

ASRS Database Report Set

Controller Reports

Report Set Description.....A sampling of reports from Air Traffic Controllers.

Update Number.....5.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set50

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

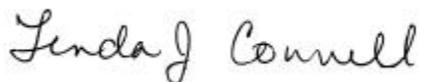
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : PIT.Tower
Operator.Common Carrier : Air Carrier
Make Model : SF 340a
Mission : Passenger

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 2500
ASRS Report : 556991

Person / 2

Function.Controller : Local
Experience.Flight Time.Total : 2400
ASRS Report : 556995

Person / 3

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2535
Experience.Flight Time.Last 90 Days : 96
Experience.Flight Time.Type : 765
ASRS Report : 557133

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I WAS WORKING THE LC1 (LCL CTL 1, S SIDE OF THE PIT ARPT) POS RESPONSIBLE FOR SBOUND DEPS AND LNDG TFC. ACFT X CALLED READY FOR DEP FROM RWY 28L AT INTXN P. I SCANNED THE RWY FOR TFC AND ISSUED A TKOF CLRNC AND ON INITIAL HDG OF 200 DEGS. AS THE ACFT LIFTED I SAW A C208, ACFT Y SBOUND OVER THE TERMINAL. I ISSUED TFC TO THE SF34 AND A TURN TO THE R. THE CARAVAN MADE A TURN TO AVOID THE SF34 AT THE SAME TIME. AFTER THEY PASSED I ISSUED AN ON COURSE HEADING AND SWITCHED THE SF34 TO DEP PRIOR TO LEAVING THE FREQ. HE STATED 'THAT WAS CLOSE.' THE OTHER LCL CTLR BELIEVED HE HAD GOTTEN APPROVAL FROM ME TO RELEASE HIS DEP BUT THE COORD WAS NOT DONE ON THE IN-HOUSE LANDLINE AND I NEVER HEARD OR ACKNOWLEDGED HIS REQUEST. WHEN I OBSERVED THE CARAVAN OVER THE TERMINAL SBOUND IT WAS A COMPLETE SHOCK TO ME. SUPPLEMENTAL INFO FROM ACN 556995: COORDINATED WITH LC1 FOR A SBOUND (A300) FDX DEP OVER 'BURGS' AFTER ARR FOR RWY 28R. VERBALLY COORDINATE WITH LC1 FOR A SBOUND (C208) OVER GRV. RECEIVED WHAT I BELIEVED TO BE AN ACKNOWLEDGEMENT FROM LC1. PRIOR TO THE C208 TURNING S, I SCANNED RWY 28L AND DIDN'T SEE THE SF34 DEPARTING. I NORMALLY DO THIS AS A SECONDARY CHK. I THEN XFERRED COMS TO DEP. SHORTLY AFTER, I NOTICED AND HEARD LC1 TURNING AN ACFT TO AVOID THE C208. BOTH ACFT TURNED TO AVOID EACH OTHER. IN THE FUTURE I WILL ALWAYS USE LANDLINES TO COORDINATE DEPS WITH THE OTHER LCL. SUPPLEMENTAL INFO FROM ACN 557133: AT XA45 WAS CLRED FOR TKOF ON RWY 28R AT PIT WITH INSTRUCTIONS TO TURN L TO A HEADING OF 190 DEGS. AT 1700 FT MSL, I BEGAN MY L TURN TO 190 DEGS AND WAS HANDED OFF TO DEP CTL. I CHKED IN AT '1900 FT MSL FOR 4000 FT MSL IN MY TURN TO 190 DEGS.' CTLR, SAID 'RADAR CONTACT, CLB AND MAINTAIN 5000 FT.' I ACKNOWLEDGED 5000 FT AND AS I ROLLED OUT OF MY TURN ON 190 DEGS I SAW THE COMMUTER AT 10 O'CLOCK POS AND BELOW ME CLBING THROUGH MY FLT PATH. I BEGAN A R TURN TO DECREASE THE CLOSURE RATE AND HE BEGAN A R TURN TO PASS BEHIND ME. ESTIMATED DISTANCE WAS WITHIN 500 FT AT THE SAME ALT. CAUSE: COMMUTER WAS CLRED FOR TKOF ON RWY 28L AS I BEGAN MY L TURN TO 190 DEGS WHICH TOOK ME ACROSS THE DEP PATH OF RWY 28L. PREVENTION: BETTER COM BTWN THE 2 SEPARATE TWR CTLRS (128.3 FOR RWY 28R AND 119.1 FOR RWY 28L) OR WHOEVER COORDINATES THE DEPS.

Synopsis :

FAILURE BY 2 LCL CTLRS TO COORD PROPERLY AT PIT RESULTED IN AN OPERROR.

ACN: 557099

Time

Date : 200208

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.MSL.Single Value : 4800

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : MEM.TRACON

Operator.Common Carrier : Air Carrier

Make Model : SF 340a

Mission : Passenger

Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : MEM.TRACON

Operator.Common Carrier : Air Carrier

Make Model : SF 340a

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Controller : Approach

Experience.Flight Time.Total : 160

ASRS Report : 557099

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ARTS III FAILED (TWICE). ACFT #1 WAS ON 090 DEG VECTOR TALKING TO ME (RWY 27 FINAL CTLR). ACFT #2 WAS ON A 360 DEG VECTOR (TALKING TO E ARR). DURING THIS CONFUSION OF THE OUTAGE, E ARR FAILED TO SWITCH THE NBOUND (ACFT #2) TO MY FREQ. ACFT #2 RECEIVED AN RA. I ISSUED ACFT #1 AN IMMEDIATE L TO 330 DEGS AND DSND TO 3000 FT. ACFT #1 SAID THEY HAD ACFT #2 IN SIGHT AND WERE INSTRUCTED TO MAINTAIN VISUAL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ARTS III EQUIP FAILED DURING A MODERATE TO HVY TFC SESSION. HE SAID THE FAILURE LASTED ABOUT 2 1/2 MINS AND A COUPLE OF MINS LATER A SECOND FAILURE OCCURRED FOR ABOUT 2-3 MINS. HE SAID DURING THE OUTAGES, ALL DATA BLOCKS DIMINISHED AND DISPLAYED ONLY THE ACFT ALT. NO CAUSE WAS GIVEN FOR THE FAILURE. ASKED IF ANY LOSS OF SEPARATION HAD OCCURRED BECAUSE OF THE OUTAGE, THE RPTR SAID HE DIDN'T THINK SO, THAT THE WX WAS EXCELLENT AND VISUAL SEPARATION WAS USED BY THE CTLRS. THE RPTR ALSO STATED THAT ARTS III OUTAGES AT MEM ARE RARE.

Synopsis :

ARTS III FAILURES AT MEM MAY HAVE CAUSED A LOSS OF SEPARATION BTWN 2 SF34 ACFT.

Time

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

Place

Locale Reference.Intersection : BERYL
State Reference : UT

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-11
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 557131

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 18000
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Type : 434
ASRS Report : 557418

Person / 4

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Type : 1000
ASRS Report : 557416

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 21600

Supplementary

Problem Areas : ATC Human Performance

Narrative :

THE CRJ WAS CLBING OFF OF SLC TO FL310. THE MD11 WAS ENRTE EBOUND AT FL290. I ASKED THE PREVIOUS CTLR TO STOP THE CRJ AT FL280 FOR TFC IF HE HADN'T ALREADY SHIPPED HIM. HE NODDED TO ME, SO I EXPECTED THE CRJ TO BE STOPPED AT FL280. THE PREVIOUS CTLR APPARENTLY ONLY HEARD ME SAY 'SHIP HIM.

Synopsis :

INTRAFAC ZLC CTLR COORD BREAKDOWN RESULTS IN OPERROR BTWN CLBING CRJ AND ENRTE MD11.

Time

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

Place

Locale Reference.Airport : OWA.Airport
State Reference : MN

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.Common Carrier : Charter
Make Model : Commercial Fixed Wing
Mission : Sky Diving

Aircraft / 2

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : DC-9 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Controller : Radar
ASRS Report : 557167

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 6000

Supplementary

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

Narrative :

PARACHUTE JUMPING AT OWA CONFLICTS WITH KASPR 2 ARR INTO MSP. CONCESSIONS ARE MADE AND WE WORK AROUND THEM AS MUCH AS POSSIBLE. HOWEVER, THE ACFT ADDS MUCH COMPLEXITY TO AN ALREADY BUSY ARR. THIS ACFT HAS NOT MAINTAINED THE ALT HE HAS AGREED ON OR THE POS HE HAS AGREED ON AND THAT CAN COMPROMISE A SECTOR.

Synopsis :

ARTCC ZMP RADAR CTRLR HAS CONCERNS ABOUT PARACHUTE OPS BEING CONDUCTED IN THE VICINITY OF THE BUSY KASPR 2 ARR INTO MSP.

ACN: 557185

Time

Date : 200208

Day : Fri

Place

State Reference : MI

Person / 1

Function.Controller : Approach

ASRS Report : 557185

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence.Other : AZO/BTL L.O.A.

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : ATC Human Performance

Narrative :

KALAMAZOO (AZO) IS THE APCH CTL FOR BTL (BATTLE CREEK, MI). BTL IS A CONTRACT CTL TWR. THEY HAVE ASOS. LOA REQUIRES THEM TO FORWARD HOURLY AND SPECIAL WX. ON A CONSISTENT BASIS, CERTAIN BTL CTRLRS ARE NOT FORWARDING THE NEWEST WX AS REQUIRED. THIS IS FORCING AZO TO UNKNOWINGLY ISSUE EITHER OLD OR INACCURATE WX INFO, OR NOT TO ISSUE WX AT ALL, IF WE KNOW IT IS OLD. OUR SUPPORT SPECIALIST HAS TALKED WITH THE MGR AT BTL TWR SEVERAL TIMES, HOWEVER THERE ARE STILL BTL CTRLRS THAT ARE NOT COMPLYING. WE AT AZO ARE BEING PUT IN A SERIOUS POS. WE ARE REQUIRED TO GIVE THE MOST ACCURATE WX TO ARRS. IF WE DO NOT HAVE IT, THEN WHAT ARE WE SUPPOSED TO ISSUE? IF AN ACCIDENT WERE TO HAPPEN, WE WOULD PARTLY BE RESPONSIBLE FOR NOT GIVING CURRENT WX INFO. WE FEEL WE ARE NOT RESPONSIBLE, WHEN WE HAVE CONTACTED THEM SEVERAL TIMES TO CORRECT THIS PROB.

Synopsis :

ZAO APCH CTLR CONCERNED WITH BTL NFCT INTERMITTENT FAILURE OF UPDATING AZO OF BTL WX CHANGES.

