

ASRS Database Report Set

Global Positioning System (GPS) Reports

Report Set Description.....A variety of reports referencing use of Global Positioning System (GPS) devices.

Update Number.....6.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set5

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

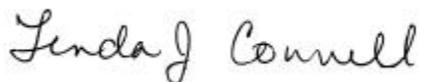
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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.

ACN: 501970

Time

Date : 200102
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ROW.Airport
State Reference : NM
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : ROW.TRACON
Controlling Facilities.Tower : ROW.Tower
Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2300
Experience.Flight Time.Last 90 Days : 500
Experience.Flight Time.Type : 200
ASRS Report : 501970

Person / 2

Function.Controller : Departure

Person / 3

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : LIGHTS AND RADIO
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem

Supplementary

Problem Areas : Aircraft

Narrative :

RECEIVED TKOF CLRNC FROM ROW TWR OFF OF RWY 21. DEPARTED RWY 21 AND TOLD TO CONTACT DEP. LOST SIDE TONE IN HEADSETS AND CHKED CONNECTIONS. LIGHTS (CABIN) BEGAN TO FLICKER THEN NOTICED LOAD METER WAS AT ZERO AND SOON AFTER ALL RADIOS AND GPS INCLUDING EXTERIOR POS LIGHTS WERE OUT. UNABLE TO TALK TO DEP FOR ABOUT 5 MINS. TRIED COM WITH OUR XCEIVER BATTERY WENT DEAD SOON AFTER TURNING IT ON. FINALLY TURNED ALL LIGHTS OFF AND ABLE TO WORK 1 RADIO. SET XPONDER TO 7600 AND TALKED TO DEP. RECEIVED LNDG CLRNC FROM DEP CTLR AND EMER WAS DECLARED BY CTLR AND NOT THE PLT. ARF TRUCKS WERE FLUSHED FOR LNDG AND LNDG WAS ACCOMPLISHED WITHOUT INCIDENT.

Synopsis :

PIPER PA28-180 HAS ELECTRICAL PWR PROB DURING A NIGHT INITIAL CLBOUT RESULTING IN A RETURN LAND AND DEP CTLR DECLARING AN EMER FOR THE PLT.

Time

Date : 200102
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SMF.Airport
State Reference : CA
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SMF.Tower
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 900
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Type : 700
ASRS Report : 502270

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

UNDER VFR CONDITIONS, REQUESTED VECTORS FROM BEALE AFB FOR ILS 15 APCH, LHM. PREFLT BRIEFING/RANCHO MURIETTA REVEALED NO NOTAMS AND ILS 15 AT LINCOLN OPERATIONAL (108.75). FOLLOWING VECTORS, I INTERCEPTED OUTBOUND 108 DEG RADIAL MARYSVILLE VOR (110.8) PLANNING TO INTERCEPT CODEY INTXN WHEN LOC MOVED TO CTRLINE. (I DID NOT IDENT LOC AND MORSE CODE, BUT DID LISTEN TO LINCOLN AWOS 2 TIMES). I DID NOT INTERCEPT LINCOLN LOC, BUT CONTINUED ON (108 DEG RADIAL MARYSVILLE VOR 110.8) EVEN THOUGH MY LORAN AND HAND-HELD GPS REVEALED I PASSED THROUGH APCH. WITHIN 1-2 MINS AT 2000 FT, I IDENTED VISUALLY WHAT I THOUGHT WAS RWY 15 AT LHM -- EVEN THOUGH LOC NOW SHOWED YELLOW FLAG. AT APPROX 1 MI FROM THRESHOLD, RWY 16 SHOWED CLRLY AND TO MY HORROR, I REALIZED I WAS APCHING RWY 16L AT SMF ARPT. I IMMEDIATELY PERFORMED A SHARP TURN TO E, CLBED TO 2000 FT AND CALLED SAC TWR ON 119.1 AND INFORMED THEM OF MY MISTAKE. THEY GAVE ME A PHONE NUMBER TO TWR WHICH I CALLED AFTER LNDG AT LINCOLN 15 MINS LATER. THEY WERE AS UPSET AS I WAS HORRIFIED AND EMBARRASSED. APPARENTLY THEY WERE LNDG ACFT ON RWY 34L&R AND T-33 DOING PRACTICE APCHS. FORTUNATELY, THERE WERE NO ACFT IN VICINITY AT THIS TIME. THEY WILL NOTIFY FSDO. ALTHOUGH I HAVE APPROX 200 HRS OF INST TIME, I HAVE SCHEDULED INSTRUCTION AT STOCKTON -- CFII AND FAA SAFETY INSTRUCTION. I AM ESSENTIALLY A PERFECTIONIST AND DO NOT WANT TO EVER MAKE A MISTAKE AGAIN, ESPECIALLY ONE THAT COULD HAVE BEEN CATASTROPHIC.

Synopsis :

PA28 PLT INCORRECTLY ASSUMES INSTS ARE INCORRECT AND MAKES A WRONG ARPT APCH.

Time

Date : 200102
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EKN.Airport
State Reference : WV

Environment

Flight Conditions : IMC
Ceiling.Single Value : 3500

Aircraft / 1

Controlling Facilities.TRACON : CKB.TRACON
Operator.General Aviation : Personal
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 491
Experience.Flight Time.Last 90 Days : 76
Experience.Flight Time.Type : 354
ASRS Report : 502785

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I WAS ON AN IFR FLT FROM AVL TO EKN, WITH CIN AS AN ALTERNATE, LEAVING AVL AT APPROX XD30. THE TERMINAL FORECAST FOR EKN BTWN XA00-XG00 WAS TEMP VISIBILITY 3 MI, LIGHT SNOW SHOWERS, MIST, 2500 FT BROKEN. AFTER REVIEWING WX RADAR AND SATELLITE VIEWS, ALONG WITH 12 HR FORECAST, IT APPEARED THE WX WAS TO IMPROVE. I LEFT AVL WITH 2 PAX AT AN ALT OF 17000 FT, SUBSEQUENTLY MODIFIED TO 13000 FT. APPROX 15 MI FROM EKN, WHILE ABOVE THE CLOUDS, ATC DIRECTED ME TO DSND TO 7000 FT. AS I DSNDED THROUGH 10000 FT, I STARTED TO PICK UP ICE AND ASKED TO CLB BACK TO 10000 FT. ABOUT 30 MI AWAY AND N OF MY DEST, WAS ICE AT ABOUT 5000 FT. I LOST SOME OF THE ICE, BUT NOT ALL THAT I HAD PICKED UP EARLIER. I PICKED UP THE ASOS FOR EKN (CEILINGS AT 3500 FT, VISIBILITY 2 MI, SNOW AND WIND FROM 270 DEGS). I RADIOED CLARKSBURG THAT I WAS PREPARED FOR THE GPS APCH TO RWY 23 AT EKN. CLARKSBURG DIRECTED ME TO DSND TO 5000 FT AND PROCEED TO UGJOB, THE IAF FOR THE GPS TO RWY 23. SHORTLY AFTER BEGINNING THE DSCNT AND BEFORE ARRIVING AT UGJOB, I NOTICED I WAS BEGINNING TO PICK UP ICE AGAIN. THE PLANE REMAINED STABLE AT 120 KTS. I TURNED INBOUND AT UGJOB AT 5000 FT WHERE I REMAINED AS I APCHED MUHAP. I CROSSED MUHAP AT 5000 FT AND 120 KTS IN STABLE FLT AND BEGAN THE DSCNT TO 3500 FT PRIOR TO ELUXY, THE FAF. AT ELUXY I BEGAN MY DSCNT TO THE MDA AND BROKE OUT OF THE CLOUDS BTWN 3300-3200 FT. UNTIL I BROKE OUT OF THE CLOUDS, I CONTINUED TO PICK UP ICE ON MY DSCNT. AS I CROSSED THE MISSED APCH (TYGRT), MY AIRSPD REMAINED 120 KTS AND I HAD THE ARPT IN SIGHT AND WAS CONTINUING MY APCH TO LAND. I BEGAN TO SLOWLY REDUCE SPD AND CROSSED THE THRESHOLD OF THE ARPT AT ABOUT 25 FT AND 100 KTS. AS I GOT LOWER, I CONTINUED TO SLIGHTLY REDUCE SPD AND SLOWLY RAISE THE NOSE OF THE PLANE. AFTER MUCH THOUGHT, I BELIEVE I MUST HAVE BEEN 5-10 FT ABOVE THE RWY, CTRED FOR LNDG, WHEN I LOST MY LIFT AND THE PLANE DROPPED ONTO THE RWY, DESTROYING THE NOSE GEAR AND PROP. MY PAX WERE UNINJURED -- I PULLED THE FUEL OFF, NOTIFIED THE FAA OVER THE CTAF OF WHAT HAD HAPPENED, AND THEN LEFT THE AIRPLANE IN THE MIDDLE OF RWY 23, APPROX 800 FT FROM THE THRESHOLD. CHAIN OF EVENTS: I BELIEVE THE CHAIN OF EVENTS BEGAN TO DEVELOP WHEN I GOT MY FIRST WX BRIEFING AND FAILED TO RECOGNIZE THE LIKELIHOOD OF ENCOUNTERING ICE, PREDICATED UPON THE WX RPTS. I BELIEVED THE WX WAS IMPROVING FROM THE SAT PHOTOS AND RADAR, BUT THAT WAS NOT THE CASE. I COULD HAVE AMENDED MY FLT PLAN WHEN I FIRST ENCOUNTERED ICE, BUT THOUGHT THAT WAS AN ISOLATED OCCURRENCE. THE ICE ITSELF WAS NOT A PROB UNTIL TOUCHDOWN, WHEN MY LACK OF EXPERIENCE IN LNDG WITH ICE ON MY WINGS ALLOWED ME TO NOT FULLY CONSIDER THE EFFECT OF PULLING OFF PWR WHILE SIMULTANEOUSLY RAISING THE NOSE FOR TOUCHDOWN. HAD I LEFT PWR ON FOR MAINTAINING 100 KTS, THERE MAY HAVE BEEN NO PROB WITH LNDG, OTHER THAN IT BEING LONG. HUMAN PERFORMANCE: MY JUDGEMENT ABOUT THE POSSIBILITY OF ICE AND ITS EFFECT UPON MY TOUCHING DOWN AT LNDG WAS POOR. I BELIEVE I CORRECTLY DECIDED TO NOT LOWER FLAPS, TO MAINTAIN A HIGHER THAN NORMAL RATE OF SPD FOR MY DSCNT TO LNDG, BUT INCORRECTLY CALCULATED THE TIMING FOR REDUCING SPD AND RAISING THE NOSE AFTER XING THE ARPT THRESHOLD. I WAS A LITTLE NERVOUS ABOUT THE AMOUNT OF ICE ON MY WINGS, SINCE THERE APPEARED TO BE ABOUT 1-1 1/2 INCHES ON THE STRUT, BUT WHEN MEASURED FOR THICKNESS THE NEXT DAY, WAS ONLY ABOUT 1/2 INCH.

Synopsis :

A C206 PLT STALLED OUT 5-10 FT HIGH ON LNDG DUE TO ICE BUILDUP.

