFT AND RESULTED IN A 2000 FT LOSS OF ALT AND AROUND 90 DEGS LOSS OF HDG. I BELIEVE THAT ALLOWING THE LOWER AIRSPDS CAUSED THE PROP BLADES TO ICE UP MORE THAN BEFORE REDUCING THRUST THAT LED TO EVEN LOWER AIRSPD. THE L PROP MAY HAVE STALLED AND CAUSED THE ACFT TO YAW L, CAUSING THE L WING TO DROP. NOT USING THE RUDDER TO COUNTERACT THE YAW AND BY ONLY USING AILERON TO COUNTER ROLL INCREASED DRAG. WITH THE TRIM FULL NOSE UP, ACFT COULD NOT RELEASE THE YOKE WITH 1 HAND TO ROLL THE TRIM WHEEL FORWARD, HE WAS UNABLE TO USE ELECTRIC TRIM OR DID NOT THINK OF IT AT THE TIME. FLC. EGO, A 'WE ALWAYS GO ATTITUDE' IN FRONT OF OTHERS, DURING THIS FLT CONVERSATION INDICATED THAT A PLT QUESTIONED THE AFTERNOON FLT IN ICE. PAST DISCUSSIONS FROM SENIOR PLT INDICATED THAT 'PROFESSIONALISM' MEANT THAT PIC DOES NOT ASK FOR PROGRESSION, HELP, OR SOUND IN ANY WAY THAT WE DO NOT KNOW WHERE WE ARE GOING OR WHAT WE ARE DOING. OPEN CHARTS AND POSTING OF APCH PLATES ARE DISCOURAGED. A NEGATIVE AND CYNICAL ATTITUDE DISCOURAGE OPEN DISCUSSION. POOR CRM. I FELT FROM HIS BEHAVIOR THAT HE DIDN'T WANT ANY INFO OR DECISIONS FROM ME. PIC SHOULD HAVE PAID MORE ATTN TO FLYING THE ACFT, ATTENTIVE TO ACFT INSTS, FEET ON THE RUDDERS AND HANDS ON THE CTLS IN POOR WX, AND A SAFE ATTITUDE. PROPS SHOULD HAVE BEEN CYCLED TO MAX RPM TO ENSURE ICE WAS NOT BUILDING ON THE BLADES. PF SHOULD HAVE USED RUDDER TO CTL YAW, NOT AILERONS. I SHOULD HAVE BEEN MORE ASSERTIVE. I SHOULD HAVE DECLARED AN EMER AND SIT TO ATC WHEN LOSS OF CTL OF ACFT WAS EVIDENT. I SHOULD HAVE CALLED FOR MAX PWR AND ENSURED THAT THE PROPS WERE COMPLETELY FORWARD BY FOLLOWING UP BEHIND HIS HANDS ON THE PROP CTL LEVERS. TRIMMING AND VERIFYING MAX PWR ON ENG INSTS. I ASKED QUESTIONS IN THE PAST ABOUT MISSION MGMNT PROCS ON GO/NO-GO DECISIONS OR ICE LIMITATIONS. I WAS GIVEN AN ANGRY LOOK AND A RESPONSE OF 'WHAT DO YOU MEAN?' I SAID THAT THE LAST PLACE I WORKED WE COULD NOT FLY IN ANYTHING MORE THAN RPTED LIGHT ICING. I WAS TOLD THAT WE DON'T HAVE ANY LIMITATIONS. PROP DEICE BOOTS. AN AIR GAP BTWN ELEMENT AND ALUMINUM BLADE MAY RESULT I NO HEAT XFER TO THE ALUMINUM ALLOWING THE ICE TO FORM SOONER ON THE BLADE. I THINK THE SQUAT SWITCH/STALL VANE HEAT WORKS ON GND, BUT THE SECOND ELEMENT OR INCREASE HEAT DOESN'T WORK INFLT. THE INDG GEAR SQUAT SWITCH MUST BE RAISED TO CHK FOR INCREASED HEAT

Time

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

Place

State Reference : NJ

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5200
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 125
ASRS Report : 565502