Time

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

Place

Locale Reference.Airport : FNT.Airport
State Reference : MI
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Handoff Position
Function.Controller : Radar
Experience.Flight Time.Total : 22
ASRS Report : 557188

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 1800
Miss Distance.Horizontal : 27000

Supplementary

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

Narrative :

ACFT #1 WAS DSNDING ON A CONVERGING COURSE WITH ACFT #2. HIS DSCNT RATE WAS UNEXPECTEDLY LOW. DUE TO HIGH VOLUME IN THE SECTOR, THIS WASN'T NOTICED UNTIL THE CONFLICT ALERT ACTIVATED. HOWEVER, BECAUSE THE CONFLICT ALERT FUNCTIONS ONLY ON HISTORICAL DATA, IT DID NOT ACTIVATE UNTIL SEPARATION WAS BEING LOST. AS THE RADAR ASSOCIATE, I WAS FAIRLY INEFFECTIVE IN BEING HELPFUL TO THE RADAR MAN BECAUSE OF EXCESSIVE MANUAL COORD WITH TORONTO CTR, AND THE INEFFECTIVENESS OF URET (USER REQUESTED EVAL TOOL) TO DISPLAY DATA IN A USEFUL FORMAT.

Synopsis :

NEITHER ZOB RADAR ASSOCIATE OR SECTOR RADAR CTLR ARE AWARE OF AN OPERROR BTWN A DSNDING MD80 AND B757 UNTIL CONFLICT ALERT ALARMS.

Time

Date : 200207

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : VA

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B737-800

Mission : Passenger

Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar

Experience.Flight Time.Total : 2000

ASRS Report : 557189

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : WX Radar

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 1400

Miss Distance.Horizontal : 21000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE NIGHT OF THE OCCURRENCE, THERE WERE NUMEROUS TSTMS. 95% OF THE TFC I WAS WORKING WERE DEVIATING. THIS ONE ACFT WAS OFF COURSE DUE TO WX. THIS REQUIRED SEVERAL POINTOUTS TO 4 DIFFERENT SECTORS. ON ONE OF THE POINTOUTS, I DID NOT MENTION THAT THE ACFT WAS DEVIATING, BUT THE ACFT WAS OBVIOUSLY OFF COURSE. THIS ACFT WAS DSNDING TO FL280 LEAVING FL297. LOST SEPARATION WITH ACFT #2 WHO WAS AT FL310.

Synopsis :

ZDC CTLR INITIATES INCOMPLETE COORD WITH ADJOINING SECTOR CTLR FOR B738 IN WX DEV WHICH RESULTS IN A LOSS OF SEPARATION WITH A B733.

ACN: 557341

Time

Date : 200207

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : TX

Altitude.MSL.Single Value : 28000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Controlling Facilities.ARTCC : ZAB.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar

ASRS Report : 557341

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 600

Miss Distance.Horizontal : 15000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

ACFT #1 RPTED TURB AT FL290 AND ASKED WHAT THE RIDES WERE LIKE LOWER. I ASKED ACFT #2 AT FL280 AND HE SAID IT WAS SMOOTH. ACFT #1 ASKED FOR FL270. I CHKED FOR OTHER ACFT, DID NOT SEE ANY DATA BLOCKS THAT WERE A FACTOR, AND DSNDDED ACFT #1 TO FL270. I HAD SOME DATA BLOCK OVERLAP AND WAS MODERATELY BUSY. ACFT #2 RPTED TFC ON TCASII AND THAT HE HAD VISUAL. I TURNED BOTH ACFT 20 DEGS R UNTIL SEPARATION WAS RE-ESTABLISHED.

Synopsis :

ZAB ARTCC RADAR CTRLR DSNDDED ENRTE TFC FROM FL290 TO FL270. THE FLT CONFLICTED WITH TFC AT FL280.

Time

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

Place

State Reference : CO
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Controller : Radar
ASRS Report : 557364

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 1700
Miss Distance.Horizontal : 15000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I BELIEVE I CAUSED THE SIT TO OCCUR BY NOT CORRECTLY EVALUATING THE ALT OF THE CLBING ACFT. THE SIT IS ONE THAT HAPPENS NUMEROUS TIMES DAILY WITH ALL THE DEP SECTORS IN ZDV. WE GET FALSE CONFLICT ALERTS (CA) ON DEP ACFT WITH HIGH ALT OVERFLTS. AFTER A WHILE THESE DO NOT GET THE ATTN A 'CA' SHOULD GET. IT IS THE OLD CRY WOLF SIT AND I BELIEVE A DANGEROUS ONE. I THOUGHT ACFT X WAS A DEP OUT OF BJC AND NOT ONE OUT OF GJT.

Synopsis :

ZDV RADAR CTRLR CLBED TFC THROUGH FL310 OCCUPIED WITH A CIVIL TURBOJET AT CRUISE ALT RESULTING IN A LOSS OF SEPARATION.

Time

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

Place

State Reference : MI
Altitude.MSL.Single Value : 22000

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.General Aviation : Personal
Make Model :
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : DC-10 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Controller : Radar
ASRS Report : 557386

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 1600

Supplementary

Problem Areas : ATC Human Performance

Narrative :

MY PLAN WAS TO 1) USE PARALLEL VECTORS AND CLB, B) STOP ACFT Y AT FL210, LET THEM PASS, THEN CLB. ACFT Y WAS IMPROPERLY ASSIGNED FL220.

Synopsis :

ZOB ARTCC RADAR CTRLR FAILED TO STOP A CLBING DC10 AT FL210 FOR TFC AT FL220.

ACN: 557517

Time

Date : 200208

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : MS

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Ceiling.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : NMM.TRACON

Make Model : T2c Goshawk

Mission : Training

Person / 1

Function.Controller : Approach

Function.Controller : Radar

ASRS Report : 557517

Person / 2

Function.Controller : Supervisor

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolutive Action.Flight Crew : Executed Missed Approach

Resolutive Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

2 T45'S WERE PERFORMING A PAR APCH INTO RWY 19R AT NMM. THE ACFT WERE CLRED TO 1/2 MI FINAL BY THE NAVY GCA CTLR, THROUGH OUR LOA. AT 1/2 MI FINAL, THE GCA CTLR INSTRUCTED THE ACFT TO PERFORM MISSED APCH PROCS (1/2 MI FINAL, TURN R HDG 270 DEGS, CLB AND MAINTAIN 2000 FT. THE ACFT WERE FLYING PRACTICE APCHS.) THE PLT READ BACK THE CLRNC, BUT CONTINUED TO THE RWY AND DID A LOW APCH OVER THE RWY. THIS CREATED AN AIRSPACE VIOLATION WITH THE OTHER SECTOR WITHIN OUR FACILITY. THE FAA FAILED TO FILE A RPT, BECAUSE THEY CLAIM THE NAVY GCA IS RESPONSIBLE TO FILE THE RPT. HOWEVER, THE FAA IS THE IFR JURISDICTIONAL AUTH, AND SHOULD'VE FILED THE PLTDEV. THE LOA AUTHS THE GCA TO ISSUE CLRNC'S FOR THE FAA. THE CLRNC THAT WAS VIOLATED WAS AN FAA CLRNC, NOT A NAVY CLRNC. REGARDLESS, THE PLT DEVIATED FROM AN IFR ATC CLRNC.

Synopsis :

APCH CTLR AT NMM CLAIMS A FLT OF 2 NAVY T45 TRAINERS DID NOT FOLLOW THE PRESCRIBED MISSED APCH PROC WHEN COMPLETING A GCA TO NMM ARPT.

Time

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

Place

State Reference : OH

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.General Aviation : Corporate
Make Model : Learjet 35
Mission : Business
Flight Phase.Descent : Vacating Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 557584

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Flight Crew : Single Pilot

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 7200

Supplementary

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

Narrative :

I WAS WORKING THE PANDORA SECTOR. ALL DTW AREA ARRS FROM THE S WERE ABOUT 40 MI OFF COURSE DUE TO WX. 2 ACFT HAD ALREADY ENTERED MY AIRSPACE IN THE FDY AREA IN AN ATTEMPT TO GET TO MIZAR. THE LR35 WAS OVER FDY ON A 010 DEG HDG WHEN I DSNDED HIM TO 12000 FT, BECAUSE OF A PROP AT 11000 FT I HAD TAKEN A POINTOUT ON. AS SOON AS I ISSUED THE CLRNC, I TALKED TO THE TOL RADAR CTLR TO SEE WHO I HAD TO MISS AS HE MADE HIS WAY BACK TO A 330 DEG HDG. THEN, I MISSED THE READBACK. I CALLED LFD TO TELL HIM WHAT THE ACFT WAS DOING AND THEN SWITCHED THE ACFT. LFD WAS VERY BUSY AND WHEN THE ACFT CHKED ON OUT OF 14000 FT FOR 11000 FT, THE LFD CTLR MISSED THAT CHK-ON AS WELL. WX PLAYED A FACTOR AS DID MY EXPECTATION OF THE CORRECT READBACK. I'VE GOT TO HEAR THE READBACK BEFORE I DO SOMETHING ELSE. CONFLICT ALERT WENT OFF WHEN ACFT WAS AT 11500 FT AND THE LFD CTLR CLBED HIM IMMEDIATELY TO 12000 FT.

Synopsis :

IN AN EFFORT TO EFFECT COORD WITH ADJOINING SECTORS FOR A DSNding LJ35, A ZOB CTLR MISSES THE PLT'S READBACK, WHICH RESULTS IN A LOSS OF SEPARATION WITH AN ENRTE PROP ACFT AT 11000 FT.

ACN: 557631

Time

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

Place

State Reference : OH
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : DC-9 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.General Aviation : Personal
Make Model : Centurion/Turbo Centurion 210c
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 557631

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 9000

Supplementary

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

Narrative :

DC9 DSNDING NBOUND. PREVIOUS CTLR ISSUED 12000 FT, PLT READ BACK 11000 FT. PREVIOUS CTLR MISSED READBACK ERROR. UPON CHKING ON MY FREQ, I MISSED INCORRECT ALT ASSIGNMENT.

Synopsis :

DC9 CREW CHKED IN WITH ZOB CTLR ASSIGNED 12000 FT BUT READ BACK 11000 FT TO PREVIOUS CTLR AND CONFLICTED WITH A C210 AT 11000 FT.

Time

Date : 200208

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : PA

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON

Operator.General Aviation : Corporate

Make Model : Super King Air 300

Aircraft / 2

Controlling Facilities.TRACON : PHL.TRACON

Operator.General Aviation : Corporate

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Approach

ASRS Report : 557813

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 180

Miss Distance.Horizontal : 16800

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

Narrative :

I MISTAKENLY CLBED A BE30 TO 10000 FT TO PTW. I DIDN'T SEE A HAWKER WBOUND AT 10000 FT TO MXE. I WAS DISTR BY AN AUTOMATION PROB WITH ZDC (TAGS DROPPING OFF OF ACFT ON THE TEB JAIKE 1 STAR). MY AIRSPACE ALTS CHANGE DEPENDING ON RWY CONFIGNS. WE HAD SWITCHED BACK AND FORTH FROM RWY 27 TO RWY 9 SEVERAL TIMES DURING THE DAY. I FORGOT WE HAD RECENTLY SWITCHED TO RWY 9 (WHERE I ONLY OWN 9000 FT).

Synopsis :

PHL APCH CTLR WITH AIRSPACE TO 9000 FT ASSIGNED A CLBING BE30 TO 10000 FT AND CONVERGED ON AN HS25 WBOUND AT 10000 FT.