Time

Date : 200103
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GSO.Airport
State Reference : NC
Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : EMB ER 135 ER&LR
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 50
ASRS Report : 504440

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

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

Supplementary

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

Narrative :

INBOUND TO GSO ON THE HENBY 1 ARR, A MAX AUTH ALT IS PUBLISHED AT FL210. A FEW WKS AGO, I INQUIRED ABOUT IT TO CTR BECAUSE IT APPEARED WE WOULD NOT BE ABLE TO COMPLY WITH THE MAX AUTH ALT. THE CTLR ANSWERED IT DID NOT APPLY BECAUSE WE WERE USING GPS NAV. THIS WK, DURING THIS RPTED EVENT, THE EVENT CTLR ASKED THE REASON WE WERE NOT INCREASING THE RATE OF DSCNT IN ORDER TO COMPLY WITH THE MAX AUTH ALT. HE HAD CLRED US TO FL200. WE WERE ALSO USING GPS NAV. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR'S CONCERN WAS DIFFERENT INFO GIVEN BY DIFFERENT CTLRS. ONCE HEARING THE REASON THE RPTR ACCEPTED THE ANSWER. THE RPTR WILL REQUEST RELIEF FROM THE MAX AUTH ALT THE NEXT TIME HE FLIES THE APCH.

Synopsis :

EMB135 CAPT QUESTIONED THE MAX AUTH ALT LISTED ON THE HENBY 1 STAR INTO GSO.

Time

Date : 200103
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 5T6.Airport
State Reference : TX

Environment

Flight Conditions : VMC
Ceiling.Single Value : 3000

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Training

Aircraft / 2

Make Model : Bonanza 36

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2100
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 100
ASRS Report : 504624

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 15

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS LNDG ON RWY 16 AT (5T5) WITH THREE CAP CADETS ON BOARD. I HAD TOUCHED DOWN, AFTER MAKING 3 CALLS ON APCH, ONLY TO HAVE A BONANZA ALMOST TAXI ON TO THE ACTIVE RWY TO BACK TAXI FOR TKOF. HE STOPPED WITH HIS PROPELLER APPROX 3 FT FROM THE RWY W EDGE. I HAD MOVED TO E SIDE OF RWY PREPARED TO TAKE THE GRASS. HE INDICATED HE WAS 'MESSING WITH HIS GPS' AND NOT WATCHING. THE TRULY SAD SIT IS THERE IS A PARALLEL TXWY TO TAKE HIM TO 16 WITHOUT HAVING TO BACK TAXI ON THE RWY AND CREATE THIS POTENTIAL HAZARD. I WAS TOO SLOW TO EFFECT A GAR AT TIME HE STARTED ROLLING FORWARD, BUT FEEL I WOULD HAVE BEEN ABLE TO GET OFF THE GRASS TO AVOID COLLISION. SEVERAL WITNESSES INCLUDING THE ARPT MANAGER WITNESSED THIS EVENT. I RETURNED TO THIS ARPT ABOUT AN HOUR LATER AS ANOTHER CAP ACFT HAD UNRELATED MAINT PROBS AND THE WITNESSES, WHO WERE SUPPORTING A CROP DUSTER WERE AGHAST AT WHY OTHER PLT HAD NOT USED TXWY AND HAD ALLOWED HIMSELF TO MOVE TOWARD RWY. I ASKED PLT ON RADIO WHAT HE WAS THINKING ABOUT AND HE ADVISED HE WAS PAYING TOO MUCH ATTENTION TO GPS AND DIDN'T REALIZE HE WAS MOVING . HE NEVER DID EXPLAIN WHY HE DID NOT USE TXWY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT HE WAS CONCENTRATING ON THE FLAIR AND DID NOT SEE THE OTHER ACFT UNTIL ON THE ROLL AND TOO SLOW TO GAR. THERE HAD BEEN NO COMMUNICATION FROM THE OTHER ACFT. THE GRASS WAS WET AND SOGGY, BUT A BETTER OPTION THAN HITTING THE BONANZA SO HE WOULD HAVE TAKEN THAT OPTION HAD THE ACFT NOT STOPPED. HE FLIES OVER THIS ARPT FREQUENTLY AND IS AWARE OF THE CONFIGURATION. RPTR ATTENDED A NON-TWR SAFETY SEMINAR RECENTLY AND FELT IT WAS VERY GOOD INFO.

Synopsis :

CESSNA 206 ON LNDG ROLL SIGHTS A BONANZA TAXIING ONTO THE RWY. A UNICOM OPERATOR OBSERVER YELLS STOP AND BONANZA PLT DOES SO A RPTR PREPARES TO TAXI ONTO THE GRASS TO AVOID A COLLISION.

Time

Date : 200103

Day : Mon

Place

Locale Reference.Airport : SEZ.Airport

State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Sky Diving

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : Airport Manager

Experience.Flight Time.Total : 1000

Experience.Flight Time.Last 90 Days : 5

Experience.Flight Time.Type : 500

ASRS Report : 504657

Events

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Problem Areas : Chart Or Publication

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

SKY DIVING OPS HAVE RECENTLY BEGUN AT COTTONWOOD (P52), ARIZONA. THE PLTS FLYING THE DROP PLANE ARE NOT ON THE UNICOM FREQ FOR SEDONA, ARIZONA. THE JUMP ZONE IS NOT MARKED ON THE CHARTS, AND THE JUMP ZONE IS WITHIN THE TRANSITION ROUTES TO THE SEDONA, ARIZONA GPS APCH. THE APCH IS EXTENSIVELY USED BY STUDENTS AND MILITARY AND BUSINESS JET TFC FOR TRAINING. THERE ARE NO NOTAMS OTHER THAN THE LOCAL FSS NOTAM. MUCH OF SEDONA'S TFC IS CROSS COUNTRY AND NEVER GET THE LOCAL NOTAMS. THIS IS AN ACCIDENT WAITING TO HAPPEN! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT THE PARACHUTE JUMPING OPERATOR HAS RECENTLY BEGUN ANNOUNCING ON SEZ UNICOM OF ITS JUMPING ACTIVITY. THE RPTR ADVISED THAT HE WOULD COORD WITH ZAB, COMMERCIAL CHART COMPANY AND FSDO HIS REQUEST TO HAVE FAA/COMMERCIAL PUBLICATIONS DOCUMENT THIS NEW ACTIVITY OUT OF COTTONWOOD (P52) ARPT. PRESCOTT FSS ADVISED THAT A LOCAL NOTAM (#0313) DETAILS PARACHUTE JUMPING OPS, WHICH ARE BASICALLY MONDAY THROUGH SUNDAY, SUNRISE TO SUNSET, WITH THE APPROPRIATE VMC RESTRS.

Synopsis :

A SEZ ARPT OFFICIAL CONCERNED WITH NEW PARACHUTE JUMPING OP BEING CONDUCTED BTWN JUWSO AND EXUTY INTXN'S ON THE SEZ GPS RWY 3 APCH.

Time

Date : 200104
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : I90.TRACON
Operator.General Aviation : Corporate
Make Model : Learjet 35
Mission : Ambulance

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3800
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 507749

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment : Altitude Alert
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING CLB WHILE ON A VECTOR, APCH CLRED US TO THE LEV VOR. COPLT WAS HAVING TROUBLE PROGRAMMING GPS. I LOOKED DOWN TO HELP REMEDY HIS PROB. THIS DISTR ME FROM FLYING ACFT. ALT ALERTER WENT OFF AS WE PASSED 300 FT OFF OUR ALT. AS I CORRECTED FOR THE DEV, THE ALT WENT TO 15500 FT. ATC INFORMED US OF THE DEV AS THE ALERTER WENT OFF. WE PROMPTLY CORRECTED THE DEV. THERE WAS NO REQUEST TO CALL ATC.

Synopsis :

LEARJET 35 CAPT CLBED FROM ASSIGNED INTERMEDIATE CLB ALT DUE TO DISTR IN MONITORING THE FO'S GPS PROGRAMMING. HE NOTICED HIS ERROR AT THE SAME TIME THAT THE CTRLR REMINDED THEM OF THEIR ALT ASSIGNMENT.

Time

Date : 200104
Day : Wed
Local Time Of Day : 0601 To 1200

Place

State Reference : MO
Altitude.MSL.Single Value : 15000

Aircraft / 1

Controlling Facilities.ARTCC : SCEZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Type : 2505
ASRS Report : 508096

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ILS
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

IT WAS A BEAUTIFUL MORNING IN SCEL. I HAD REVIEWED THE ANDES 4 ARR AND THE CAT IIIA ILS RWY 17 AS WELL AS THE COMMERCIAL CHART IN PREP FOR THE APCH AND LDG. WE STARTED THE BRIEFING BEFORE T/D, BUT COMPLETED IT DURING THE DSCNT. WE KNEW THE POTENTIAL FOR MAP SHIFT EXISTED, BUT DID NOT MENTION IT IN THE BRIEF. WE WERE ALL VERY AWARE OF THE HIGH TERRAIN DESCENDING IN CLEAR SKIES INTO SCEL. I HAD TUNED THE TBN 355 RADIAL, BUT DID NOT REFER TO IT DURING THE DSCNT, USING INSTEAD LNAV ON THE MAP MODE. DSCNDING THROUGH APPROX FL150 THE FO CHKED THE VOR COURSE AND FOUND US TO BE LEFT OF COURSE APPROX 5 NM. AT THE SAME TIME SCEL APCH WANTED TO KNOW WHY ALMOST EVERY 767 WAS OFF COURSE. I CONFIRMED THE DEVIATION AND CORRECTED BACK ON, SUBSEQUENTLY DISREGARDING THE MAP AND COMPLETING THE REST OF THE ARR AND CAT III AUTOLAND WITH NO FURTHER PROBS USING RAW DATA. CAUSING FACTORS: BRIEFING SHOULD BE COMPLETED PRIOR TO DSCNT. RECOMMEND PF TO BE ON RAW DATA DURING THE DSCNT USING THE MAP AS A BACKUP ESPECIALLY IN IMC CONDITIONS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE INFO RELATED TO THE POSSIBILITY OF A MAP SHIFT IS ON A COMPANY CHART. THE PAGE DOES NOT STATED WHERE IT OCCURS. RPTR IS OF THE OPINION THAT IT OCCURS BECAUSE OF THE HIGH SURROUNDING TERRAIN. ONCE THE ACFT APCHS AND PASSES TBN VORTAC THE IRU UPDATES THE MAP POS. THE TERRAIN TO THE E WHEN 40 MILES OUT IS ANYWHERE FROM 15,000 FT TO 20,000 FT HIGH. THE APCH CTRLRS ARE VERY GOOD AT MONITORING THE ACFTS PROGRESS. THE 767'S WERE OFF COURSE MORE THAT DAY THAN USUAL. ON THE GND THE RPTR TALKED WITH CREWS OF OTHER U.S. CARRIERS AND THEY ALL NOTED THE MAP SHIFT. HE DOESN'T KNOW IF THEIR COMPANY POLICY REQUIRES MONITORING OF THE RAW DATA AS HIS COMPANY DOES. HE FEELS THAT A NOTE ON THE ARR PAGE, AS WELL AS THE PRESENT NOTE ON ARPT CHART IS WARRANTED REGARDING THE NEED TO MONITOR AND NAVIGATE BY THE RAW DATA BECAUSE OF MAP SHIFTS NORTH OF TBN.

Synopsis :

MAP SHIFT PROB. A B-767-300 FLC NOTES THEY ARE LEFT OF THE 355 DEG RADIAL OF TBN VORTAC WHILE USING THEIR FMS MAP DISPLAY FOR GUIDANCE. SCEL APCH CTRLR ISSUES ALERT THAT ALL B-767'S HAVE BEEN OFF COURSE N OF TBN VOR ON ANDES 4 ARR TO SCEL, FO.