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

WHILE DEPARTING TEB RWY 24 VIA THE TEB 5 DEP AND CLBING THROUGH 1000 FT MSL, WE WERE HANDED OFF TO NEW YORK DEP. DEP ASSIGNED A HDG OF 260 DEGS, WHICH DIFFERED FROM THE 285 DEG HDG ON THE SID. THE SID REQUIRES A CLB TO 1500 FT AGL, THEN A TURN TO 285 DEG HDG, MAINTAIN 1500 FT MSL UNTIL PASSING THE TEB 4.5 DME, THEN CLB TO 2000 FT MSL. I WAS DISTR BY THE DIFFERENT HDG ASSIGNMENT IN THE TURN AND CLBED TO 2000 FT MSL AT APPROX 3.5 DME TEB. ATC QUERIED OUR ALT, AND WE IMMEDIATELY CORRECTED TO 1500 FT MSL. THE FLT CONTINUED NORMALLY FROM THAT POINT. THAT DEP REQUIRES VERY CLOSE MONITORING IN A JET BECAUSE OF THE HIGH SPDS AND SHORT TIMES INVOLVED BEFORE THE LEVELOFF AND TURN. I ALLOWED MYSELF TO GET DISTR BY THE DIFFERENT HDG. COPLT WAS ON THE RADIO WITH ATC AND COULDN'T WARN ME IN TIME. FATIGUE WAS A CONTRIBUTING FACTOR AS WAS THE ACFT MODEL. BECAUSE OF A MECHANICAL WE WERE FLYING AN OLDER CITATION I, THAT WE HADN'T FLOWN IN A FEW MONTHS, AND THE WORKLOAD AND INSTRUMENTATION IS VERY DIFFERENT FROM THE CITATION II WE NORMALLY FLY.

Synopsis :

CITATION I FLC BECAME CONFUSED WHEN N90 DEP CTLR INSTRUCTS PLT TO TURN TO A HDG THAT IS DIFFERENT FROM THE SID HDG.

Time

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

Place

State Reference : TX

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : I90.TRACON
Operator.General Aviation : Corporate
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 19000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 400
ASRS Report : 567754