Time

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

Place

State Reference : VA
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 3

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

Person / 1

Function.Controller : Handoff Position
ASRS Report : 557838

Person / 2

Function.Controller : Radar
ASRS Report : 558158

Person / 3

Function.Controller : Flight Data

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 4

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 1500

Miss Distance.Horizontal : 18000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ASKED TO SIT DOWN ON THE D-SIDE AT A SECTOR WHICH WAS BEING STAFFED BY A SINGLE CTLR. THE SECTOR WAS ALREADY QUITE BUSY WITH TFC BEING VECTORED AND DSNDING INTO CLT AND A LARGE NUMBER OF ACFT WHICH HAD BEEN RE-RTED INTO THE SECTOR WHICH WOULD NOT NORMALLY HAVE BEEN THERE. SHORTLY AFTER SITTING DOWN, I MOVED TO THE L-SIDE. EVENTUALLY WE WERE JOINED BY ANOTHER CTLR WHO TOOK THE D-SIDE. THE RADAR CTLR INITIATED A DSCNT FROM FL330 TO FL290 ON AN ACFT (#2) WHICH NEEDED TO EXIT OUR SECTOR AT FL250. FL290 HAD BEEN ISSUED BECAUSE THERE WAS TFC AT FL280. I ENTERED FL250 TEMPORARILY INTO THE DATA BLOCK AND INITIATED THE HDOF TO THE NEXT SECTOR. CONFLICT ALERT ACTIVATED AND SINCE I BELIEVED IT WAS BTWN THE DSNDING ACFT AND THE ONE AT FL280, I SUPPRESSED CAPT TO AVOID THE DISTRACTING FLASHING. A FEW MINS LATER THE D-SIDE POINTED OUT THE SIT BTWN THE DSNDING ACFT AND ONE (#1) WHICH WAS LEVEL AT FL310. THE RADAR CTLR ISSUED INSTRUCTIONS TO BOTH ACFT BUT SEPARATION WAS LOST. THE 2 FACTORS I FEEL WERE MOST IMPORTANT IN THIS SIT ARE: 1) SECTOR IMPROPERLY STAFFED (TIMELY) DUE TO LCL HABIT AND LIMITED MANPOWER. 2) TFC VOLUME AND COMPLEXITY TOO HIGH.

Synopsis :

ZDC ARTCC CTLR ASSIGNED DATA DUTIES AT A SECTOR RAPIDLY INCREASING WITH TFC. HE MOVED TO THE COORDINATOR HDOF POS AND BY THE TIME A THIRD CTLR MOVED TO THE DATA POS, A LOSS OF SEPARATION OCCURRED BTWN A DSNDING ACFT AND AN ACFT AT CRUISE ALT.

Time

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

Place

Locale Reference.Airport : VGT.Airport
State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : VGT.Tower
Operator.General Aviation : Personal
Make Model : Maule Aircraft Corp Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.Tower : VGT.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 3

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

Person / 1

Function.Controller : Local
ASRS Report : 557965

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 75
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

MAULE RPTED INBOUND TO TWR 'FOLLOWING CESSNA AHEAD IN SIGHT,' (CESSNA WAS LESS THAN 1 MI AHEAD OF THE MAULE ALSO INBOUND TO ARPT). TWR INSTRUCTED MAULE TO FOLLOW THE CESSNA AND WAS SEQUENCED #3 (ADDITIONAL TFC WAS ON L BASE #1). NEXT OBSERVED (MINS LATER) THAT MAULE APPEARED TO BE ON TOP OF CESSNA. TWR ASKED MAULE IF HE WAS STILL FOLLOWING CESSNA AS PREVIOUSLY INSTRUCTED AND ACKNOWLEDGED AND REPLIED HE WAS DOING OK. CESSNA WHO PREVIOUSLY WAS AHEAD OF THE MAULE STATED 'GOING AROUND.' THE MAULE HAD TURNED BASE AND FINAL AHEAD OF THE CESSNA HE HAD BEEN INSTRUCTED TO FOLLOW. WHEN THE MAULE PLT WAS ASKED WHAT HAD HAPPENED, HE SAID THAT HE HAD LOST SIGHT OF THE ACFT IN THE LIGHTS AND THEN THOUGHT HE WAS FOLLOWING THE ACFT ON L BASE. I BELIEVE THE MAULE PLT DID NOT PROCESS THAT THE CALL SIGN TO THE CESSNA AHEAD TO FOLLOW CESSNA ON BASE WAS NOT HIS INSTRUCTION. PLT SHOULD HAVE ALERTED ATC IMMEDIATELY WHEN HE COULD NO LONGER SEE THE ACFT HE WAS INSTRUCTED TO FOLLOW. PLT SHOULD NOT HAVE TURNED INBOUND TO FOLLOW TFC ON L BASE WHEN THE TFC HE HAD BEEN FOLLOWING FOR THE LAST 10 MI WAS ON R DOWNWIND LIKE HIMSELF.

Synopsis :

MAULE ACFT LNDG VGT BELIEVED HE WAS FOLLOWING THE TFC HE SIGHTED ON BASE LEG AND OVERTOOK A CESSNA AHEAD ON FINAL.

Time

Date : 200208

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HNL.Airport

State Reference : HI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HNL.Tower

Operator.Common Carrier : Air Carrier

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Controller : Local

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : FAA

Narrative :

AN ACR HVY JET WAS AUTH BY HAWAII 'SDOT' TO PERFORM AN ENG RUN-UP. THERE IS NO RUN-UP AREA PROVIDED BY THE STATE OF HAWAII ON THE ARPT. THEREFORE, VIA MOU, THE HVY ACFT ARE PERMITTED TO RUN UP ONLY ON RWYS. RWY 8R WAS AUTH BY ARPT MGR. THEREFORE, RWY 8R IS NOW CLOSED TO ARRS AND DEPS. NO NOTAM WAS ISSUED FOR THIS NAS CLOSURE OF A MAJOR RWY. IN ADDITION, THIS INFO WAS NOT INCLUDED ON THE HNL ATIS. THIS TYPE OF OCCURRENCE OCCURS ON A SEMI-DAILY BASIS. HVY DEPS ARE ASSIGNED RWY 8R FOR DEP BY INFORMAL RWY USE PROGRAM (PACIFIC CHART SUPPLEMENT). THE ACFT WHICH ARE AFFECTED BY THIS RWY CLOSURE WERE NOT ADVISED OF THE CLOSURE UNTIL THEY WERE READY TO TAXI AND ASSIGNED RWY 8L. RWY 8L HAS DIFFERENT CLB DATA DUE TO CRANES OFF OF THE DEP END OF RWY. THE ACFT DECLINED THE USE OF RWY 8L AND OPTED FOR RWY 8R. THE LCL CTLR NOW HAS TO REMOVE THE RUN-UP ACFT FROM RWY 8R AND JOCKEY HIM/HER AROUND TO ALLOW DEPS ON RWY 8R. THIS WAS DONE TO MINIMIZE NAS DELAYS AT HNL ARPT. THE LCL CTLR'S ATTN IS DIVERTED FROM INTERSECTING RWY OPS (LAHSO) TO ACCOMMODATE THIS RUN-UP. THIS IS UNSAFE AND UNNECESSARY. STATE OF HAWAII SHOULD BE REQUIRED TO ISSUE NOTAMS FOR THIS TYPE OF CLOSURE.

Synopsis :

HNL CTLR CONCERNED OVER INTER ORGANIZATIONAL MOU ALLOWING HVY JET ENG RUN-UPS ON A PRIMARY DEP RWY.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B727-200
Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.General Aviation : Corporate
Make Model : Citation Bravo

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 60
ASRS Report : 558233

Person / 2

Function.Controller : Handoff Position

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 28200

Supplementary

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

Narrative :

ACR X, CLBING SWBOUND, WAS IN CONFLICT WITH ACFT Y AT 13000 FT (EBOUND). WHEN THE R-SIDE CTLR REALIZED THE 2 WERE IN CONFLICT, AN IMMEDIATE DSCNT AND TURN WAS ISSUED TO ACR X TO 11000 FT AND HDG 270 DEGS. A CLB AND TURN WAS ALSO ISSUED TO ACFT Y, CLB TO FL180 AND HDG 180 DEGS.

Synopsis :

ZID ARTCC RADAR CTLR IS UNABLE TO MAINTAIN SEPARATION BTWN CLBING B727 TFC AND A C525 AT 13000 FT.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1100

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.General Aviation : Personal
Make Model : PA-31 Navajo Chieftan/Majave/Navajo
Mission.Other : UNK

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 10
ASRS Report : 558264

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 4
Resolutory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X FILED HKY.2903/08056 EVG. A TRAINEE, PER MY INSTRUCTIONS, LOOKED UP THE IDENTIFIER EVB AND NOTED IT AS NEW BEDFORD, MA. THE FLT PLAN WAS RELAYED TO HKY TWR. WHEN HKY CALLED FOR A RELEASE THE CTR ISSUED A L TURN OFF RWY 6 'ON COURSE.' ACFT X DEPARTED HKY, MADE A L 270 DEG TURN AND PROCEEDED 'ON COURSE' TO SOME PLACE IN FLORIDA. 3 LETTER IDENTIFIERS DON'T MEAN ANYTHING IF YOU DON'T RECOGNIZE THEM. LAT/LONGITUDES DON'T MEAN ANYTHING TO THE AVERAGE CTLR. CLRING ACFT TO 'EVB' INSTEAD OF 'BEDFORD' DOES NOT ALLOW FOR ANY FORM OF ERROR DETECTION. CLRING AN ACFT 'DIRECT TO YOUR DEST AS FILED' DOESN'T PROVIDE FOR ANY ERROR DETECTION AT ALL. THIS IS A MAJOR PROB AND GROWING LARGER WITH EVERY GPS SOLD. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE WAS INSTRUCTING AND WHEN THE TRAINEE LOOKED UP THE DEST REQUESTED ON THE FLT PLAN, HE COPIED EWB INSTEAD OF EVB. WHEN THE ACFT WAS RELEASED THROUGH THE HKY TWR AN INSTRUCTION TO TURN L ON COURSE WAS ISSUED. ALTHOUGH THERE WERE NO SEPARATION PROBS, THE CTLR WAS SURPRISED WHEN THE ACFT TURNED TO A COURSE DIFFERENT THAN EXPECTED.

Synopsis :

ARTCC RADAR CTLR ERRED WHEN HE LOOKED UP A DEST IDENTIFIER CAUSING SOME CONFUSION WHEN THE ACFT DEPARTED AND TURNED S INSTEAD OF N.