Time

Date : 200105
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GSO.Airport
State Reference : NC
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : GSO.TRACON
Operator.General Aviation : Instructional
Make Model : King Air C90 E90
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 550
ASRS Report : 510652

Person / 2

Function.Oversight : PIC

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : GPS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

I WAS OBSERVER INSTRUCTOR PLT WITH A PLT WHO IS TO BE OUR NEW COMPANY SINGLE PLT (PIC) (HE HAS AN ATP AND 12000+ HRS). ON A BUSINESS FLT RETURNING TO PETERSBURG, WV (W99), FROM LEXINGTON, NC (EXX), WE HAD TO PICK UP OUR CLRNC ON THE GND AT EXX BY REMOTE. THE CONNECTION WAS BAD AND WE ASKED TO VERIFY IT TWICE. WE WERE CLRED TO AZELL INTXN 4000 FT. JUST BEFORE AZELL WE WERE CLRED TO JEANE INTXN BY GSO CTLR. WE ASKED THE CTLR TO SPELL IT AS WE COULD NOT LOCATE IT ON OUR LOW ALT ENRTE CHARTS. WE WERE STILL AT 4000 FT. I PUT JEANE INTXN INTO OUR GPS (KLN 90B, IFR CERTIFIED) BUT THE DISTANCE WAS TOO GREAT. I HAD THE PIC RECHK THE SPELLING AND THE CTLR SAID HE HAD MISPELLED IT AND GAVE US THE NEW SPELLING WHICH BOTH THE PIC AND I THOUGHT WAS JEANI. WE STILL COULD NOT FIND IT IN OUR ENRTE CHART AND THE GPS SAID IT WAS TOO FAR AWAY FOR OUR RTE. THE CTLRS CHANGED, SAME FREQ, AND THE NEXT CTLR GAVE US A 070 DEG STEER TO A FIX OF 38 MI ON THE 058 DEG RADIAL OF GSO. I REMEMBERED DEPARTING FROM GSO OTHER TIMES AND LOOKED AT A DEP PROC CHART (QUAKER 2) AND JEANY WAS ON THAT CHART. THE REST OF THE FLT WAS UNEVENTFUL. THE FIRST PART OF THE FLT I CONSIDER UNSAFE BECAUSE IT KEPT 2 PLTS (ACFT WAS PUT ON AUTOPLT) HEADS MOSTLY INSIDE THE ACFT. THERE WERE OTHER VFR ACFT IN THE AREA, SOME WITH NO ELECTRICAL SYS, AND BECAUSE OF THE DENSITY OF THE TFC IN THE AREA THAT WAS BEING CTLED AND OUR ALT 4000 FT, WE COULD HAVE HAD A MIDAIR. OUR GPS SYS IS NOT USER FRIENDLY. IF OUR RTE WAS KNOWN BEFORE TKOF, WE COULD HAVE PROGRAMMED IT. IF WE HAD BEEN GIVEN A HIGHER ALT, WE PROBABLY WOULD HAVE BEEN OUT OF SOME SMALLER ACFT AREAS. IF THE APCH PLATES FOR EXX WERE CHANGED OR A DEP ADDED AND THE DEP FIXES FOR GSO ON THE ENRTE CHART ADDED (LOW LEVEL), IT WOULD BE A SAFETY FACTOR. I HAVE ALSO ENCOUNTERED OTHER INSTANCES WHERE THE CTLR HAS GIVEN ROUTING THAT WAS NOT ON THE PROPER ALT ENRTE CHART, IE, MILIE INTXN -- NEAR JAX, BUT AT UPPER LEVELS ABOVE, SAY, 14000 FT MOST PLANES ARE IN COM OR HAVE A XPONDER AND ARE IDENTIFIABLE. AT LOW LEVEL AND BUSY AREAS WITH SINGLE PLT OP, IT IS DANGEROUS. SINGLE PLT OPS ARE BUSY ENOUGH, BUT ADDING LCL FACTORS, WITHOUT BEING LCL, LESSENS THE SAFETY FACTOR.

Synopsis :

A KING AIR FLC IS CONFUSED BY A MISPELLED INTXN NAME THAT WAS NOT AVAILABLE TO THEM IN THEIR GPS WHEN CLRED FROM AZELL TO JEANY INTXN, NC.

Time

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

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1200
Ceiling.Bound Lower : 2

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A321
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission.Other : UNKNOWN
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 180
ASRS Report : 1800

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Problem Areas : Weather

Narrative :

WE WERE BEING VECTORED FOR AN APCH BY SAN APCH ATC. WE HAVE BEEN FLYING THE AIRBUS FOR 3 YRS INTO SAN, YET ATC CONTINUES TO TRY TO CLR US FOR THE LOC 27 APCH. ON OUR AIRBUSES, WE CAN ONLY DO ILS OR RNAV APCHS. OUR ACFT HAVE THE EQUIP FOR OTHER NON PRECISION APCHS, BUT OUR HANDBOOK SAYS THAT PROCEDURALLY AND LEGALLY, WE CANNOT DO ANY OTHER TYPES OF APCHS. WE DO NOT EVEN HAVE THE APCH PLATES FOR ANY OTHER APCHS ISSUED TO US, WHICH CAUSES CONSTERNATION AND MORE COMS AT A CRITICAL TIME OF THE APCH. THE WX IN SAN WAS 2 MI IN MIST AND CLOUDS SCATTERED AT 900 FT AND THE CEILING AT 1200 FT WITH LIGHT WINDS FROM THE SW. OUR VISIBILITY REQUIREMENTS FOR THE RNAV 27 ARE 2 1/4 MI AND WITH THE MDA AT 800 FT. WE DECIDED TO CONTINUE THE APCH WITH THE IDEA THAT AROUND 4-5 MI OUT WE WOULD ASK FOR THE CURRENT VISIBILITY AND IF THE TWR VISIBILITY WAS 2 1/4 MI OR ABOVE WE WOULD LAND. PRIOR TO BEING CLRED TO INTERCEPT AND COMMENCE THE APCH, WE WERE ON A LONG VECTOR AND KEPT HIGH BY ATC. OUR FUEL LOAD WAS ADEQUATE FOR 2 APCHS AND A SHORT DIVERSION TO THE ALTERNATE. BUT, WE DID NOT HAVE A LOT OF EXTRA FUEL. FINALLY WE WERE CLRED FOR THE LOC 27 APCH. AFTER A SHORT DISCUSSION, WE WERE RECLRED FOR THE RNAV 27 APCH. WE SELECTED 'APP' FOR THE AUTOPLT RNAV 27. THE AUTOPLT DID NOT CAPTURE THE FINAL APCH COURSE AND NOW WE WERE HIGH. WE STEERED BACK TO THE COURSE, RECONNECTED THE 'APP' FOR THE AUTOPLT RNAV. THE COURSE CAPTURED, BUT WE WERE TOO HIGH TO CAPTURE THE VERT PATH. AS WE ATTEMPTED TO INTERCEPT THE PATH FROM ABOVE, TWR TOLD US TO SLOW DOWN DUE TO TFC AHEAD. HIGH AND TOLD TO SLOW, SOUNDS LIKE THE SCENARIO FOR A GAR. WE SHOULD HAVE GONE AROUND AT THAT TIME, BUT WE CONTINUED. AT ABOUT 1300 FT, TWR TOLD US TO GO AROUND DUE TO AN ACFT ON THE RWY AND TO CLB TO 2500 FT. WE COMMENCED THE GAR, BUT THE AUTOPLT DID NOT CAPTURE THE 2500 FT ALT DUE TO THE EXCESSIVE THRUST. WE FINALLY DISCONNECTED THE AUTOPLT AND STOPPED AT 3600 FT THEN DSNDED TO THE 2500 FT GAR ALT. UNFORTUNATELY, THE EXCESSIVE CLB AND DSCNT RATE CAUSED PAX DISCOMFORT DUE TO HIGH G-LOADS. SINCE THE VISIBILITY FOR RNAV 27 WAS STILL BELOW OUR REQUIREMENTS, WE WERE OFFERED BY ATC THE ILS APCH TO RWY 9. DURING THE VECTORIZING THERE WAS SOME CONSTERNATION AND CONFUSION WITH ATC AND THE TWR AS TO WHETHER WE WERE GOING TO DO THE RNAV OR ILS TO RWY 9. I FOUND OUT LATER THAT THERE WAS A LOT OF CONFUSION BTWN ATC APCH AND THE SAN TWR. HOWEVER, THE EVENTUAL ILS APCH AND LNDG WERE UNEVENTFUL. CONTRIBUTORS TO THE EVENTS: 1) SAN ATC'S LACK OF UNDERSTANDING OF OUR REQUIREMENTS AND CONSTRAINTS FOR THE RNAV APCH. 2) WE WERE INTENT UPON COMMENCING THE APCH AND SHOULD HAVE MADE THE DECISION TO GO AROUND MUCH EARLIER. 3) THE RNAV APCH ALTHOUGH A GPS APCH STILL LACKS VERSATILITY. THE GLIDE PATH SHOULD BE CAPABLE OF INTERCEPT OUTSIDE OF THE FAF JUST AS AN ILS APCH. CURRENTLY, YOU MUST BE AT YOUR FAF ALT TO CAPTURE THE GLIDE PATH, OTHERWISE THE AUTOPLT WILL NEVER CAPTURE. IT IS A MATTER OF COMPUTER PROGRAMMING. MY EXPERIENCE HAS BEEN THAT IN THE 'REAL WORLD' THE VOR OR LOC APCHS ON THE AUTOPLT ARE MORE ACCURATE THAN THE RNAV APCHS. THE RNAV APCHS (GPS) ARE TO BE THE NON PRECISION APCHS OF THE FUTURE. BUT, THE 'CAPTURE' REQUIREMENTS FOR THE RNAV WORK ONLY IF ALL THE ELEMENTS ARE PERFECT AS IN A SIMULATOR SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT HIS COMPANY HAS IMPLEMENTED A POLICY TO ONLY CONDUCT APCHS THAT HAVE A COMPLETE AND FULLY OPERABLE ILS SYS, PUBLISHED RNAV OR AUGMENTED GPS APCH SEGMENT. THEREFORE, ALL OTHER APCHS, AND THE APPLICABLE APCH PLATES, HAVE BEEN REMOVED FROM THE FLC INVENTORY. THAT IS WHY THE FLC ENTERED INTO A CONVERSATION WITH SCT APCH CTL ABOUT WHICH APCH THEY COULD AND COULD NOT SHOOT. WITHOUT AN APPROPRIATE AND AUTH COMPANY APCH CHART, THEY THEORETICALLY COULD NOT EVEN CONDUCT AN INST APCH. COMPLICATING THIS COMPANY PROC IS THE SOFTWARE BASED AND DRIVEN AIRBUS AUTOFLT SYS. THE RPTR ADVISED THAT IN ORDER TO CONDUCT AN RNAV APCH, THE COMPUTER HAS TO RECOGNIZE THAT THE ACFT IS NOT ABOVE THE GS -- HORIZ COURSE CORRECTIONS CAN BE CONDUCTED ANYWHERE ALONG THE INST RTE OF FLT. THE PLT MUST FLY THE ACFT INTO A POS AT OR BELOW THE GS OR ENTER AN INTXN THAT IS BEHIND THE ACFT AND THAT HAS AN ALT BELOW THE PROJECTED GS. THEN THE ACFT SOFTWARE WILL 'CATCH' THE APCH AND CONTINUE A NORMAL DSCNT. THE RPTR ADVISED THAT COMPANY APPEARS TO BE BEHIND IN NOTIFYING THE FAA OF ITS PROCEDURAL CHANGE. THE RPTR HAS HAD TO CALL THE AIR TFC FACILITIES HIMSELF OCCASIONALLY TO BRIEF THE 'WHAT AND WHY' OF THEIR COMPANY PROCS.

Synopsis :

A321 FLC, TRYING TO CLARIFY THE TYPE OF COMPANY ACCEPTABLE APCH PROC AT SAN, IS ISSUED A GAR DUE TO TFC ON THE RWY AND OVERSHOOTS ASSIGNED ALT.