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I HAD A FLT TO SUGARLAND, TX, EARLY IN THE MORNING IN DIAMOND JET (MOST ALL OF MY JET TIME IS IN 400A). I HAVE ONLY FLOWN IN THE L SEAT OF THIS AIRPLANE ONCE BEFORE VFR (IFR ONCE R SEAT) AND SINCE I HAD A TRIP POSTED THE NEXT DAY IN THIS ACFT, I ASKED THE ASSIGNED CAPT IF I COULD FLY THE 2 LEGS TO GET USED TO THE EQUIP. IT HAS AN OLDER FLT DIRECTOR. I HAVE USED ONLY ON 1 FLT, AND A GPS I HAD GOTTEN SOME ON-THE-JOB TRAINING ON PREVIOUS FLTS. ON THE WAY THERE, I WORKED THE GPS, FELT I WAS DOING OK WITH THAT. THE WX DROPPED TOO LOW TO DO THE APCH INTO SUGARLAND, TX, SO WE WENT TO HOUSTON HOBBY. THE WX WAS TO BE GOOD FOR THE ALTERNATE, BUT LOOKED LIKE IT MIGHT BE DROPPING. CTR AND APCH WERE BUSY AND WE HAD SEVERAL CHANGES ENRTE AND VECTOR ON APCH. WE DID ALL THE CHKLISTS AND AFTER I REVIEWED THE APCH PLATE, I HANDED IT TO THE PNF AND ASKED HIM TO READ OFF ALL FIXES AND ALTS TO DO THE APCH AS WE CAME TO THEM. HE WAS TRYING TO SET UP THE GPS FOR AN OVERLAY -- (THIS, I THINK, WAS A DISTR) AS WE WERE JUST ABOUT READY FOR THE APCH. WHEN WE WERE CLRED FOR THE APCH, I ASKED THE PNF FOR THE ALT I COULD DSND TO. THE PNF TOLD ME THE ALT, AND STARTED THE APCH. I THEN ASKED THE OTHER PLT IF THE FLT DIRECTOR LOOKED OK TO HIM, BECAUSE I THOUGHT IT WAS VERY SENSITIVE. IT WAS THEN I NOTICED I WAS HIGH ABOVE THE GS. SO, I INCREASED THE DSCNT RATE. THE GS CAME IN AND OUT SEVERAL TIMES, THEN LINED UP AND THINGS LOOKED OK. THEN VERY SHORTLY THE FLT DIRECTOR ALT BAR DID NOT AGREE WITH THE GS. THEN THE GS STARTED HEATING AGAIN, SO I SAID LET'S GO AROUND, SOMETHING IS NOT RIGHT, AND JUST THEN WE BROKE OUT, SAW NO ARPT. THE PNF THEN SAID WE WERE ALSO PAST THE MISSED APCH POINT. I HAD ASKED FOR ALL FIXES AND ALTS. WE HAD ALREADY STARTED THE GAR AND MADE THE NEXT APCH WITH NO PROB. AFTER LNDG, TWR ASKED US TO CALL AND THEN TOLD US WE DID THE DSCNT TO THE FAR END OF THE FIELD, NOT THE APCH END AND WANTED JUST LET US KNOW ANY FURTHER WE COULD HAVE HAD SOME PROBS, BECAUSE OF THE AREA WE WERE GOING TO GET INTO IF WE HADN'T STARTED THE GAR. LOOKING BACK AFTER DOING THE SECOND ACFT, I NOW REALIZED WE WERE HIGH AND SAW THE PROBS OF THE INSTS, BUT BEING IN A STRANGE AIRPLANE, I STARTED TO ASK MORE QUESTIONS INSTEAD OF JUST GOING AROUND. ALSO, BY ASKING ABOUT THE FLT DIRECTOR, THE PNF TUNED THE TWR, BUT DID NOT SWITCH OVER (TWR WOULD HAVE ALERTED US?). I THINK THAT BY ASKING QUESTIONS ABOUT THE GPS AND DIFFERENCES IN THE ACFT, I GOT INTO 'ASK -- WAIT -- WATCH' STATE OF THINKING. ASKING INSTEAD OF DOING IT. ALSO, WITH THE WX GETTING LOWER, I THINK WE GOT INTO THAT 'HURRY UP' MODE. I HAD BEEN UP VERY EARLY BEFORE THE FLT, BECAUSE SOME CONSTRUCTION SUPPLIES FELL OVER AND COULD NOT GO BACK TO SLEEP. I WAS VERY SURPRISED THINGS WENT THE WAY THEY DID FOR I HAVE 19000+ HRS, NO ACCIDENTS, INCIDENTS, OR OCCURRENCES ON MY RECORD. THE OTHER PLT, I THINK, HAS HAD 1000 PLUS HRS. SOMETHING GOT OUR ATTN, AND WE STAYED WITH THAT ONLY SLOWING OUR SCAN.

Synopsis :

MU-30 CREW ATTEMPTED TO FLY A FALSE GS ON APCH TO HOU.

ACN: 568874

Time

Date : 200212

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GEG.Airport

State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : GEG.TRACON

Operator.Common Carrier : Air Taxi

Make Model : Caravan 1 208A

Mission : Freight

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5500

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 2000

ASRS Report : 568874

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

IFR FLT RETURNING TO SPOKANE INTL FROM WENATCHEE, WA, HAD CANCELLED IFR AND WAS WITH SPOKANE APCH AND THEN TWR. HAD LOOKED DOWN FOR SOMETHING, AND WHEN I LOOKED UP WAS XING FINAL APCH PATH FOR RWY 5 AT FAIRCHILD AFB. IT WAS A CLR NIGHT AND THEIR APCH LIGHTS WERE ON HIGH INTENSITY, AND THINKING I HAD PASSED THE AFB I TURNED ON FINAL. SPOKANE TWR CLRED ME TO LAND AND I WAS ON VERY SHORT FINAL NEAR THE GND WHEN I REALIZED MY MISTAKE. I DIDN'T KNOW WHAT THE BEST COURSE OF ACTION WAS AT THAT POINT, SO I THOUGHT I'D BETTER LAND AND ADMIT MY MISTAKE. AUTOPLT WAS COUPLED TO THE GPS ON DIRECT FLT, AND IT LED ME ALMOST TO THE THRESHOLD OF RWY 5 AT FAIRCHILD. FATIGUE AND SINUS INFECTION WERE PROBABLY ALSO FACTORS.

Synopsis :

C-208 PLT LANDED AT A MIL ARPT BY MISTAKE.