Time

Date : 200208

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : MS

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : Marginal

Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : NMM.TRACON

Make Model : Military Trainer

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Approach

ASRS Report : 558273

Person / 2

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

A T2 WAS INBOUND TO NMM FROM MEI, 1 MI W OF MOA. (THE MOA ALT IS 8000 FT TO FL230.) THE PLT WAS CLRED FROM 8000 FT TO 5000 FT, AND THEN ASKED FOR LOWER BECAUSE OF CLOUDS. I ASKED THE PLT IF SHE WAS IFR RATED, AND SHE SAID NO. I THEN ASKED IF SHE HAD AN INSTRUCTOR PLT ON BOARD, AND HER REPLY WAS, 'NO, I'M FLYING SOLO.' THIS SIT HAD THE POTENTIAL OF AN UNSAFE SIT. PLTS ASSIGNED TO NAS MERIDIAN ROUTINELY FLY ON IFR FLT PLANS, WITHOUT BEING IFR CERTIFIED. THESE PLTS ARE NOT ALLOWED (BY THE UNITED STATES NAVY) TO FLY THROUGH CLOUDS, BUT THEY FLY ON IFR FLT PLANS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CTLR ALLEGED THAT HE HAS TRIED TO RESOLVE THIS ISSUE WITH MGMNT. THE RPTR WAS NOT AWARE OF ANY FAA/NAVY LOA DESCRIBING OPERATIONAL TRAINING ISSUES AND PROCS. CALLBACK CONVERSATION WITH A NAVY SPOKESMAN REVEALED THE FOLLOWING INFO: NAVY SPOKESMAN WAS AWARE OF 'CERTAIN ISSUES AT NMM, BTWN PLTS AND CTLRS.' THE SPOKESMAN STATED THE EXISTENCE AND APPLICATION OF OPNAV-3710, SPECIFYING THE RELATIONSHIP OF TRAINING PLTS TO IFR FLT PLAN FILING AND AVOIDANCE OF EX ELEMENTS. BASICALLY, NAVY TRAINING PLTS SHALL FILE IFR FOR SEARCH AND RESCUE, AS WELL AS FLYING TRAINING RTES, BUT THEY SHALL NOT PENETRATE WX CELLS UNLESS AN EMER CONDITION EXISTS.

Synopsis :

NMM APCH CTLR CONCERNED BY NAVY TRAINING PLT POLICY TO AVOID WX WHILE ON AN IFR FLT PLAN.

Time

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

Place

Locale Reference.Airport : NMM.Airport
State Reference : MS

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : NMM.TRACON
Make Model : Military Trainer
Mission : Training
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : NMM.TRACON
Make Model : Beech Jet 400
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Approach
ASRS Report : 558308

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 700
Miss Distance.Horizontal : 8000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X, FLT OF 2, WAS ON VECTOR 140 DEGS INBOUND TO NMM FOR THE OVERHEAD. ACFT Y, BE40, WAS ON VECTOR 220 DEGS FOR ILS AT MEI. ACFT X WAS IN DSCNT TO 3000 FT. I THOUGHT HE WAS VERY SLOW DSNDRING AND REALIZED ACFT Y MAY BECOME A CONFLICT. I INTENDED TO ISSUE ACFT X 5000 FT BUT AFTER LISTENING TO TAPE I DID ASSIGN 4000 FT. I SAW ACFT X AT 4700 FT AND TOLD HIM TO CHK ALT AND MAINTAIN 5000 FT. AT CLOSEST POINT I CALLED TFC 10 O'CLOCK POS, 1 1/2 MI. BE40 ON 220 DEG HDG, T45'S ON 140 DEG HDG. I MAY OR MAY NOT HAVE LOST SEPARATION, COURSES MAY HAVE DIVERGED PRIOR TO ALT LOSS. I DID ISSUE WRONG ALT. THIS WAS A MISTAKE ON MY PART. ACFT X WAS ISSUED MULTIPLE TFC CALLS WITH HIS TFC AT 4000 FT. I AM NOT A PLT BUT IF ASSIGNED 4000 FT AND ISSUED SEVERAL TFC CALLS OF TFC AT 4000 FT I BELIEVE I WOULD QUESTION WHAT ALT I WAS ASSIGNED. MISTAKES ARE OFTEN MADE ON BOTH SIDES. WE ALL NEED TO EXCHANGE INFO AND QUESTIONS MORE FREELY.

Synopsis :

APCH CTLR ISSUED INCORRECT ALT TO AN INBOUND FLT RESULTING IN A CONFLICT BTWN A FLT OF 2 T45 JET TRAINERS AND A BE40.

Time

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

Place

Locale Reference.Airport : TIX.Airport
State Reference : FL
Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : DAB.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Approach
ASRS Report : 558781

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Unable
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 100

Supplementary

Problem Areas : ATC Facility
Problem Areas : ATC Human Performance
Problem Areas : FAA

Narrative :

PA28 RPTD TO ME SEEING AN ACFT PASS DIRECTLY IN FRONT OF HIM XING R TO L. I DID NOT OBSERVE THE TFC BEFORE, DURING, OR AFTER THE PIREP. I NOTIFIED THE SUPVR AND ADVISED ALL ACFT THAT PRIMARY TARGETS WERE NOT VISIBLE ON MY RADAR PRESENTATION. THE QUALITY OF THE PATRICK RADAR HAS CONTINUED TO BE A PROB IN THE PAST AND PRESENT. FAA MAINT AND AIR FORCE MAINT ARE AWARE OF THE PROB AND HAVE HAD LITTLE IF ANY SUCCESS IN CORRECTING THE QUALITY. THIS ISSUE CONTINUES TO BE A SAFETY RELATED PROB WITH FAA RESPONSE BEING 'WAIT FOR THE NEW ASR-11 RADAR A FEW YRS DOWN THE ROAD.'

Synopsis :

PIPER PA28 PLT RPTS TO CAB APCH CTL OF ACFT XING DIRECTLY IN FRONT OF HIM FROM R TO L. CTLR COMPLAINT OF AREA RADAR NOT PROVIDING PRIMARY TARGET INFO.

ACN: 558833

Time

Date : 200209

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AZO.Airport

State Reference : MI

Person / 1

Function.Controller : Approach

ASRS Report : 558833

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Navigational Facility

Narrative :

AZO'S ASR8 SHOWS FALSE PRIMARY TARGETS. OUR AF TECHNICIANS HAVE CONFIRMED THIS AND SAY 'IT IS INHERENT WITH THE SYS.' THIS PROPOSES TWO SAFETY PROBS. 1) CTRLRS BECOME COMPLACENT TO THE 'SO CALLED' FALSE TARGETS AND DO NOT ISSUE THEM AS TFC. WHAT IF THE TARGET WAS A REAL PRIMARY? 2) CTRLRS ISSUE THE FALSE TARGET TFC TO PLTS. THE TARGETS POP UP AT ANY TIME THEREFORE TFC IS GIVEN IN CLOSE PROXIMITY OF AN ACFT WHICH MIGHT INTIMIDATE A PLT AND CAUSE THEM TO PANIC OR DISTRACT THEM FROM MORE IMPORTANT PRIORITIES LIKE FLYING THEIR ACFT.

Synopsis :

AZO APCH CTRLR CONCERNED WITH FALSE PRIMARY TARGETS CAUSING PLT CTRLR DISTRACTIONS FOR TFC ADVISORIES FOR ACFT THAT ARE NOT THERE.

ACN: 558834

Time

Date : 200209

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AZO.Airport

State Reference : MI

Person / 1

Function.Controller : Approach

ASRS Report : 558834

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Navigational Facility

Narrative :

AZO'S BEACON SYS SHOWS GHOST BEACON TARGETS. AZO'S BEACON SYS REFLECTS A SECOND BEACON TARGET ON THE OTHER SIDE OF OUR RADAR SCREEN. THIS IS A SAFETY ISSUE. THIS DISTRACTS A CTLR FROM PRIORITIES BECAUSE THIS TARGET BECOMES THE PRIORITY. CTLRS HAVE TO RESEARCH THE TARGET TO FIND OUT IF IT IS REAL OR NOT AND THEY ALSO HAVE TO ISSUE IT AS TFC TO ACFT IN THE VICINITY. CTLRS ISSUE THE FALSE BEACON TFC TO PLTS. THE TARGETS POP UP AT ANY TIME THEREFORE TFC IS GIVEN IN CLOSE PROXIMITY WHICH MIGHT INTIMIDATE A PLT AND CAUSE THEM TO PANIC OR DISTRACT THEM FROM MORE IMPORTANT PRIORITIES LIKE FLYING THEIR ACFT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT THE GHOST/FALSE TARGET PROB HAS BEEN CONTINUOUS 'FOR YEARS' WITHOUT RESOLUTION. MAINT AND AUTOMATION SPECIALISTS ARE AWARE OF THE PROB, BUT 'ARE UNABLE TO FIX' THE PROB. THE TARGET IS DISPLAYED AS AN AUTOMATION GENERATED PRIMARY TARGET SPLAT. THE RPTR STATES THAT THE GHOST TARGET MOVES AT A SLIGHTLY FASTER TRACK SPEED THAN THE 'NORMAL' TRACKED TARGET.

Synopsis :

AZO CTLR CONCERNED WITH ARS-8 ARTS II E GHOST FALSE BEACON TARGET GENERATION.

ACN: 559000

Time

Date : 200209

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AZO.Airport

State Reference : MI

Person / 1

Function.Controller : Approach

ASRS Report : 559000

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : FAA

Narrative :

ASOS WIND INSTS DO NOT COINCIDE WITH THE WINDSOCK AND FAA WIND INDICATORS. THEIR PLACEMENT ON THE FIELD ALLOWS THE ACTUAL WIND TO BE DISBURSED AND/OR REDIRECTED TO GIVE THE ASOS AN INACCURATE, (USUALLY WIND OF LESS VELOCITY) READING. THEREFORE, THE ATIS WINDS GIVEN TO PLTS ARE NOT THE MOST ACCURATE. CALLBACK CONVERSATION WITH NWS REPRESENTATIVE REVEALED THE FOLLOWING INFO: IN CONVERSATION WITH A NATL WX SVC, (NWS) REPRESENTATIVE IT WAS REVEALED THAT THE 'NWS' IS RESPONSIBLE FOR LOCATION AND INSTALLATION OF 'ASOS' (AUTOMATED SURFACE OBSERVATION SYS). SITE LOCATION NORMALLY SUPERSEDES A PREVIOUS MANNED OR AUTOMATED SITE. PRIOR TO COMMISSIONING SUCH A SITE, EXTENSIVE TESTING IS CONDUCTED TO ASSURE THE ACCURACY OF THE INFO GATHERED. ADDITIONAL INFO: IN CONVERSATION WITH AN AZO TWR SPECIALIST, IT WAS LEARNED THAT THE LOCATION OF THE 'ASOS' WAS APPROX 500 FT E OF RWY 17/35, CENTRALLY LOCATED BTWN B2 AND B3. THE FAA SITE IS CENTRALLY LOCATED IN THE TRIANGLE FORMED BY RWYS 17/35, 5/23 AND TXWY E. OF THE 2 SITES, THE 'ASOS' SITE APPEARED THE MORE ISOLATED, RENDERING IT FREE FROM DISTORTING PHENOMENA.

Synopsis :

AN AZO TRACON CTLR EXPRESSES CONCERN OVER THE DISCREPANCY BTWN WIND VELOCITY READOUTS BTWN THE 'ASOS' AND FAA'S WIND INDICATORS.

Time

Date : 200208

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : NV

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Controller : Approach

ASRS Report : 559047

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 2

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Cabin Crew Human Performance

Narrative :

ACR X WAS ON THE TRAGR 1 ARR. ACR X WAS ISSUED DSCNT VIA TRAGR 1 ARR EXCEPT MAINTAIN 8000 FT. GENOT #1/500 N7110.299 GIVES AN EXAMPLE USING THIS PHRASEOLOGY. THE GENOT ALSO EXPLAINS WHAT THE AIR CREW IS EXPECTED TO DO. THIS HAS HAPPENED NUMEROUS TIMES WITH OTHER ACFT. QUALITY ASSURANCE REVIEW HAS BEEN FILLED OUT.