Time

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

Place

Locale Reference.Intersection : ARNES
State Reference : CA
Altitude.MSL.Single Value : 10000

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 2151
ASRS Report : 512585

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Override Automation
Resolutive Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

AS WE APCHED ARNES INTXN ON THE CIVET ARR, WE HAD A MAP SHIFT OF ABOUT 1/4 MI TO THE R OR N. THE AUTOPLT WAS ON AND IT WAS IN LNAV AND FLT LEVEL CHANGE DSNDING. THE AUTOPLT ROLLED INTO A R TURN TO FOLLOW THE NEW SHIFTED TRACK AS WE DETERMINED IF THE LOC WAS CORRECT OR THE MAP. AS THE LOC WENT 1 DOT R OF COURSE, WE TURNED OFF THE AUTOPLT AND TURNED BACK TO THE CTR OF THE LOC. WE BOTH TURNED TO THE ILS MODE TO COMPLETE THE CIVET WITH LOC AND DME ONLY. AS WE TURNED BACK, ATC SAID THEY SHOWED US TO THE R OF CTR AND ASKED IF WE WERE CORRECTING. WE SAID WE WERE. AS WE APCHED THE FAF, I CHKED THE MAP AND IT HAD CORRECTED BACK TO NORMAL. BUT I THINK IT REMAINED SHIFTED FOR ABOUT 2 MINS. AFTER LNDG, I CALLED THE APCH CTL ON THE TELEPHONE AND HE SAID IT HAD NOT CAUSED ANY CONFLICT. HE DID TELL ME THOUGH THAT ACR HAD A PROB WITH THEIR B757 A WHILE AGO. JUST AS THEY WOULD HIT THE ARNES INTXN, THEIR MAP WOULD SHIFT L AND THE AIRPLANES WOULD START A TURN TO THE L. WE ALSO TOLD A MECH AND PUT THIS INFO IN THE ACFT LOGBOOK.

Synopsis :

A B767 CREW EXPERIENCED A NAV EQUIP DEV WHILE ON A 33 MI FINAL.

Time

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

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON
Operator.General Aviation : Corporate
Make Model : MU-300 Diamond 1/1a
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 27000
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 650
ASRS Report : 513759

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Maintenance Human Performance

Narrative :

PRIMARY NAV SYS FAILED (GPS) FMS FAILED -- SIMULTANEOUS EQUIP FAILURE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CREW WAS FLYING A MITSUBISHI MU30 JET. THERE HAS BEEN A LONG HISTORY OF INTERMITTENT NAV PROBS WITH THE ACFT. MAINT CAN NEVER FIND ANYTHING. IN THIS CASE NOTHING WAS REPLACED BECAUSE EVERYTHING WORKED NORMAL FOR MAINT.

Synopsis :

MU30 CREW HAD CHRONIC GPS AND FMC FAILURE IN CLT CLASS B.

Time

Date : 200106
Day : Fri
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.General Aviation : Personal
Make Model : Cessna 195
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZLC.ARTCC
Make Model : Military
Mission.Other : UNK
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 800
Experience.Flight Time.Last 90 Days : 8
Experience.Flight Time.Type : 200
ASRS Report : 514796

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE FLYING WITH A COUPLED GPS AND A 195 TO ENSURE THAT WE CAME CLOSE BUT DID NOT CROSS THE RESTR BARRIER. HOWEVER, THIS WAS NOT THE CASE AND AT SOME TIME (MY VFR CHK) I NOTICED WE WERE INTO A MIL RESTR AREA. I IMMEDIATELY TOOK ACTION NECESSARY TO GET OUT OF THE RESTR AREA AS QUICKLY AS POSSIBLE. SOME TIME LATER, WE WERE APCHED WITHIN 50 FT BY AN UNIDENTED PLANE AND ASKED TO LAND. WE DID. THIS APCH WAS MADE OUTSIDE OF ANY RESTR AIRSPACE AND CONTACT WAS MADE APPROX 2 MI FROM TONOPAH ARPT.

Synopsis :

A C195 PLT FLIES OFF COURSE DURING GPS NAV AND ENTERS A MIL RESTR AREA. HE IS LATER INTERCEPTED AND ASKED TO LAND, NEAR TPH, NV.

Time

Date : 200106
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13800
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 800
ASRS Report : 515775

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

STIN 1 ARR TO SFO PROGRAMMED IN THE FMC. AFTER SFO, GIVEN RADAR VECTOR OF 140 DEGS FOR VISUAL TO RWY 28R. WE REQUESTED THE FMC BRIDGE VISUAL APCH TO RWY 28R. WITH RWY 28R INSIGHT, WE WERE CLRED FOR A VISUAL OR FMS BRIDGE VISUAL TO RWY 28R (OUR CHOICE). LNAV WAS SELECTED AND THE AUTOPLT INTERCEPTED THE BRIDGE VISUAL. AT SAMUL INTXN, THE AUTOPLT STARTED A SLIGHT L TURN TO FLY TO FIOD INTXN AS PROGRAMMED AND I NOTICED A MAP SHIFT TO THE L AND THE ACFT MADE A STEEPER TURN TO THE L AND CROSSED THE RWY 28R CTRLINE. I DISENGAGED THE AUTOPLT AND FLEW THE ACFT BACK TO THE RWY 28R CTRLINE. THERE WAS NO TFC ON APCH TO RWY 28L AND THE TWR DID NOT MAKE ANY COMMENT. THIS IS THE FIRST TIME THAT I HAVE SEEN A MAP SHIFT ON APCH. I HAVE FLOWN THIS FMC APCH 4 OR 5 TIMES WITHOUT A PROB. I LET THE AUTOMATION TAKE THE ACFT TOO FAR AND SHOULD HAVE DISCONNECTED THE AUTOPLT IMMEDIATELY WHEN I SAW THE MAP SHIFT.

Synopsis :

B757-200 CREW ATTEMPTED AN LNAV APCH WHEN MAP SHIFT WAS APPARENT AT SFO.

Time

Date : 200107
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : ELNUR
State Reference : FO
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : Mixed

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Gulfstream II
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 3200
ASRS Report : 517548

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3800
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 200
ASRS Report : 517550

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Diverted To Another Airport
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative :

FLT FROM WEWAK, PNG, TO MAJURO, RMI ON JUL/THU/01. RTE OF FLT WAS: AYWK DIRECT WK DIRECT ISMAR DIRECT AGERA DIRECT PALAN DIRECT TOK DIRECT CHG DIRECT BUK B589 DIRECT PKMJ. WE CRUISED AT MACH .80 AT FL410. THE TRIP BEGAN ROUTINELY EXCEPT IT WAS DIFFICULT TO ESTABLISH AND MAINTAIN COMS WITH MADANG AND PORT MORESBY CTRS, ON BOTH VHF AND HF FREQS. ONCE ESTABLISHED ON B589, THE FLT CONTINUED ROUTINELY. PASSING INTO NAURU FIR AT TASAK FIX (S01 26.5-E160 00.0) WE ESTABLISHED COMS WITH ZOA THROUGH COMMERCIAL RADIO. FROM THAT POINT ON WE HAD RELIABLE COMS WITH ATC. SHORTLY AFTER REACHING THE ELNUR FIX (N03 30.0-E166 30.5) AND RPTING POS, BOTH FMS UNITS WENT TO THE DEAD RECKONING MODE AND OUR INS ALSO FAILED. IT IS IMPORTANT TO NOTE THAT ALL 3 LONG RANGE NAV SYS FAILED SIMULTANEOUSLY. AFTER IT FAILED, THE INS INDICATED A POS MORE THAN 300 MI AWAY FROM OUR LAST KNOWN POS BASED ON GPS SENSORS IN BOTH FMS UNITS. WE WERE TOPPING AND CIRCUMNAVING AROUND NUMEROUS TSTMS AT THE TIME. THERE WAS ALSO NO VISUAL CONTACT WITH THE SURFACE. WE SELECTED NAURU NDB/DME, BUT WERE UNABLE TO IDENT THE STATION AND ESTABLISH A RELIABLE POS BASED ON THAT NAVAID. WE WERE ALSO UNABLE TO ESTABLISH ANY COM WITH NAURU RADIO ON ANY PUBLISHED FREQ TO VERIFY NAVAID OP. WE DID HAVE OUR LAST KNOWN POS AND HDG TO REACH MAJURO, AS WELL AS SUFFICIENT FUEL TO REACH MAJURO, AS WELL AS MAJURO'S WX FORECAST, WHICH WAS GOOD. SO WE DECIDED TO HOLD OUR HDG (043 DEGS) TO REACH DEST AT ETA. WE ALSO KNEW WE WOULD BE ABLE TO RECEIVE MAJURO NDB AND DME APPROX 200 MI OUT. WITH THE HELP OF KWAJALEIN RADAR AND WITH OUR PREVIOUS EXPERIENCE AND FAMILIARITY WITH FLYING TO AND FROM MAJURO, WE DECIDED TO CONTINUE ON TO MAJURO. AT THIS POINT WE DESELECTED INERTIAL MODE FROM THE FMS UNITS AND TURNED EACH FMS UNIT OFF, THEN BACK ON. WE DID THIS TWICE, BUT WERE UNABLE TO REGAIN NAV CAPABILITIES. THE WX GOT WORSE AND WE HAD TO DEVIATE AROUND MORE SEVERE STORMS. BUT WE ALWAYS RETURNED TO OUR DEAD RECKONING HDG OF 043 DEGS. GETTING CLOSE TO OUR ETA, WE WERE UNABLE TO NEITHER RECEIVE MAJURO NDB/DME, NOR CONTACT MAJURO RADIO ON 123.6 VHF OR ACR OPS ON 1XX.0 VHF, OUR HANDLER AT ZZZ. HVY WX ALSO PREVENTED US FROM IDENTING MAJURO ATOLL WITH OUR WX RADAR IN GND MAP MODE. WE ALSO TRIED NUMEROUS TIMES TO TUNE IN AND IDENT BUCHOLZ NDB AS WELL AS CONTACT BUCHOLZ RADAR APCH AT KWAJALEIN, BUT TO NO AVAIL. UNABLE TO ESTABLISH COMS WITH ATC, WE ASKED FOR HELP FROM ANY FLT ON THE INTL GUARD FREQ, 121.5 VHF. FORTUNATELY, ACR FLT YYY RESPONDED AND WE EXPLAINED OUR PROB. THEY OFFERED AS MUCH HELP AS THEY POSSIBLY COULD AND NOTIFIED ZOA THROUGH COMMERCIAL RADIO OF OUR PREDICAMENT. IN THE MEANTIME, AFTER CONSIDERING THE LIKELY POSSIBILITY WE HAD ALREADY PASSED MAJURO, WE OPTED TO REVERSE COURSE AND FLY 223 DEGS. WE BEGAN TO TUNE IN ANY AND ALL NDB'S WE COULD FIND PUBLISHED ON THE ENRTE CHART. YYY SUGGESTED TRYING WAKE NDB AS WELL AS WAKE RADIO VHF. IT CAME AS MUSIC TO OUR EARS WHEN WE HEARD THE WAKE ISLAND RADIO OPERATOR TALKING TO BOTH US AND YYY. SOON, WE HAD WAKE NDB AND DME TUNED IN AND DETERMINED OUR POS AS 200 MI S OF WAKE ISLAND. WE TURNED TO FLY DIRECT TO WAKE AND MADE VISUAL CONTACT 80 MI OUT. WE THEN MADE A NORMAL VISUAL APCH AND LANDED, WITH MINIMAL RESERVE FUEL. AFTER SHUTTING DOWN ALL SYS, WE THEN STARTED UP AND REINITIALIZED BOTH THE INERTIAL AND THE FMS'S AND THERE WERE NO FURTHER PROBS. WE WERE BACK TO NORMAL OP ON THE GND AT WAKE ISLAND. OUR FLT PROCEEDED SMOOTHLY FROM THERE TO HNL, HI. AT HNL, A TECHNICIAN FROM A CERTIFIED FAA REPAIR STATION RAMP TESTED OUR #1 AND #2 FMS UNITS, AS WELL AS THE INS UNIT, BUT DID NOT FIND ANY EVIDENCE OF A LIGHTNING STRIKE. ALL SYS CHKED NORMAL. I HAVE NO LOGICAL EXPLANATION AS TO WHAT CAUSED ALL OUR LONG RANGE NAV SYS TO FAIL AT THE SAME TIME, AND WHY WE ENDED UP SO FAR OFF COURSE. BUT WE FEEL STRONGLY THAT WE FLEW INTO AN ELECTROMAGNETIC FIELD, PROBABLY COMING FROM HIGH PWRED DEFENSE RADARS AT KWAJALEIN. THIS MORE THAN LIKELY DISABLED OUR LONG RANGE NAV CAPABILITY, AS WELL AS GAVE US ERRONEOUS HDG INFO. HOW THIS ALL COULD HAVE BEEN PREVENTED WE REALLY CAN'T SAY. BUT WE ADVISE ANYONE USING LONG RANGE NAV EQUIP LIKE OURS TO EXERCISE EXTRA VIGILANCE AS TO POS AWARENESS, AT ALL TIMES. THIS IS ESPECIALLY TRUE IN THE WEST CENTRAL AND SOUTH PACIFIC. THIS MEANS CHKING AND XCHKING POS WITH WHATEVER MEANS AVAILABLE, DME, ADF, AIRBORNE RADAR AND VISUAL CONTACT WHENEVER POSSIBLE. AND NEVER BE RELUCTANT TO ASK FOR HELP. THANKS TO ALL OUR FELLOW AVIATION PROFESSIONALS WHO MONITOR 121.5! CALLBACK INFO FROM RPTR REVEALED THE FOLLOWING INFO: CREW WAS FLYING A GULFSTREAM G2. IT WAS EQUIPPED WITH DUAL GPS SYS AND A SINGLE INS UNIT. THE ACFT WAS NOT EQUIPPED WITH A MOVING MAP. POS INFO THEN IS FED INTO THE DUAL FMC'S WHICH PROVIDE NAV FOR THE ACFT. THE FMC ALSO RECEIVE NAV INFO FROM DUAL DME, VOR-DME AND VOR-VOR IF RECEIVED. IN THIS CASE, THE GPS WAS THE ONLY EXTERNAL NAV SOURCE. THE RPTR STILL DOESN'T UNDERSTAND HOW THEY GOT SO FAR OFF COURSE.

Synopsis :

GLF2 CREW WAS 700 MI OFF COURSE AND LOST IN THE PACIFIC.

Time

Date : 200107
Day : Sun

Place

State Reference : FL

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-800
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 517709

Person / 2

Function.Flight Crew : First Officer

Person / 5

Function.Controller : Radar

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft
Problem Areas : Company

Narrative :

LOSS OF GPS. WHEN SYS ANNUNCIATOR PANEL PRESSED THE IRS AND GPS LIGHTS CAME ON INDICATING LOSS OF 1 GPS. THE MEL STATES CREW PLACARDING PERMITTED AND DISPATCH NOTIFICATION REQUIRED. ADDITIONALLY, 1 GPS MAY BE INOP FOR RTES WHERE ACCURACY FOR THE RTE CAN ONLY BE MET BY GPS AND SUPPLEMENTARY MEANS OF NAV REQUIRED. I CONTACTED DISPATCH, USING OPS PERSON AS A RELAY, GIVING DETAILS AND COURSE OF ACTION. AFTER REPEATED COMMENTS, THE OPERATOR SAID DISPATCH UNDERSTOOD AND I WAS CLRED TO GO. IN FACT, THE DISPATCHER THOUGHT I HAD A GPWS PROB. ONCE AIRBORNE, I EXPLAINED THE SIT TO MIAMI ARTCC REQUESTING A315 WITH VOR NAV AS A BACKUP. ORIGINAL RTE REQUIRING BOTH GPS. SIMULTANEOUSLY, THE FO WAS CONTACTING THE DISPATCHER WITH THE SIT. MIAMI ARTCC RECOMMENDED RADAR VECTORS AS A BACKUP WITH A DIRECT TO JUNUR INTXN. DISPATCH SENT A MESSAGE STATING A COM PROB WITH HIGHLIGHTING MEL REQUIREMENTS, AND RECOMMENDING A315 ROUTING AS A BACKUP. I EXPLAINED TO MIA THE RECOMMENDATIONS OF THE DISPATCHER AND ASKED MIAMI WHAT THEY PREFERRED. THEY WANTED RADAR VECTORS PROBABLY FOR FLOW CTL. THE DISPATCHER WAS NOTIFIED OF THE DECISION TO FLY RADAR VECTORS. IN RETROSPECT, I BELIEVE SUPPLEMENTARY NAV SHOULD BE TREATED AS POTENTIAL LOST COM NECESSITATING VORS FOR THE B737-800.

Synopsis :

B737-800 CREW HAD AN INOP GPS IN FOREIGN AIRSPACE.

Time

Date : 200107

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CDW.Airport

State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 436.4

Experience.Flight Time.Last 90 Days : 26.8

Experience.Flight Time.Type : 236.4

ASRS Report : 518329

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I TOOK OFF FROM TEB AT APPROX XA40. AS I NEARED THE VICINITY OF LINCOLN PARK, I PUT CDW IN THE GPS TO MAINTAIN MYSELF OUTSIDE CALDWELL AIRSPACE AND CALLED ON THE CTAF AT LINCOLN PARK FOR A TA. THERE WAS CONSIDERABLE STATIC AND CALLS FROM OTHER ARPTS MAKING IT DIFFICULT TO GET ANY INFO. I OVERFLEW THE FIELD AT 1700 FT, IDENTED RWY 1 AS THE ACTIVE, AND MADE A TURN TO THE E TO ENTER A R DOWNWIND FOR RWY 1. MY TURN WAS TOO WIDE EVIDENTLY AND THERE WAS WIND DRIFT THAT BROUGHT ME INTO VIEW OF RWY 4 AT CALDWELL, APCHING FROM THE NE, WHICH I MISTOOK FOR RWY 1 AT LINCOLN PARK. MAKING CALLS ON THE LINCOLN PARK CTAF, I PROCEEDED TO LAND ON RWY 4, ONLY IDENTING MY MISTAKE AS I CROSSED THE NUMBERS. I TAXIED FREE OF THE ACTIVE AND NOTIFIED CALDWELL TWR THAT I HAD ERRONEOUSLY LANDED THINKING THE AIRFIELD WAS LINCOLN PARK, AND REQUESTED TO TAXI TO THE ACTIVE. THE TWR OPERATOR RESPONDED AND TOLD ME TO CONTACT GND FOR TAXI. I TRIED SEVERAL TIMES TO CONTACT GND, WITHOUT SUCCESS. I FOLLOWED ANOTHER PLANE TO THE ACTIVE AND CONTACTED TWR FOR DEP. THE DEP PROCEEDED NORMALLY AND I FLEW TO LINCOLN PARK FOR A SUBSEQUENT LNDG WHERE I INSPECTED A PLANE FOR SALE. I TOOK OFF FROM LINCOLN PARK AT XA45 AND PROCEEDED TO TEB WHERE I LANDED AT XA00. MY MISTAKE WAS BASED LARGELY ON NOT MONITORING MY DISTANCE FROM CALDWELL ON THE GPS AS I MANEUVERED TO LAND, AND BEING UNFAMILIAR WITH EITHER ARPT WHEN APCHING VFR FROM THE ENE. CONTRIBUTING WAS THE FACT THAT FROM THIS APCH RWYS 4R COULD BE MISTAKEN FOR A SHORTER RWY ORIENTED MORE NORTHWARD. I ALSO COULD NOT SEE RWY 27 AT CALDWELL, WHICH WOULD HAVE CAUGHT THE ERROR. ANOTHER CONTRIBUTING FACTOR WAS MY TAKING TOO MUCH TIME MANEUVERING TO FIND THE ARPT AGAIN AFTER FLYING RATHER FAR FROM THE FIELD WHILE CHKING OUT TFC. I THOUGHT I WAS STAYING CLOSER TO LINCOLN PARK THAN I DID. IT WAS MY FIRST TIME TO FLY TO LINCOLN PARK. I DID AT ALL TIMES MAINTAIN THE PROPER PROCS FOR THE ARPT I THOUGHT I HAD, CAREFULLY WATCHING FOR ACFT IN THE PATTERN. NONETHELESS, I FEEL VERY STUPID ABOUT THIS MISTAKE. I HAVE LEARNED AN IMPORTANT LESSON ABOUT ARPT RECOGNITION.

Synopsis :

A LOW TIME PVT PLT PERFORMS AN UNAUTH UNCOORD LNDG AT THE WRONG ARPT WHEN LNDG AT CDW, NJ.

Time

Date : 200107
Day : Fri
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 900

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Controlling Facilities.Tower : OAK.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 500
ASRS Report : 518755

Person / 3

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ILS G.S.
Resolatory Action.None Taken : Anomaly Accepted
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 :

WHILE ON A TRAINING FLT TO OAK, WE FLEW A 'MODIFIED' GPS APCH TO RWY 27L AT OAK INSTEAD OF THE ILS RWY 27R, SIDESTEP RWY 27L AS WE WERE CLRED FOR. THE REASON FOR THIS WAS THAT WE (THE STUDENT AND I) FORGOT TO SELECT 'NAV' ON THE #1 OBS INSTEAD OF 'GPS.' WE HAD ENTERED THE GPS 27L APCH IN THE GPS (KING KLN89B) BUT HAD PLANNED TO USE VOR/ILS NAV THROUGHOUT THIS LEG OF THE FLT. HOWEVER, ATC CLRED US DIRECT TO SABLO INTXN AT ONE POINT, SO WE ENTERED IT INTO THE GPS AND SELECTED 'GPS' FOR THE #1 OBS. LATER WE RECEIVED VECTORS FOR THE ILS. I SET THE GPS ON THE MISSED APCH POINT AND THE STUDENT SELECTED 276 DEGS ON THE OBS. BOTH OF US THINKING THE ILS WAS SELECTED, IT WAS IN THE #1 NAV RADIO AND WE IDENTED IT, BUT FORGOT TO SELECT 'NAV' ON THE OBS. WHEN WE RECEIVED OUR FINAL VECTOR FOR THE ILS, THE NEEDLE (CDI) STARTED COMING IN WHEN EXPECTED, ALBEIT A LITTLE SLOW. WE DIDN'T RECEIVE THE GS, WHICH SHOULD HAVE CLUED ME IN, BUT SINCE RWY 27R WAS CLOSED AND WE WERE TO SIDESTEP ANYWAY, I TOLD THE STUDENT TO DO THE LOC ONLY APCH USING DME. WHEN WE BROKE OUT AT ABOUT 900 FT MSL, WE WERE LINED UP FOR RWY 27L. THAT IS WHEN I NOTICED THE 'GPS' SELECTED. AFTER SWITCHING IT SHOWED US ALMOST FULL SCALE L OF COURSE AND BELOW GS. AN UNEVENTFUL LNDG WAS MADE. ALTHOUGH WE WERE ON THE GPS COURSE, IT WAS STILL IN 'ARM' MODE, NOT 'ACTIVE' SO OUR SENSITIVITY WAS NOT GOOD ENOUGH FOR THE GPS APCH (HENCE MY USE OF 'MODIFIED' EARLIER). FACTORS INVOLVED: I HAVE BEEN CONDUCTING AND TEACHING GPS APCHS FOR ABOUT 3-4 YRS AND I VERIFY THE GPS BUTTON IS SELECTED. HOWEVER, WHEN NOT FLYING A GPS APCH, I HAVE NOT TAUGHT STUDENTS TO VERIFY 'NAV' IS SELECTED. THAT WILL CHANGE NOW. THE SLOW INTERCEPT AND LACK OF GS SHOULD HAVE ALERTED ME TO SOMETHING BEING AMISS. A RECENT FLT TO 2 OTHER ARPTS HAD NAVAIDS QUIT ON US, SO I ASSUMED THE GS OUT INDICATION WAS THE NAVAID PROB TOO QUICKLY -- NOT THE PLT PROB. CORRECTIVE ACTION: FUTURE APCHS USING A NON DEDICATED OBS WILL BE CONFIRMED IN THE PROPER 'NAV' OR 'GPS' MODE TO COINCIDE WITH THE APCH BEING FLOWN.