Synopsis :

FLC INBOUND TO LAS ARE ISSUED THE TRAGR RNAV 1 ARR AND FAILED TO COMPLY WITH CLRNC.

ACN: 559048

Time

Date : 200208

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : NV

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase.Descent : Approach

Person / 1

Function.Controller : Approach

ASRS Report : 559048

Person / 2

Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 1

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

ACR X, ON SKEBR ARR, WAS ISSUED 'DSND VIA SKEBR 1 ARR EXCEPT MAINTAIN 8000 FT.' THE READBACK BY ACR X WAS CORRECT. ACR X FAILED TO COMPLY WITH ALT RESTRS ON THE ARR. ACR X DSNDDED THROUGH 12000 FT TO 8000 FT PRIOR TO IPUMY. A QUALITY ASSURANCE REVIEW WAS FILED AT L30 (LAS TRACON). GENOT #1/500 N 7110.299 GIVES AN EXAMPLE OF THE PHRASEOLOGY TO BE USED. THE GENOT ALSO EXPLAINS WHAT IS EXPECTED OF THE CREW. THIS PHRASEOLOGY SEEMS TO BE CONFUSING THE CREWS.

Synopsis :

AFTER BEING ISSUED A CLRNC, 'VIA THE SKEBR 1 ARR, EXCEPT MAINTAIN 8000 FT,' AN ACR CREW FAILED TO COMPLY WITH ALT RESTRS.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Super 80
Mission : Passenger

Person / 1

Function.Controller : Departure
ASRS Report : 559061

Person / 2

Function.Controller : Departure
Function.Controller : Handoff Position

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 12000

Supplementary

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

Narrative :

WHILE WORKING W DEP RADAR (MODERATE TFC) I ISSUED ACR X MD80 A TURN HDG 290 DEGS. ACR X ACKNOWLEDGED THE INSTRUCTIONS. I CONTINUED GIVING INSTRUCTIONS TO OTHER ACFT AND NOTICED ACR X NOT TURNING. WHEN I QUESTIONED ACR X WHY HE WAS NOT TURNING, HE ADVISED ME HE WAS GETTING A TCASII. I ADVISED HIM HE WAS ENTERING ANOTHER SECTOR'S AIRSPACE. MY ASSOCIATE POINTED ACR X OUT TO THE APPROPRIATE SECTORS AND APPROVED A CLB TO A HIGHER ALT. I THEN CLBED ACFT TO 12000 FT, ISSUED TFC AT 13000 FT. ACR X ADVISED ME HE WAS RECEIVING ANOTHER TCASII AND COULD NOT ACCEPT ANOTHER TURN. EVENTUALLY, ACR X ACCEPTED A TURN NWBOUND AND I XFERRED COMS TO ZLA.

Synopsis :

FLC OFF LAS UNABLE TO INITIALLY RESPOND TO CTRLR'S INSTRUCTIONS BECAUSE THEY RECEIVED 2 TCASII ALERTS DURING CLBOUT.

ACN: 559121

Time

Date : 200209

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSN.Airport

State Reference : WI

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSN.Tower

Operator.General Aviation : Personal

Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Local

Experience.Flight Time.Total : 200

ASRS Report : 559121

Person / 2

Function.Flight Crew : Single Pilot

Events

Independent Detector.Other.ControllerA : 1

Supplementary

Problem Areas : ATC Human Performance

Narrative :

A RECENT ARTS IIE UPGRADE HAS ENABLED A VFR FEATURE TO THE ARTS THAT IS CONFUSING AND UNSAFE. THE NEW PATCH ALLOWS THE CHANGING OF AN IFR DATA BLOCK TO SHOW A VFR DATA BLOCK BY TYPING 2 DOTS AND SLEWING ON THE TARGET DESIRED. THE PROB RESULTS WHEN A CTLR INADVERTENTLY HAS 2 DOTS TYPED IN AND THEN SLEWS ON A TARGET TO TAKE A HDOF FOR INSTANCE. THESE 2 DOTS CAN APPEAR BY ACCIDENT QUITE EASILY IF THE SLEW ENTER BUTTON IS DEPRESSED IN THE HOME POS. I AM AWARE OF 2 INSTANCES WHERE THIS HAS HAPPENED IN THE LAST 7 DAYS. IN BOTH CASES, MUCH CONFUSION AND EMBARRASSMENT RESULTED WHEN AN ACFT ON AN IFR FLT PLAN WAS MISTAKEN FOR A VFR ACFT RECEIVING RADAR SVCS. NO BRIEFINGS TOOK PLACE ON THE ENABLING OF THIS FEATURE. CTLRS LEARNED BY ACCIDENT HOW IT WORKS. THIS IS AN OPERORR JUST WAITING FOR THE RIGHT TIME AND PLACE TO HAPPEN. A UCR IS BEING FILED CONCURRENT TO THIS RPT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED HE HAS NOT SEEN OR HEARD OF THE PROB OCCURRING SINCE WRITING HIS RPT. HE SAID A UCR WAS FILED WITH THE FACILITY MGR AND THAT PROMPT ACTION WAS TAKEN TO REVIEW THE COMPLAINT. HE SAID THE PATCH WAS PUT IN ABOUT 2 OR 3 MONTHS AGO AND IT SEEMS TO BE WORKING FINE. HE HAD NO OTHER COMPLAINTS ABOUT THE EQUIP.

Synopsis :

APCH CTLR AT MSN WORKING WITH NEW SOFTWARE PATCH ON ARTS IIE BELIEVES THE NEW UPGRADE IS UNSAFE.

Time

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

Place

Locale Reference.Airport : LSV.Airport
State Reference : NV
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 10000

Aircraft / 1

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

Person / 1

Function.Controller : Departure
ASRS Report : 559475

Person / 2

Function.Controller : Departure

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 4
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X VIOLATED NELLIS AIR FORCE BASE AIRSPACE. AUTOMATED HDOF STATUS WAS FLASHING. NELLIS HAD NO INFO ON THE ACFT. AFTER THE OPDEV, WE FOUND THAT THE CTR/NELLIS DATA HAD NOT WORKED AND THAT NO HEADS UP CALL WAS MADE TO NELLIS BY THE OVERHEAD HDOF CTLR, AS REQUIRED BY OUR SOP.

Synopsis :

OPDEV OCCURRED WHEN L30 CTLR FAILED TO COMPLETE A HDOF OF AN ACR TO NELLIS APCH CTL.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Controller : Departure
ASRS Report : 559665

Person / 2

Function.Controller : Local

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : ATC Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : DLS.Airport
State Reference : OR
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Aircraft / 3

Controlling Facilities.ARTCC : ZSE.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Controller : Handoff Position
Function.Controller : Radar
ASRS Report : 559668

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 1300

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT Y WAS AT FL290. ACFT X AT FL280. MY R SIDE CLBED ANOTHER ACFT, ACFT Z, TO FL290. I WAS ON A LANDLINE GIVING A POINTOUT TO SECTOR 16 WHEN ACFT X READ BACK THE CLRNC. ACFT X CONVERGED WITH ACFT Y, WHO BY THAT TIME WAS CLBING, APPROX OUT OF FL303.

Synopsis :

A SIMILAR CALL SIGN MAY HAVE CAUSED AN ACR TO BEGIN A CLB TO AN OCCUPIED ALT OVER YKM.

Time

Date : 200208
Day : Fri

Place

Locale Reference.Airport : TIST.Airport
State Reference : FO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TIST.Tower
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : TIST.Tower
Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger

Person / 1

Function.Controller : Ground
Function.Controller : Local
ASRS Report : 559783

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 1
Resolutive Action.Controller : Separated Traffic
Resolutive Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

BOTH ACFT WERE TOLD TO TAXI TO RWY 10 AT INTXN C. PARALLEL TXWY IS CLOSED, HAS BEEN FOR 4 MONTHS. BOTH ACFT TRIED TO BACK TAXI ON RWY INSTEAD OF HOLDING SHORT AT INTXN C. CONSTRUCTION DELAYS ON TXWY CONSTRUCTION HAS GONE ON FOR 4 MONTHS. DUE TO DISPUTE BTWN A/P MGMNT AND CONTRACTOR, TXWY HAS BEEN CLOSED TOO LONG. LONG DELAYS AND SAFETY ARE INCREASING ISSUES.

Synopsis :

CTLR AT TIST INSTRUCTED A B757 AND AN A319 TO TAXI TO RWY 10 INTXN C. BOTH ACFT ATTEMPTED TO USE RWY 10 TO BACK TAXI WITHOUT A CLRNC RESULTING IN RWY INCURSIONS.

Time

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

Place

State Reference : NE
Altitude.MSL.Single Value : 36600

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757-200
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 559872

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 28200

Supplementary

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

Narrative :

CLBED ACFT X TO FL370 TOLD TO EXPEDITE. ASKED RATE OF CLB, 2000 FPM. CALLED TFC, TURNED ACFT X 35 DEGS R. ASKED ALT, FL366. TARGETS MERGED AT 4.5 MI LATERAL AND 1700 FT VERT. I DON'T BELIEVE THAT ACFT X KEPT THE 2000 FT CLB RATE AND I DON'T BELIEVE THAT HE TOOK THE 35 DEG TURN.

Synopsis :

ZMP RADAR CTRLR ATTEMPTED TO CLB MD80 THROUGH ALT OF A B757 AT CRUISE AND MISJUDGED CLB RATE RESULTING IN LOSS OF SEPARATION.

Time

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

Place

Locale Reference.Airport : TIST.Airport
State Reference : VI

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : TIST.Tower
Operator.Common Carrier : Air Carrier
Make Model : ATR 42
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 200
ASRS Report : 559902

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

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

Narrative :

ST THOMAS ARPT IS UNDER CONSTRUCTION. TXWY A HAS BEEN CLOSED FOR CONSTRUCTION FOR OVER 3 MONTHS. THIS CONSTRUCTION IS CAUSING ACFT TO HAVE TO BACK TAXI FOR DEP AND TAXI TO A MIDFIELD POINT PRIOR TO THIS. THE PROJECT IS 2 MONTHS OVERDUE. ACFT X WAS GIVEN TAXI INSTRUCTIONS FOR THE ACTIVE RWY 10. A MIDFIELD INTXN WAS ISSUED AS THE BACK TAXI POINT. ACFT WAS TOLD TO TAXI TO THIS POINT AND ADVISE READY FOR BACK TAXI. ACFT Y FLT WAS ON FINAL AS ACFT X TAXIED TO THIS MIDFIELD TXWY. AS THE ACFT APCHED THE INTXN, IT WAS APPARENT THAT IT WAS NOT GOING TO STOP, BUT CONTINUED ONTO THE RWY IN ORDER TO BACK TAXI. THE ACFT WAS STOPPED PRIOR TO ENTERING RWY. THIS PROB IS DUE TO THE FACT THAT THE CURRENT SETUP IS CONFUSING FOR PLTS. OVERDUE CONSTRUCTION ADDS TO THE CHANCE THAT THIS PROB WILL CONTINUE.