Synopsis :

A CFI AND HIS STUDENT FLY AN INCORRECT APCH INTO RWY 27L AT OAK, CA.

Time

Date : 200108
Day : Tue
Local Time Of Day : 0601 To 1200

Place

State Reference : MT

Environment

Flight Conditions : VMC
Ceiling.Single Value : 15000

Aircraft / 1

Controlling Facilities.TRACON : S56.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16500
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Type : 2750
ASRS Report : 520956

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON VECTORS FOR A VISUAL APCH TO RWY 16L (RWY THRESHOLD DISPLACEMENT OF 1920 FT) MEN AND EQUIP WORKING ON CLOSED PORTION, 10000+ FT AVAILABLE FOR LNDG, A 'VERY' DIM OR WEAK PLASI ON THE L SIDE OF THE RWY. GS INOP. EXCELLENT CEILING AND VISIBILITY, WE CALLED RWY IN SIGHT AT APPROX IRRON. WHILE ON VECTORS FOR A VISUAL APCH THE CTLR CLRED US TO 8000 FT AND FURTHER CLRED US VISUAL APCH UPON PASSING 9000 FT. LINED UP ON FINAL (LOC CAPTURED). THE APCH CTLR CAME BACK AND CLRED US VISUAL APCH RWY 16L TO CROSS LGOON AT OR ABOVE 7500 FT. I SET 7500 FT IN THE ALT WINDOW. AT LGOON (VIA THE EFIS MAP) RESET THE ALT WINDOW TO THE MINIMUM ALT (10000 FT) AND SET THE VERT SPD TO 700/800 FPM. CONTINUED CONFIGURING THE FLAPS. UPON LOOKING OUTSIDE (RWY -- WEAK PLASI) WE APPEARED TO BE LOW. NO GS AVAILABLE (DISPLACED THRESHOLD). CHKD OUR ALT AT 6900 FT AND THE MAP POS JUST PASSING LGOON (I BELIEVE WE HAD A MAP SHIFT -- +/-3 MI). QUESTIONING WHAT WAS GOING, I VERIFIED OUR POS VIA LOC DME. WE WERE JUST PASSING LGOON (12.3 LOC DME). THE CTLR CALLED AND ASKED WHAT ALT WE HAD UNDERSTOOD TO CROSS LGOON (7500 FT OR ABOVE). I EXPLAINED THAT WE UNDERSTOOD THAT WE WERE TO CROSS LGOON AT OR ABOVE 7500 FT AND FURTHER EXPLAINED THAT WE HAD HAD A MAP SHIFT. HE EXPLAINED THE IMPORTANCE OF THE XING ALT (7500 FT) AND CAUTIONED ABOUT THE ALT FOR FUTURE VISUAL APCH TO RWY 16L. WE APOLOGIZED AND THANKED THE CTLR, WENT TO TWR FOR OUR LNDG CLRNC. I BELIEVE THAT THIS SIT COULD HAVE BEEN PREVENTED IF WE HAD VERIFIED (XCHKED) WHAT WE HAD THOUGHT TO BE LGOON (MAP POS) WITH RAW DATA (LOC DME). IT WOULD HAVE SHOWN THE ERROR (DISCREPANCY -- MAP SHIFT). IT WAS A BUSY COCKPIT BUT THAT WOULD HAVE IDENTED THE MAP SHIFT AND WE COULD HAVE WORKED IT OUT FROM THERE. IT'S NEVER TOO BUSY TO XCHK RAW DATA. IT HAS ALSO MADE ME THINK TWICE ABOUT EFIS GENERATED NAV DATA. VERIFY, EVEN IN VERY VFR CONDITIONS.

Synopsis :

A B767 CREW MAKING A VISUAL APCH TO SLC DSNDND BELOW XING RESTR.

Time

Date : 200108
Day : Mon
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.General Aviation : Corporate
Make Model : Medium Transport, Low Wing, 2 Turbojet Eng
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 1000
ASRS Report : 521557

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

THE ACFT HAD THE NAV/COM REPLACED WITH THE GARMEN GNS430. THE NEW AUTOMATION INDUCED A CHAIN OF EVENTS THAT LED TO POSSIBLE AIRSPACE COMPROMISE. THE CLRNC WAS FROM GJT TO 1V5 VIA THE GJT 3 DEP DIRECT TO DBL, THEN AS FILED (DIRECT BJC, THEN DIRECT 1V5), MAINTAIN 14000 FT AND EXPECT FL230 IN 10 MINS. THERE WAS SOME CONFUSION WITH THE DEP PROC BECAUSE THE BOOKLET FELL TO THE FLOOR ON TKOF, BUT THE ISSUE SOON RESOLVED ITSELF WITH ALT. WHILE I WAS CLBING TO 14000 FT AND IN CLOUD (APCH HANDED ME OFF TO CTR) I XMITTED, BUT HAD NO ACKNOWLEDGEMENT. I TRIED TO RECONTACT APCH, BUT INSTEAD CYCLED NAV DIGITS AND LOST NAV INDICATIONS. CTR MAY OR MAY NOT HAVE ISSUED FURTHER CLB CLRNC. I LEVELED BRIEFLY AT 14000 FT, BUT REALIZED I WAS NOT ESTABLISHED ON THE AIRWAY AND WAS HEADED INTO AREAS OF 14000 FT MOUNTAINS WITHOUT NAV INDICATION. I ELECTED TO CONTINUE THE CLB. IN A FEW MINS, I CONTACTED (WEAK AND GARBLED) CTR (THEY REVISED CLRNC LIMIT TO FL210) AND RE-ESTABLISHED NAV. LATER, I WAS CLRED DIRECTLY TO 1V5. I TRIED TO ENTER THE DEST INTO THE GNS430, BUT EACH TIME CHARACTERS DISAPPEARED WHENEVER I TRIED TO ENTER DEST. I DISCOVERED AFTERWARD THAT THIS SYS USES THE 'D>' KEY TO INITIATE THE DIRECT TO DEST ENTRY SEQUENCE, WHILE OTHER SYS USE THE 'D>' KEY TO TERMINATE THAT SEQUENCE! THESE DETAILS ARE UNIMPORTANT EXCEPT TO ILLUSTRATE THAT POOR AND INCONSISTENT AUTOMATION DESIGN CAN RESULT IN COCKPIT PANDEMONIUM. WHAT IS IMPORTANT IS THAT NO AUTOMATION SHOULD BE CERTIFICATED INTO A FLT COCKPIT UNLESS BASIC FUNCTIONALITY IS CONTINUOUSLY ASSURED. THAT WAY, A PLT'S INSTRUCTION BOOK IS NOT A REQUIRED COMPONENT OF THE AUTOMATION.

Synopsis :

A SMT PLT UNFAMILIAR WITH HIS ACFT'S NAV SYS DEVIATED FROM HIS ATC CLRNC.

Time

Date : 200108
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IXD.Airport
State Reference : MO
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MCI.TRACON
Operator.General Aviation : Personal
Make Model : MU-300 Diamond 1/1a
Mission : Pleasure

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5800
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 522771

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

AT APPROX XA20 CDT, I WAS OCCUPYING THE RIGHT SEAT WHILE ACTING AS PIC IN AN MU-300 ON CLIMB OUT FROM IXD, OLATHE, KS. WE DEPARTED VFR AND BEGAN A RIGHT TURN TO AVOID CLASS B AIRSPACE SURROUNDING KANSAS CITY WHEN WE LOST OUR NAV AIDS (BOTH VORS AND GPS) DUE TO WHAT WE NOW BELIEVE WAS AN ELECTRICAL PWR INTERRUPTION. WE CONTACTED KANSAS CITY DEPARTURE CTL AND WERE TOLD TO AVOID CLASS B AIRSPACE WHICH WE ATTEMPTED TO DO USING VISUAL REFERENCE SAID THE KANSAS CITY , MO, AREA CHART. UPON LOSING OUR NAV AIDS, WE TURNED TO A HEADING OF 180 DEGS TO ENSURE WE WOULD NOT ENTER CLASS B AIRSPACE, BUT DUE TO THE CONFUSION SURROUNDING THE SUDDEN LOSS OF NAVIGATIONAL EQUIP, WE MAY HAVE DELAYED THE TURN ENOUGH TO HAVE INADVERTENTLY TOUCHED THE CLASS B BOUNDARY. USING VISUAL REFERENCES AND THE AREA CHART, WE DO NOT BELIEVE WE ENTERED CLASS B AIRSPACE; HOWEVER, IN THE MOMENTARY CONFUSION OF THE EVENTS, IT IS POSSIBLE WE MAY HAVE ENTERED IT BRIEFLY. THE LESSON HERE IS TO HAVE A PRE-DEP PLAN AND ANTICIPATE THE UNEXPECTED. WHILE I, THE PNF, HAD THE AREA CHART OUT AND WAS REFERENCING IT, NORMAL DEP DUTIES, COMBINED WITH A SUDDEN UNEXPECTED EVENT, COMBINED TO PRODUCE ENOUGH CONFUSION SO AS TO CAUSE DELAYED PLT ACTION WHICH RESULTED IN US DEVIATION FROM OUR PRE-DEP PLAN. THE OLD ADAGE APPLIES - FLY THE ACFT FIRST, TAKE CARE OF THE PROBLEM SECOND.

Synopsis :

A MU-300 ACFT LOSES ELECTRICAL PWR, INTERRUPTING THE VOR AND GPS NAV SYSTEM WHICH CREATED A TEMPORARY CLASS B AIRSPACE INCURSION AT MCI, MO.

ACN: 522983

Time

Date : 200108

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SUW.Airport

State Reference : WI

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : IMC

Ceiling.Single Value : 400

Aircraft / 1

Controlling Facilities.TRACON : DLH.TRACON

Operator.General Aviation : Personal

Make Model : Cardinal 177/177rg

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 180

Experience.Flight Time.Last 90 Days : 21

Experience.Flight Time.Type : 15

ASRS Report : 522983

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : OIL PRESS GAUGE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ANOTHER PLT AND I HAD AN EMER IN A CESSNA 177RG. WE LOST ALL OIL PRESSURE AS WE WERE STARTING TO RETURN FROM DLH AFTER REALIZING THAT WE WOULD NOT BE ABLE TO GET IN (100 AND 1/4). WE WERE ABLE TO GET IT INTO SUPERIOR, WI ON THE GPS APCH. THE MECHANIC AT THAT ARPT BELIEVES WE BLEW A GASKET. THERE WAS APPROX 2 QUARTS OF OIL IN THE ENGINE AFTER WE LANDED. FULL DETAILS: WE WERE HOLDING OVER THE OM FOR THE ILS 27 INTO DULUTH. EVEN THOUGH THE OIL TEMP HAD RUN HOT THE ENTIRE TRIP (WE HAVE BEEN HAVING A PROB WITH THE OIL TEMP RUNNING AT THE HIGH END OF THE GREEN), IT WAS NOW IN THE MIDDLE OF THE GREEN. AFTER ABOUT 20 MINS OF HOLDING, WE DECIDED THAT IT WAS NOT OUR DAY TO GET INTO DULUTH, AND DECIDED TO TURN FOR HOME. LESSON ONE: INCLUDE ENGINE INSTRUMENTS IN YOUR SCAN: WHEN I CHECKED THE OIL PRESSURE, IT WAS READING 0, PEGGED AT THE FAR LEFT SIDE. I SAT THERE DUMBFUNDED FOR A FEW SECONDS, NOT BELIEVING THAT I HAD AN ISSUE. AFTER ALL, THE ENGINE WAS STILL RUNNING WELL, WITH NO SIGN OF AN IMPENDING FAILURE. WHILE I KNOW THAT I CHECK THE ENGINE INSTRUMENTS SEVERAL TIMES ON EVERY FLT, I CAN NOT SAY FOR SURE WHETHER THEY ARE ACTUALLY PART OF MY SCAN. LESSON TWO: CONFESS: I LET APCH KNOW THAT I HAD LOST OIL PRESSURE AND DECLARED AN EMR. THEY IMMEDIATELY GAVE ME VECTORS TO SUPERIOR (CLOSEST ARPT) AND STARTED SCRAMBLING TO CHECK WEATHER AT ALL OF THE NEAREST ARPTS. SUPERIOR WAS NOT AT 400. WE COULD MAKE OUT THE GND BELOW US BETWEEN THE BROKEN CLOUDS, BUT NEVER SAW THE ARPT. THEY ALLOWED US TO TALK A FEW THINGS THROUGH WITH MY INSTRUCTOR OVER APCH FREQ. LESSON THREE: THE GARMIN 430 POSSIBLY SAVES OUR LIVES: THE SITUATIONAL AWARENESS PROVIDED BY THE GARMINS HELPED US GET THE PLANE ON THE GND. MY INSTRUMENT RATED PAX IMMEDIATELY WENT TO WORK SETTING UP THE GPS FOR A GPS 31 APCH INTO SUW. IT REALLY HELPED HAVING AN INSTRUMENT RATED PLT IN THE RIGHT SEAT. WE FLEW AN EXTREMELY HIGH APCH AND BASICALLY DESCENDED PWR OFF, RIGHT INTO THE FIELD. THE ENGINE WAS STILL THERE IF I NEEDED IT. WITHOUT THE GARMIN, WE WOULD HAVE HAD TO SHOOT AN NDB APCH TO BELOW MINIMUMS (1000 AND 1). WITH THE GPS WE WERE LEGAL TO 400 FT. WE BROKE OUT AND HAD THE FIELD ABOVE 600. WE DID NOT FLY THE COMPLETE APCH. UNDER PIC EMER AUTHORITY, WE USED THE MOVING MAP TO TURN FINAL INSIDE THE INITIAL APCH FIX. WE WOULD NOT HAVE BEEN ABLE TO DO THAT NEARLY AS EASILY WITH CONVENTIONAL INSTRUMENTS. LESSON FOUR: FLY THE PLANE: WE HAD ENOUGH TROUBLE WITH 2 INSTRUMENT RATED PLTS ON BOARD. I WAS CONCERNED WITH BEST GLIDE AND FLYING THE AIRPLANE. OTHER PLT, PAX HANDLED SETTING UP THE GARMIN. I NOW UNDERSTAND HOW EASY IT IS TO BE OVERLY DISTRACTED IN THIS SIT. I DELIBERATELY LEFT THE GEAR UP TO DECREASE DRAG. WHEN THE GEAR WARNING HORN WAS GOING OFF DURING DESCENT, I THOUGHT IT WAS AN OM AND IGNORED IT. PAX REMINDED ME TO PUT THE GEAR DOWN. WE BROKE OUT AND STAYED HIGH UNTIL WE HAD THE RWY IN SIGHT, DROPPED FLAPS AND FLEW A PWR OFF APCH.

Synopsis :

A LOW TIME C177RG PVT PLT LOSES ENG OIL PRSSURE AND QUANTITY, DIVERTS AND MAKES AN EMER GPS APCH TO SUW, WI.

Time

Date : 200111

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6500

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.General Aviation : Personal

Make Model : Cheetah Tiger Traveler

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13200

Experience.Flight Time.Last 90 Days : 550

ASRS Report : 529571

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ON 11/SUN/01, RETURNING VFR FROM YYY TO XXX ENROUTE VIA ZZZ AREA. INADVERTENTLY ENCROACH ON TEMPORARY RESTR AREA NEAR ZZZ. ON 11/FRI/01 ENROUTE FROM XXX TO YYY I WAS ABLE TO BYPASS SUCCESSFULLY THIS AREA. ON RETURN. 11/SUN/01 I FELT WITH GPS THAT I HAD BYPASSED ZZZ BY FLYING N AROUND AREA. I CONTACTED ZZZ APCH AND WAS TOLD I WAS 18 MI NW OF ZZZ WHEN GIVEN A SQUAWK NUMBER. I DID NOT INTENTIONALLY ENCROACH INTO THIS AIRSPACE.

Synopsis :

AN AA5 PLT VIOLATED A TFR INVOLVING A PWR PLANT.

Time

Date : 200111
Day : Sat

Place

Locale Reference.Airport : HDH.Airport
State Reference : HI
Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : King Air 100 A/B
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 600
ASRS Report : 529742

Events

Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : GPS NAV. HAND HELD
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

OUR DROP ZONE LIES ADJACENT TO A RESTR AREA. ON THE FINAL JUMP RUN LEG, WE HAVE TO FLY PARALLEL TO THE RESTR AREA. NORMALLY, WE CAN SEE GND LANDMARKS THAT PROVIDE A GOOD INDICATION OF OUR GND TRACK AND PROX TO THE RESTR AREA'S BORDER. TODAY, HOWEVER, THERE WERE CLOUDS THAT, WHILE CLR OVER AND UPWIND OF THE DROP ZONE, LAY BELOW US FOR A FEW MI ON THE FINAL LEG. TO HELP US REMAIN CLR OF THE RESTR AREA ON DAYS LIKE THIS, WE USE A HANDHELD GPS WITH AN ANTENNA THAT'S ATTACHED TO THE WINDOW. WHICH NAVING, UNBEKNOWNST TO ME, THE ANTENNA FELL OFF THE WINDOW. THE GPS BECAME INACCURATE AND I INADVERTENTLY DRIFTED INTO THE RESTR AREA. ONCE CLR OF THE CLOUD LAYER, I REALIZED MY MISTAKE AND IMMEDIATELY CORRECTED. I WAS IN THE RESTR AREA FOR ABOUT 3 MINS. I LATER CALLED CERAP AND EXPLAINED MY SIT. THE GPS ANTENNA HAS SINCE BEEN ATTACHED MORE PERMANENTLY TO AVOID SIMILAR PROBS.

Synopsis :

BEECH 100 KING AIR PLT INADVERTENTLY ENTERED RESTR AIRSPACE DUE TO LOSING THE HANDHELD GPS ANTENNA OFF THE COCKPIT WINDOW RESULTING IN NOT AN ACCURATE FIX OVER THE GND.

Time

Date : 200111
Day : Sun
Local Time Of Day : 1801 To 2400

Place

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B767-300
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6740
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 272
ASRS Report : 530562

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Returned To Assigned Altitude
Resolutory Action.Flight Crew : Returned To Intended or Assigned Course
Resolutory Action.Controller : Issued Alert
Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

THE CAPT BRIEFED THE PDZ 4 ARR USING A VNAV DSCNT TO THE RWY 25L ILS. THE ALTS IN THE FMS AT EACH WAYPOINT WERE VERIFIED AND VNAV AND LNAV WERE ENGAGED. LAX AND SLI VOR WERE SELECTED IN THE CAPT'S FMC AS BRIEFED TO PREVENT MAP SHIFT. WE WERE CLRED FOR THE ARR AND 8000 FT WAS SET IN THE ALT WINDOW. SOMEWHERE IN THE VICINITY OF TEJAY THE CAPT CALLED FOR THE NO SMOKING LIGHT TO BE CYCLED. AFTER CYCLING THE LIGHT AND COMPLETING THE CHKLIST I WAS LOOKING FOR SOME INFO IN MY CHARTS, I DON'T REMEMBER HOW LONG OR WHAT I WAS LOOKING FOR THERE. DURING THIS TIME I REMEMBER THE CAPT SAYING SOMETHING ABOUT A MAP SHIFT AND BEING 800 FT HIGH AND THEN 200 FT LOW ON THE DSCNT PROFILE. AS I LOOKED BACK TO THE INSTS I FIRST NOTICED AND STATED TO THE CAPT THAT WE WERE AT 300 KIAS AND BELOW 10000 FT. I LOOKED BACK TO CHK THE ARR PLATE ALT AND ALTHOUGH I DON'T REMEMBER LOOKING AT THE HSI, I MUST HAVE, BECAUSE I NEXT SAID, WE NEED TO CLB, WE NEED TO BE AT 10000 FT, AT ARNES. THE CAPT BEGAN A PULL UP AND WE BOTTOMED OUT AT 6300 FT. THE CAPT SAID TO CONTACT APCH, BUT APCH CAME UP RIGHT THEN AND ASKED US TO VERIFY OUR ALT. I RESPONDED 6300 FT AND CLBING BACK UP TO 10000 FT AND THAT WE THOUGHT WE MIGHT HAVE HAD A MAP SHIFT AND ASKED IF HE COULD VERIFY OUR POS. HE REPLIED THAT WE WERE RIGHT OVER ARNES AND TO MAINTAIN PRESENT ALT AND THAT WE WERE CLRED FOR THE RWY 25L ILS APCH. AT THAT TIME THE HSI SHOWED US OVER ARNES AS WELL. I BELIEVE WE WERE SET UP PROPERLY FOR THE APCH. WHY THE ACFT DSNDDED THROUGH A 10000 FT RESTR AT ARNES AND THROUGH THE MCP ALT OF 8000 FT I CANNOT EXPLAIN. MORE IMPORTANTLY IS WHY WE DIDN'T CATCH THE DEV SOONER? POSSIBLE CONTRIBUTING FACTORS: FATIGUE, IT WAS XA00 BODY TIME FOR ME. COMPLACENCY, MY CONFIDENCE IN VNAV WAS EXTREMELY HIGH. DISTR, FINISHING THE CHKLIST AT A CRITICAL TIME (LEVELOFF) TOOK ME OFF THE INSTS AND WHY I WENT LOOKING IN MY PUBS AFTER THE CHKLIST I AM NOT SURE. CLRLY MORE VIGILANCE TO BACKING UP THE PF IS REQUIRED IN THIS CRITICAL PHASE OF FLT. CONTINUAL ALT AWARENESS MUST BE IN THE SCAN REGARDLESS OF WHAT ADDITIONAL TASK WE MAY BE DOING UNTIL ALT CAPTURE AND HOLD ARE VERIFIED ON THE ADI. THIS MAY REQUIRE A PAUSE IN THE CHKLIST OR ANY OTHER TASK TO COME BACK TO THE ALTIMETER AND VSI EVERY FEW SECONDS UNTIL ALT HOLD IS CONFIRMED.