Synopsis :

A320 AT TIST INSTRUCTED TO TAXI TO AN INTXN AND HOLD FOR LNDG TFC, BUT INCURS RWY.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOI.Tower
Make Model : DC-10 Undifferentiated or Other Model
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : BOI.Tower
Operator.General Aviation : Personal
Make Model : Super King Air 200 Hdc
Route In Use.Approach : Visual

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 186
ASRS Report : 560047

Person / 2

Function.Controller : Approach

Person / 3

Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : ATC Human Performance

Narrative :

RWY 28L&R WERE ACTIVE. APCH CTLR ASKED FOR OPPOSITE DIRECTION TO RWY 10R. I HAD A HELI DOING STOP-AND-GOES ON PARALLEL TXWY. I HAD JUST SWITCHED HIM OVER FOR ONE ON THE RWY 28L. SPIRITED DISCUSSION ABOUT SHORT-STAFFING AND LACK OF TIME OFF ENSUED WITH APCH CTLR (TRACAB OP AT THE TIME). DID NOT UPDATE PAPERWORK TO REFLECT HELI ON RWY 28L, AND CLRED BE20 TO LAND ON RWY 10R. BE20 ASKED ABOUT THE LIGHTS COMING AT HIM ON FINAL. I ATTEMPTED TO SIDESTEP HIM TO RWY 10L, BUT HE SAID IT WAS FINE. HELI SAW IT ALL COMING AND HELPED ME OUT. GOOD LESSONS LEARNED: UPDATE YOUR PAPERWORK AND PAY ATTN! LEAVE THE DISCUSSIONS FOR THE BREAK ROOM. VERY EMBARRASSING SIT!

Synopsis :

LCL CTLR AT BOI APPROVES HELI TO MAKE STOP AND GO ON RWY 28L WITH A BE20 LNDG OPPOSITE DIRECTION ON RWY 10R.

Time

Date : 200209
Day : Fri
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
Function.Controller : Supervisor
ASRS Report : 560210

Person / 2

Function.Controller : Radar
ASRS Report : 560211

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 1100
Miss Distance.Horizontal : 21600

Supplementary

Problem Areas : ATC Human Performance

Narrative :

2 ACFT SLOWLY COMING TOGETHER, TURNED ONE 15 DEGS L, ACFT PICKED UP 20 KTS, TURNED ACFT ANOTHER 30 DEGS L CONTINUED TO PICK UP SPD. CLBED ACFT AND TURNED BACK R 70 DEGS, TURNED OTHER ACFT 30 DEGS L TO INCREASE SEPARATION. LOST SEPARATION.

Synopsis :

ZKC INSTRUCTOR WITH STUDENT HAVE SLOW OVERTAKE SIT WITH 2 ACR ACFT AT CRUISE THAT RESULTS IN AN UNSUCCESSFUL RESOLUTION.

ACN: 560362

Time

Date : 200209

Day : Fri

Local Time Of Day : 0601 To 1200

Place

State Reference : NC

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON

Controlling Facilities.Tower : CLT.Tower

Person / 1

Function.Controller : Approach

ASRS Report : 560362

Person / 2

Function.Controller : Approach

Function.Controller : Supervisor

Person / 3

Function.Oversight : Supervisor

Events

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Maintenance Human Performance

Problem Areas : Navigational Facility

Narrative :

THERE WERE NO ACFT-TO-ACFT CONFLICTS. I WAS WORKING SATELLITE RADAR. I COULD NOT TRACK ACFT FROM CLT 080 DEG RADIAL THROUGH CLT 250 DEG RADIAL AT OR BELOW 7000 FT DUE TO VERY POOR RADAR PRESENTATION. ONGOING -- GETTING WORSE. PRIMARY AND SECONDARY RADAR WOULD DROP OFF MID RADAR SWEEP AT ITS BEST. I ADVISED THE ATC SUPVR AND HE SWITCHED TO SECOND CHANNEL WITHOUT ANY IMPROVEMENT. ATC SUPVR CALLED RADAR TECHNICIAN SUPVR. RADAR TECHNICIAN SUPVR SAID WITH LACK OF CONCERN THAT THERE WASN'T ANYTHING SHE COULD DO FOR 4 HRS UNTIL A RADAR TECHNICIAN CAME TO WORK. THIS IS AN ONGOING PROB WE WORK WITH SINCE OUR ONLY OTHER CHOICE IS CENRAP. WE NEED HELP FROM A HIGHER LEVEL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE RADAR ANTENNA WAS TILTED SLIGHTLY TO ELIMINATE A RING AROUND PROB. RPTR STATED THE RADAR ANTENNA WAS TILTED SLIGHTLY TO ELIMINATE A RING AROUND PROB. RPTR SAID AS A RESULT OF THE TILTING, RADAR COVERAGE IN CERTAIN AREAS IS VERY POOR AND ACFT TARGET LOSS IS COMMON AT THE LOWER ALTS. HE SAID THE RADAR TECHNICIANS ARE NOT ABLE TO CORRECT THE PROB. HDOFS TO AND FROM OTHER FACILITIES ARE SOMETIMES A PROB. HE SAID UCR'S UNSATISFACTORY CONDITION RPT HAVE BEEN FILED SEVERAL TIMES BY CTLRS.

Synopsis :

CLT APCH CTLR CLAIMS RADAR EQUIP BELOW 7000 FT IN CERTAIN AREA IS VERY POOR.

Time

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

Place

State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.General Aviation : Personal
Make Model : Cessna Aircraft Undifferentiated or Other Model
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.General Aviation : Personal
Make Model : IAI1124/1124a/Westwind

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 600
ASRS Report : 560471

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 24000

Supplementary

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

Narrative :

I WAS WORKING SECTOR 25 RADAR POS AT ZDV. ACFT X CHKED ON AT FL330 INBOUND TO APA. SHORTLY AFTER HIS CHK-ON, I ISSUED A CLRNC TO ACFT X TO 'DSND AND MAINTAIN FLT LEVEL TWO SEVEN ZERO (FL270).' THE PLT QUERIED ME AS TO WHETHER THIS WAS A PLT'S DISCRETION DSCNT OR NOT. I TOLD THE PLT THAT I NEEDED HIM TO DSND FOR TFC. THE PLT REPLIED: 'OK, WE'RE OUT OF THREE, THREE, ZERO FOR SEVENTEEN.' I DID NOT CATCH THIS ERRANT READBACK. ABOUT THE TIME ACFT X DEPARTED FL270 IN A DSCNT, ACFT Y WAS AT OR LESS THAN 5 MI AWAY AT FL260 ON A CONVERGING COURSE. THE CONFLICT ALERT ACTIVATED AND I INSTRUCTED ACFT X TO MAINTAIN FL270 AND TURN R TO A HEADING OF ZERO NINE ZERO (090 DEGS) IMMEDIATELY. I INSTRUCTED ACFT Y TO TURN L HEADING ZERO ONE ZERO (010 DEGS). THE CLOSEST PROX WAS 4 MI/400 FT. THERE WERE 2 RADAR HITS WITH LTSS (5 MI/1000 FT) BEFORE SEPARATION WAS ESTABLISHED AND MAINTAINED AGAIN.

Synopsis :

ZDV RADAR CTLR MISSED INCORRECT READBACK CAUSING A C441 TO DSND TO ALT OCCUPIED BY A WW24 IN CRUISE FLT.

Time

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

Place

State Reference : NC
Altitude.MSL.Single Value : 12500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Baron 58/58tc
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 1400
ASRS Report : 560716

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 1000

Supplementary

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

Narrative :

FLT XYZ DEPARTED CLT VIA NALEY TRANSITION OF HORNET 1 DEP PROC. ACFT CHKED ON CLBING TO 14000 FT. ACFT WAS RECLRED TO FL230. SHORTLY THEREAFTER, FLT XYZ ADVISED HE WAS TAKING EVASIVE ACTION FOR TFC. I OBSERVED A VFR TARGET AT 12500 FT TRACKING WBOUND. THE TARGETS APPEARED TO MERGE AND THEN RESOLVE. MODE C INTRUDER ALERT NEVER ACTIVATED DURING THE ENTIRE EVENT. PLT OF ACR FLT XYZ ADVISED HE NEVER SAW THE OTHER ACFT. OTHER ACFT WAS SUBSEQUENTLY IDENTED AS ACFT Y. HE ALSO STATED THAT HE DID NOT SEE THE B737.

Synopsis :

B737 CREW HAVE A CONFLICT DURING CLB WITH TFC NOT INITIALLY SEEN BY THE CTRL.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 560856

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 20000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I WAS WORKING 3 SECTORS COMBINED -- LOW ALT, HIGH ALT, AND ULTRA HIGH ALT. WORKLOAD WAS HIGH, BUT NOT OVERLY SO. WE WERE REQUESTING AND RECEIVING ELT RPTS (EMER LOCATOR XMITTER). ABOUT 2 HRS EARLIER, WE LOST BOTH RADAR AND RADIO CONTACT WITH A PIPER CHEROKEE NEAR ALAMOSA, CO. I HAD 2 LOW ALT ACFT IN THE GENERAL VICINITY OF THIS LOSS. I REQUESTED THEY BOTH MONITOR 121.5 FOR THE ELT. THERE WERE SEVERAL HIGH ALT ACFT ALSO. I RECOGNIZED A CONFLICTION BTWN ACFT X WBOUND FROM OVER ALAMOSA TO FARMINGTON, NM, TO LAX, AND ACFT Y NBOUND FROM OVER SANTA FE, NM, TO FARMINGTON TO SFO. AT THIS TIME, THEY WERE EACH APPROX 100 MI FROM FARMINGTON. I WAS WORKING THESE SECTORS COMBINED BECAUSE WE DID NOT HAVE ADEQUATE STAFFING TO OPEN APPROPRIATE SECTORS TO LESSEN WORKLOAD. I WAS TOLD I HAD 19 ACFT ON FREQ. THAT WOULD BE ON 3 FREQS DUE TO LACK OF FREQ COVERAGE. WHEN THE ACFT WERE ABOUT 50 MI FROM FARMINGTON, I ISSUED A 35 DEG L TURN TO ACFT X. HE READ THIS BACK CORRECTLY. IN MY EXPERIENCE, THIS WOULD BE SUFFICIENT. I THEN WENT ON TO CORRECT A HDG GIVEN TO AN ACFT Z ON HIS WAY TO RAZOR BACK, AR. AT THIS TIME, A LIFEGUARD KING AIR POPPED UP ON FREQ REQUESTING AN IFR CLRNC TO ALBUQUERQUE. I ISSUED A CODE FOR HIM TO SQUAWK. I THEN RECOGNIZED THAT THE ACFT X AND ACFT Y WERE GOING TO GET WITHIN 3 MI OF EACH OTHER. I TOLD ACFT X TO TURN ANOTHER 15 DEGS AND TOLD ACFT Y TO TURN 20 DEGS L. IT WENT FROM 5 MI TO 4 MI TO 4.3 MI BACK TO 5 MI AND GREATER. THEN I CLRED THE LIFEGUARD TO ABQ, SHIPPED A COUPLE OF ACFT AND WAS PROPERLY RELIEVED FROM THE SECTOR!

Synopsis :

ZDV ARTCC CTLR LOST SEPARATION WITH 2 ACR B757 ACFT ON CONVERGING COURSES AT FL350.

Time

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

Place

Locale Reference.Airport : CMH.Airport
State Reference : OH

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CMH.TRACON
Controlling Facilities.Tower : CMH.Tower
Operator.General Aviation : Personal
Make Model : Skywagon 185
Mission : Business

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 150
ASRS Report : 560907

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3200
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 400
ASRS Report : 560917

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
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 :

RWY 28R HAD THE FIRST (EASTERN) 2400 FT CLOSED FOR CONSTRUCTION. IT WAS MARKED APPROPRIATELY WITH FLAGS, CONES AND A PAINTED DISPLACED THRESHOLD BAR. VASI FOR RWY 28R WAS ON, BUT ATIS ADVISED IT AS UNUSABLE. I TOLD PLT OF DISPLACED THRESHOLD, BUT NOT THE VASI PRIOR TO LNDG CLRNC. PLT ACKNOWLEDGED THE ABOVE INFO. I OBSERVED THE ACFT LINED UP FOR RWY 28R AND THEN STARTED WORKING 2 DEPS AND 2 ARR ACFT ON RWY 28L. THE PLT INBOUND TO RWY 28R ASKED IF HE COULD CHANGE TO RWY 28L AND I TOLD HIM UNABLE. WHILE TRYING TO GET 2 CESSNAS AIRBORNE PRIOR TO A LNDG CITATION, THE CESSNA ON RWY 28R LANDED ON THE CLOSED PORTION OF THE RWY. THE PLT TOLD ME OF THE SHORT LNDG AS I TURNED AROUND AND SAW HIM ATTEMPTING TO EXIT THE RWY. I BELIEVE THE PLT MAY HAVE BEEN MISLED BY THE LIGHTED, BUT UNUSABLE VASI AND HIS DESIRE TO AVOID A 2 MI TAXI TO HIS BASE. SUPPLEMENTAL INFO FROM ACN 560917: I WAS FLYING A C185 AT CMH, OH. I WAS BEING VECTORED FOR RWY 28L WHEN THE FINAL CTLR DECIDED SPACING WAS TOO TIGHT AND HE CHANGED MY RWY TO RWY 28R. COMING IN FROM THE S, I CROSSED THE FINAL OF THE FIRST RWY BEHIND TFC AND LINED UP ON FINAL FOR RWY 28R. I FOLLOWED THE VASI IN ON THE VISUAL APCH, NOTED THE LIT THRESHOLD (OR REFLECTIVE) AND LANDED ON A PORTION OF THE RWY THAT WAS NOTAMED CLOSED. AT THE POINT OF TOUCHDOWN IS WHEN I SAW SMALL ORANGE CONES. I LANDED WITHOUT INCIDENT AND PROMPTLY CONTACTED THE TWR BY TELEPHONE. CONTRIBUTING FACTORS WERE: 1) ATIS INFO DESCRIBED THE CLOSURE, BUT I ONLY PARTIALLY PAID ATTN BECAUSE I WAS BEING VECTORED TO A DIFFERENT RWY. I THOUGHT THE LAST 1/2 WAS CLOSED, NOT THE FIRST 1/2. 2) VASI WAS LIT AND OPERATIONAL WITH THE GLIDE PATH DIRECTLY TO THE CLOSED PORTION. THE LIGHTS TO THE THRESHOLD WERE EITHER LIT OR REFLECTING THE SUN AS LIT. 3) THE SUN WAS SHINING BRIGHT STRAIGHT AHEAD AND ON THE HORIZON CONTRIBUTING TO NOT SEEING THE CONES. 4) I BELIEVE CTLR ADVISED ME HOW MANY FT WERE AVAILABLE, BUT NOT WHICH END. BY THE TIME I NOTICED THE CONES OR REALIZED I WAS ON THE CLOSED PORTION, THE MAIN WHEELS TOUCHED DOWN AND I CHOSE A SAFE ROLL TO STOP RATHER THAN A GAR. ALL THE ABOVE OCCURRED WITHOUT INCIDENT.

Synopsis :

C185 PLT AT CMH LANDS ON THE CLOSED PORTION OF A PARALLEL RWY AFTER BEING CHANGED AT THE LAST MIN BECAUSE OF TFC.

Time

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

Place

State Reference : IN
Altitude.MSL.Single Value : 28000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Controller : Radar
ASRS Report : 560908

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 27000

Supplementary

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

Narrative :

ACFT Y NBOUND ON J89. CLBED ACFT X TO FL260. VECTOR LINES SHOWED AMPLE SEPARATION. CLBED ACFT X TO FL310. WIND SLOWED ACFT X'S GND SPD ENOUGH TO LOSE SEPARATION. CONFLICT ALERT ACTIVATED AFTER SEPARATION WAS LOST (FL272). ACFT X CLBED THROUGH FL270 AFTER PASSING ACFT Y SEPARATION WAS LOST ON THE BACK SIDE. SECTOR WAS TOO BUSY WITH ACFT.

Synopsis :

ZID ARTCC CTLR CLBED AN ACR B757 TO FL310 THROUGH AN ALT OCCUPIED BY AN ACR B737 AT FL270.

Time

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

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 3400

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 4450

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Less Severe
Independent Detector.Other.ControllerA : 1
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Navigational Facility

Narrative :

A320 TAXING ON RWY 31L, IN PROCESS OF TURNING OFF. B767 ON FINAL FOR RWY 31L. AMASS ALERTED DUE TO THE TFC ON THE RWY AND SOUNDED 'WARNING, GAR, RWY 13R OCCUPIED.' THE ALERT WAS JUSTIFIED, BUT THE AMASS ISSUED THE WRONG RWY. IN THE PAST, IT HAS BEEN FOUND THAT WHEN RWYS 31L&R ARE IN USE FOR ARR AND DEP, AND THOSE RWYS ARE SELECTED AS THE OPERATIONAL CONFIG FOR AMASS, THE AMASS WILL SOUND THE WRONG RWY IF AN ALERT SOUNDS. AS IN THE INCIDENT CITED ABOVE, IF AN ALERT SOUNDS DUE TO A POTENTIAL CONFLICT BTWN AN ACFT TAXIING ON RWY 31L AND AN ARR TO THE SAME RWY, THE AMASS ALERTS 'WARNING, GAR, RWY 13R OCCUPIED.' THIS WILL ALSO OCCUR ON RWY 31R, IN WHICH CASE THE AMASS SOUNDS AN ALERT FOR RWY 13L. THE POTENTIAL EXISTS FOR CONFUSION AS TO WHICH RWY IS ACTUALLY INVOLVED IN THE ALERT, DELAYING CORRECTIVE ACTION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT PROB TURNED OUT TO BE A SOFTWARE GLITCH THAT HAS BEEN FIXED. HE SAID THE EQUIP PARAMETERS ARE SET BY SOFTWARE AND ARE NOT ADJUSTABLE BY THE CTLR. THE EQUIP USES ASDE (ARPT SURFACE DETECTION EQUIP) AND ASR RADAR TO DETECT. HE ALSO STATED THERE ARE 2 SPEAKERS LOCATED IN THE TWR WHERE AURAL WARNINGS CAN BE HEARD AND THAT THE ASDE IS LOCATED CLOSE TO THE LCL CTLR WHERE TARGETS CAN BE OBSERVED.

Synopsis :

THE ARPT MOVEMENT AREA SAFETY SYS (AMASS) AT JFK ALERTED FOR THE WRONG RWY.

Time

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

Place

State Reference : KS

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger

Person / 1

Function.Controller : Radar
ASRS Report : 561009

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 22800

Supplementary

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

Narrative :

WBOUND B737 AT FL280 WAS ONLY ACFT AT FL280 IN SECTOR. 13 TOTAL ACFT IN SECTOR. OJT WAS IN PROGRESS (I WAS TRAINING AN FPL WHO WAS CURRENT ON THE HIGH ALT PORTION OF THE SECTOR BUT WAS GETTING TRAINING TIME ON THE LOW ALT PORTION). DEP RUSH WAS OCCURRING FROM DENVER AND SEVERAL CONFLICTIONS NEEDED TO BE SOLVED ON ACFT AT BOTH FL310 AND FL330. REGIONAL JET FROM DEN-MEM DEPARTED REQUESTING FL330 WAS TOLD THAT FL290 WOULD BE A FINAL ALT DUE TO TFC. REGIONAL JET FILED DEN-PLAINS 2 GCK, WHICH WAS A STEEP SOUTHERN TURN. PLT REQUESTED DIRECT ROUTING. TRAINEE RESPONDED THAT HE HAD HIS REQUEST. AFTER REGIONAL JET MADE THE SOUTHERN TURN TOWARD GCK (PUTTING ACFT IN CONFLICT WITH B737), TRAINEE ISSUED DIRECT MEM TO REGIONAL JET. DIRECT ROUTING WAS NOT ENOUGH TO SEPARATE ACFT. I POINTED OUT THE CONFLICT TO TRAINEE WHO ISSUED A 40 DEG L TURN TO REGIONAL JET. TRAINEE ISSUED A 40 DEG L TURN ALSO TO B737, WHO HESITATED, THEN RESPONDED THAT HE HAD AN RA AND WAS DSNING. TRAINEE TOLD REGIONAL JET TO EXPEDITE CLB. I DID NOT STAND BEHIND TRAINEE, BUT WAS SEATED BESIDE HIM OFFERING SUGGESTIONS FOR SEPARATION OF ACFT BY DIVERGING RTES. ACFT AT FL280 WAS 'INVISIBLE,' SURROUNDED BY ACFT AT FL310.

Synopsis :

INSTRUCTOR ARTCC CTRLR ALLOWED TRAINEE CTRLR TO CLB A REGIONAL JET TO FL290 WITH A B737 IN CRUISE AT FL280.

ACN: 561241

Time

Date : 200209

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : FL

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MIA.TRACON

Operator.General Aviation : Personal

Make Model : Super King Air 200 Hdc

Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : MIA.TRACON

Operator.General Aviation : Personal

Make Model : Citation Bravo

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Departure

ASRS Report : 561241

Person / 2

Function.Controller : Approach

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 300

Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS WORKING 'L' SCOPE (FLL DEP RADAR). A BE20 DEPARTED AND RPTED 060 DEG HDG, CLBING TO 2000 FT. I SAID RADAR CONTACT, CLBED HIM TO 5000 FT AND ISSUED L TURN TO 360 DEG HDG. C525 BEING WORKED BY 'R' (FLL ARR RADAR) WAS BEING VECTORED AROUND FLL FOR A LNDG AT OPF. HE WAS AT 6000 FT. I ASKED BE20 FOR HIS ALT. HE STATED, '6400 FT FOR FL290.' THEY PASSED WITHIN 1 MI AND A FEW HUNDRED FT (EXACT FT NOT KNOWN).

Synopsis :

POTENTIAL CONFLICT OCCURS ALONG WITH A SYS ERROR WHEN DEP BE20 TFC OVERSHOOTS THEIR ASSIGNED ALT INTO THE PATH OF AN INBOUND C525 AT 6000 FT 6 MI NE OF FLL, FL.

Time

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

Place

Locale Reference.Airport : SJU.Airport
State Reference : PR
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SJU.TRACON
Controlling Facilities.Tower : SJU.Tower
Make Model : Caravan 1 208A
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft / 2

Controlling Facilities.TRACON : SJU.TRACON
Controlling Facilities.Tower : SJU.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream III
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Approach : Straight In

Person / 1

Function.Controller : Non Radar
Experience.Flight Time.Total : 600
ASRS Report : 561319

Person / 2

Function.Controller : Approach

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS WORKING LCL CTL DURING A DEP PUSH AT XA00. A CESSNA CARAVAN WAS INBOUND TO THE ARPT FROM THE E AND A GULFSTREAM JET WAS INBOUND FROM THE W. THE CARAVAN CALLED INITIALLY TO RPT INBOUND ABOUT 7 MI SE OF THE FIELD. AT THIS TIME I WAS MAKING A MANUAL HDOF ON AN ACFT THAT AUTO-ACQUIRED WITH THE WRONG CALL SIGN ON THE RADAR. THE CARAVAN INBOUND FROM THE SE CALLED AGAIN AND I TOLD THE ACFT 'CONTINUE, I WILL HAVE A LNDG CLRNC FOR YOU MOMENTARILY.' THINKING THAT THE ACFT WOULD CONTINUE ON A REGULAR TFC PATTERN, THE PLT EXTENDED DOWNWIND LEG AT HIS LEISURE. AT THE SAME TIME, A GULFSTREAM JET WAS COMING ON THE 7 MI FINAL MARKER. WHEN I SAW THE CARAVAN EXTENDING DOWNWIND, I TOLD THE PLT TO TURN BASE IMMEDIATELY, NOT TAKING INTO CONSIDERATION THE SPD DIFFERENTIAL BTWN THE CARAVAN AND THE GULFSTREAM. I POINTED OUT THE GULFSTREAM TO THE CARAVAN TO WHICH THE PLT REPLIED WITH THE PHRASE 'I HAVE THE TFC IN SIGHT.' THE CTLR WORKING THE W AND FINAL CTL INTO THE SAN JUAN COMPLEX ASKED ME WHAT I WAS DOING WITH THE CARAVAN, TO WHICH I TOLD HIM THAT I WAS TURNING HIM TOWARDS THE ARPT AND THAT THE CARAVAN'S PLT HAD THE TFC IN SIGHT. IMMEDIATELY, I SWITCHED THE CARAVAN TO THE RWY N OF THE TWR SO THE GULFSTREAM COULD CONTINUE STRAIGHT IN TO THE RWY S OF THE TWR, BUT AS I WAS DOING THAT I SAW THE GULFSTREAM BREAKING OUT OF TFC TO THE N. DURING THE ENTIRE SIT, I WAS TALKING ONLY TO THE CARAVAN'S PLT WHILE THE GULFSTREAM'S PLTS WERE IN CONTACT WITH THE RADAR CTLR AT ALL TIMES.

Synopsis :

C208 INBOUND TO SJU TURNS BASE AND CONFLICTS WITH A GLF4 ON A STRAIGHT-IN RESULTING IN AN OPERROR.

Time

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

Place

State Reference : IN

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON
Operator.General Aviation : Corporate
Make Model : Turbo Commander 690C
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.TRACON : IND.TRACON
Operator.General Aviation : Corporate
Make Model : Citation II
Flight Phase.Descent : Intermediate Altitude

Aircraft / 3

Controlling Facilities.TRACON : IND.TRACON
Operator.Common Carrier : Air Carrier
Make Model : EMB ERA 145 ER&LR
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Controller : Approach
ASRS Report : 561636

Person / 2

Function.Controller : Departure

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 10200

Supplementary

Problem Areas : ATC Human Performance

Narrative :

AN AC69, AN ARR TO EYE, WAS INBOUND FROM THE SE OF INDIANAPOLIS. A C550, AN ARR TO IND, WAS ALSO INBOUND FROM THE SE. AN E145 WAS INBOUND TO IND FROM THE NE OF INDIANAPOLIS. C550 WAS IN THE ARR GATE TO THE IND AREA. AC69 WAS PARALLELING HIS COURSE OUTSIDE OF THE AREA. I ATTEMPTED TO HAND OFF AC69 TO THE CTLR WORKING THE AIRSPACE BENEATH ME. HE DID NOT TAKE THE HDOF DUE TO TFC VOLUME AND THE FACT THE ACFT WAS IN A 'BAD' POS TO CONTINUE HIS DSCNT. I VECTORED AC69 INTO THE ARR ARA TO START HIS DSCNT, AND THEN ASSIGNED HIM 8000 FT TO STAY ABOVE C550 AND ALSO THE E145, BOTH ASSIGNED 7000 FT. AS HE ENTERED THE ARR AREA, I SENT HIM DIRECT TO BRICKYARD VORTAC (VHP), WHICH WOULD KEEP HIM NWBOUND AND AHEAD OF E145. DEP E (OR DRE, THE CTLR OWNING AIRSPACE BENEATH ME) ADVISED HE WAS READY FOR THE ACFT (AC69), AND I DSNDED HIM TO 7000 FT, CONTINUED TO PROJECT HIS COURSE AHEAD OF E145, AND SWITCHED HIM TO THE DRE. KNOWING I HAD AN 'OUT' IF THE ACFT STAYED ON HIS COURSE, I WATCHED IT UNTIL I HEARD THE DRE CTLR ASSIGN HIM 6000 FT. I STILL PROJECTED COURSES TO MISS. I DID NOT HEAR THE DRE CTLR TURN THE ACFT TO THE N (360 DEGS) AS I ANSWERED THE LANDLINE PERTAINING TO ANOTHER ACFT IN A CORNER OF MY AIRSPACE. I WENT TO TELL DRE ABOUT THAT LANDLINE CALL, AND HE POINTED OUT E145 AND AC69 ON CONFLICTING COURSES BOTH AT 7000 FT. I TURNED E145 90 DEGS L AND POINTED OUT THE TFC AS THE DRE CTLR EXPEDITED HIS DSCNT AND TURNED HIM BACK TO THE NW. SEPARATION WAS LOST, AND THE ERROR CALLED. AC69 WAS IN A BAD PLACE FROM THE START. I SHOULD HAVE INSISTED TO BE PUT IN THE ARR GATE IN-TRAIL OF THE IND LANDER (C550), SINCE THE ACFT'S PERFORMANCE IN THE TERMINAL ENVIRONMENT ARE SIMILAR, AND THE DESTS ONLY 5 MI APART. BEFORE SWITCHING AC69, I SHOULD HAVE ASSIGNED HIM AN ALT BELOW E145 AND KEPT THEM BEFORE SWITCHING HIM. TRUSTING THE DRE CTLR, I DIDN'T THINK TWICE ABOUT THAT DECISION. AS A SECONDARY PLAN, I COULD'VE TAKEN THE AC69 TO 7000 FT, AND KEPT E145 AT 8000 FT, BUT I INITIALLY INTENDED ON GETTING E145 BELOW AC69 AND FELT HE COULD SAFELY GET BELOW E145 AFTER HEARING THE 6000 FT DSCNT CLRNC. AFTER ALL WENT BAD, THERE WAS TIME TO AVOID THE CONFLICT. I COULD'VE ISSUED AN EXPEDITED CLB TO E145 TO QUICKLY GAIN VERT SEPARATION. CONCLUSIONS: KEEP ACFT ON YOUR FREQ UNTIL SEPARATION IS ESTABLISHED. KEEP OTHER FACILITIES IN LINE BY MAKING THEM FOLLOW PROCS ESTABLISHED. EVEN THOUGH I WAS PAYING ATTN TO THE SIT, I SHOULD'VE SEEN AC69 MAKE HIS TURN TO THE N AND DONE SOMETHING ABOUT IT AFTER EVERYTHING HAD STARTED TO PIECE ITSELF TOGETHER. HAD I KNOWN AC69 WAS ON A NBOUND HDG, I WOULD'VE MADE E145 EVASIVELY MOVE TO THE W OF N, AS TRACKS WERE VERY CLOSE AS WE WERE ESTABLISHING PROPER VERT SEPARATION.

Synopsis :

INADEQUATE COORD RESULTED IN A LOSS OF SEPARATION BTWN AN E145 ACR AND AC69 HANDED OFF WITH CONFLICTING COURSES.

Time

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

Place

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

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Corporate
Make Model : Beech 1900
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 561640

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 30000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ORD APCH PUT ME IN THE HOLD WITHOUT WARNING AND WITH ACFT INSIDE THE APCH FIX. THE FIRST ACFT WAS OUT OF 11700 FT FOR 9000 FT, THE SECOND ACFT AND THE THIRD ACFT WERE AT 9000 FT, 7 MI IN TRAIL. ACFT #4 WAS AT 14000 FT AND #5 WAS OUT OF 17000 FT FOR 14000 FT. ALL WERE IN TRAIL INBOUND TO ORD. I THEN BEGAN VECTORING AND CHANGING ALTS TO ESTABLISH A HOLDING PATTERN WITH THE FIRST 2 ACFT BEYOND THE HOLDING FIX AND THE THIRD ACFT AT THE HOLDING FIX. WHILE TRYING TO ESTABLISH ORDER WITH THESE ACFT AND MANAGING THE REST OF MY SECTOR (OTHER INBOUNDS, A DEP, AND OVERFLTS), I TURNED THE MD80 R TO A 270 DEG HDG BECAUSE IT WAS BEYOND THE HOLDING FIX AND NOW OVER APCH AIRSPACE. THE MD80 WAS AT 14000 FT. ENTERING MY SECTOR FROM THE S AT 14000 FT ON APPROX A 340 DEG HDG WAS THE B190. UPON INITIAL CONTACT, I TURNED THE B190 L TO A 270 DEG HDG AND DSNDED TO 13000 FT. AFTER OBSERVING A SLOW DSCNT, I ASKED THE B190 TO EXPEDITE.

Synopsis :

WHILE VECTORING AN MD80 FOR HOLDING, A ZAU ARTCC CTLR DID NOT IMMEDIATELY NOTICE A B190 ENTERING HIS AIRSPACE AT THE SAME ALT.

ACN: 561886

Time

Date : 200209

Day : Sat

Local Time Of Day : 0001 To 0600

Place

State Reference : FL

Environment

Flight Conditions : Mixed

Person / 1

Function.Controller : Radar

ASRS Report : 561886

Events

Anomaly.Non Adherence.Other : INTERFAC EQUIP OUTAGE COORD FAILURE

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Navigational Facility

Narrative :

AT XA05 LCL, DATA LINK MEMORY SOFTWARE WAS INSTALLED. THE HOST COMPUTER WAS TAKEN DOWN AND I WAS FORCED TO USE DARC/DARC. THERE WAS NO MEMO OUT AND NO PRIOR COORD TO PERSONNEL. AREA 4 OCEAN WAS WORKING ALL RERTED TFC. IT IS NOT ACCEPTABLE TO KEEP AIR TFC PERSONNEL OUT OF THE COORD LOOP. SUPPORT STAFF WAS AWARE OF THIS INFO SEVERAL DAYS EARLIER AND DID NOT DISSEMINATE.

Synopsis :

ZMA CTLR CONCERNED WITH UNTIMELY HOST COMPUTER SHUTDOWN COORD TO INSTALL NEW DATA LINK MEMORY SOFTWARE.