Synopsis :

B767-300 CREW HAD ALT AND TRACK DEV ON THE PDZ 4 ARR TO LAX.

Time

Date : 200111
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ISP.Airport
State Reference : NY

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : Chancellor 414A & C414
Mission : Business
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 990
Experience.Flight Time.Last 90 Days : 24
Experience.Flight Time.Type : 110
ASRS Report : 530568

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS BEING VECTORED FOR THE ILS RWY 24 APCH AT ISLIP ARPT. THE #1 CDI WOULD NOT PULL A FLAG SO I FLEW THE LOC ON THE #2 CDI. I HAD TO USE THE GPS TO IDENT CORAM INTXN. THE VECTOR APPEARED TO PUT US WELL INSIDE CORAM WHERE ONCE ESTABLISH THE ALT IS 1500 FT MSL. THE CTLR CLRED US FOR THE APCH AND SAID MAINTAIN 2000 FT TILL ESTABLISHED. WITHOUT VERIFYING I WAS TRULY INSIDE CORAM, I DSNDED TO 1500 FT. THE CTLR ISSUED A LOW ALT ALERT. I CHKED THE GPS AND REALIZED I WAS 1/2 MI OUTSIDE CORAM. I PULLED UP TO 2000 FT. THE MISTAKE WAS ASSUMING I WAS INSIDE THE CORAM FIX AND NOT CHKING THE GPS.

Synopsis :

C414 PLT DSNDED BELOW MINIMUM CHARTED ALT BECAUSE HE ATTEMPTED TO USE A GPS TO IDENT THE DSCNT INTXN.

Time

Date : 200111
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SBY.Airport
State Reference : MD
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.General Aviation : Corporate
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Test Flight
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2160
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 200
ASRS Report : 530941

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

DURING AN IFR FLT FOR ENG (TEST/MAINT) OUT OF MTN, I WAS APCHING HEDGE INXTN AND CTR ADVISED ME 'AFTER HEDGE, GO DIRECT SALISBURY, THEN DIRECT SNOW HILL (VOR).' AS I DEPARTED HEDGE INTXN, I INADVERTENTLY ENTERED 'DIRECT SWL' INSTEAD OF 'DIRECT SBY.' A SHORT WHILE LATER, CTR INQUIRED IF I WAS DIRECT SALISBURY AND I ADVISED THAT I WAS DIRECT SNOW HILL (SWL). THE CTR REQUESTED (VERY POLITELY) THAT I GO 'DIRECT SALISBURY (SBY)' TO EXIT THE ACTIVE RESTR AREA. I IMMEDIATELY EXECUTED A L TURN AND EXITED THE RESTR AREA, AND AS I DID, I SWITCHED THE GPS TO THE MAP-MODE AND NOTICED THAT I WAS, IN FACT, SKIRTING INSIDE R-4006. MOMENTS LATER, I WAS CLR AND NOTHING ELSE WAS SAID FROM CTR. SEVERAL THINGS CAUSED THIS ERROR, OF WHICH I AM TO BLAME: 1) I WAS RECORDING MANY ENG PARAMETER READINGS AND WRITING A LOT WHEN CTR GAVE ME THE CLRNC TO SBY AFTER HEDGE, AND I COMPREHENDED 'SWL' INSTEAD OF 'SBY' WHEN ENTERING THE NEW WAYPOINT, I WAS DISTRACTED ENOUGH. 2) SNOW HILL IS ALMOST IN LINE WITH SALISBURY, SO AS I FLEW FURTHER ALONG, THERE WAS NO ABRUPT HEADING CHANGE, TO ALERT ATC (OR ME) THAT I WAS 'DIRECT' TO THE WRONG VOR UNTIL I ACTUALLY STRAYED INTO THE CORNER OF IT (THE R-4006). 3) A QUICK REVIEW OF MY ENRTE CHART AFTER RECEIVING 'DIRECT SALISBURY' WOULD HAVE KEPT ME CLR, AND PROBABLY WOULD HAVE ALERTED ME TO THE WRONG WAYPOINT/PENDING INCURSION, ENOUGH TO INQUIRE ABOUT THE (WRONGLY PERCEIVED) CLRNC. 4) MONITORING THE 'MOVING MAP' PAGE OF THE GPS WOULD ALSO HELP, SINCE MOST RESTR/PROHIBITED AREAS ARE SHOWN.

Synopsis :

PA32 PLT ENTERED AN INCORRECT WAYPOINT IN THE ACFT GPS NAV COMPUTER AND ENTERED A RESTR AREA AS A CONSEQUENCE.

Time

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

Place

Locale Reference.Airport : OLV.Airport
State Reference : MS
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : MEM.TRACON
Operator.General Aviation : Personal
Make Model : PA-30 Twin Commanche
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 1500
ASRS Report : 531180

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

APCHING OLV ON (NDB) OR GPS APCH RWY 36, FLYING THE GPS APCH. ESTABLISHED INBOUND 2000 FT AND PASSED 6 MI FROM EHAGO INTXN, STARTED DSCNT TO MDA 1080 FT. AT APPROX 1500 FT APCH EXCITEDLY INFORMED ME OF A LOW ALT ALERT AND TO STOP DSCNT IMMEDIATELY. I STOPPED DSCNT UNTIL I WAS NOTIFIED ALT ALERT STOPPED. CONTINUED APCH, BROKE OUT OF CLOUDS AND CANCELED IFR, PROCEEDED VISUALLY. IN REVIEWING THE COMMERCIAL CHART PLATE IT SHOWS DSCNT FROM 2000 FT WITHIN 10 NM APPLICABLE AND THE PROFILE VIEW SHOWS YOU SHOULD BE LEVEL AT MINIMUMS BEFORE EHAGO. THIS IS WHAT I WAS DOING. WILL THERE ALWAYS BE A LOW ALT ALERT WHEN SHOOTING THE APCH AS PUBLISHED? AN INTERESTING OBSERVATION: THE COMMERCIAL CHART PROFILE VIEW DEPICTS YOU SHOULD BE LEVEL AT MINIMUMS BEFORE EHAGO WHILE COMPARED TO THE GOV CHARTS THEY DO NOT DEPICT THIS BUT A DSCNT (CONSTANT) THROUGH EHAGO. WHY THE DIFFERENCE? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAD MADE THIS APCH SEVERAL TIMES IN THE PAST AND HAD NEVER HAD A LOW ALT ALERT. HE SUGGESTED THAT IT MIGHT BE BECAUSE HE WAS HELD HIGH PRIOR TO APCH CLRNC CAUSING HIM TO ESTABLISH A HIGHER RATE OF DSCNT FURTHER OUT IN THE PROC TURN LIMITS. HE WAS ADVISED THAT THE APCH DSCNT CHART DEPICTIONS ARE NOT TO SCALE AND ARE JUST A VISUAL REF TO MAKE A NON PRECISION DSCNT TO THE MDA PRIOR TO THE ARPT.

Synopsis :

PIPER PA30 TWIN COMMANCHE, CAUSED A LOW ALT ALERT FROM APCH CTL DURING A GPS APCH. RPTR WONDERED IF EVERYONE WOULD RECEIVE AN ALERT AND WHY THE DIFFERENCE IN THE PROFILE DEPICTION OF THE APCH DSCNT BTWN THE COMMERCIAL AND THE NOAA APCH CHARTS.

Time

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

Place

Locale Reference.Airport : GBR.Airport
State Reference : MA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC
Controlling Facilities.TRACON : BDL.TRACON
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1100
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 1000
ASRS Report : 532105

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

MY GPS INDICATED AN ALT OF 5700 FT MSL. MY ALTIMETER INDICATED 6000 FT MSL. BELIEVING MY GPS, I CORRECTED MY ALT TO HAVE THE GPS SHOW 6000 FT, THE ALT I WAS ASSIGNED BY ATC. ATC INFORMED ME THAT MY ALT WAS THEN 6300 FT. I CORRECTED ACCORDINGLY, AND HAVE CONTACTED THE MANUFACTURERS OF THE GPS FOR REPAIR OF THE INST.

Synopsis :

A C172 PLT, CRUISING AT 6000 FT OVER BGR, BELIEVED THE ALT DISPLAYED BY HIS GPS WAS CORRECT. IT WAS INCORRECT BY 300 FT.

Time

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

Place

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

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Super 80
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 532705

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

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

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Navigational Facility

Narrative :

AFTER 2 HRS ON THE SAME HEADING, DIRECT TNP, THE ACFT SUDDENLY BEGAN TO ROLL TO THE L. WE STOPPED IT, THEN THE ALERT CAME UP ON THE GPS SCREEN. ZAB TOLD US THE MIL WAS JAMMING GPS FREQS, THOUGH THE NOTAM HAD ONLY BEEN ISSUED 20 MINS PRIOR. NO CONFLICT WITH OTHER ACFT, NO REAL PROB FOR US BUT IT SEEMS LIKE SOMEBODY IN THE SYS SHOULD HAVE WARNED US. ZAB SAID SOME OTHER ACFT HAD SIMILAR PROBS.

Synopsis :

AN MD80 CREW, WHILE CRUISING AT FL280, EXPERIENCED AN UNEXPLAINED ACFT ROLL TO THE L.

Time

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

Place

Locale Reference.Airport : HUT.Airport
State Reference : KS
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.General Aviation : Corporate
Make Model : Super King Air 200 Hdc
Mission : Test Flight
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12850
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 4500
ASRS Report : 532818

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Radar

Events

Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

THE PURPOSE OF THIS FLT WAS TO VERIFY THE FUNCTION OF 2 INSTALLED GPS SYS. DURING THE COURSE OF THE FLT, WHICH WAS CONDUCTED FROM BEC TO HUT AND BACK TO BEC, I FLEW 3 GPS APCHS AN HELD 3 TIMES. AFTER LEVELING AT 5000 FT AND DESCRIBING THE TEST REQUIREMENTS TO THE ATC CTLR, I WAS CLRED FOR THE GPS RWY 31 APCH AT HUT. I CHANGED FREQS AND THE CTLR WAS VERY BUSY AND CANCELED MY APCH AND TOLD ME TO HOLD AS PUBLISHED OVER THE VOR. I WAS LESS THAN 2 MINS FROM THE VOR AND I PROCEEDED TO THE VOR AND ENTERED THE HOLD. I MADE 1 TURN IN HOLDING AND WAS CLRED FOR THE GPS RWY 31 APCH AGAIN, WHEREUPON I TURNED AND PROCEEDED TO THE IAF OF A 'T' STYLE GPS APCH. UPON ARRIVING AT THE TURN POINT FOR TURNING TO FINAL, THE CTLR ASKED ME TO PROCEED OUTBOUND AGAIN, SO I TURNED TO GO OUT TO THE IAF FOR THE APCH AGAIN. THE CTLR ASKED ME TO PROCEED OUTBOUND AGAIN, WHICH I DID. HE THEN CLRED ME FOR THE APCH AND THE MISSED PROCS WERE TO CLB TO 4000 FT AND FLY RWY HEADING. DURING THE MISSED AT APPROX 2 MI FROM THE NDB, THE CTLR CLRED ME TO HOLD THERE AS PUBLISHED. I ENTERED THE HOLD AND MADE 2 TURNS AND WAS THEN CLRED FOR THE GPS RWY 13 APCH AND WHEN I COMPLETED THE APCH, I WAS GIVEN RADAR VECTORS TO THE GPS RWY 36 APCH AT BEC. THIS WAS A MOST CONFUSING FLT TO ME AND PERHAPS TO THE CTLR. THERE WERE 2 CLRNCs TO HOLD WITH LESS THAN THE REQUISITE TIME FOR PLANNING AS SET FORTH IN THE CTLR'S MANUAL. THERE WAS ALSO THE UNORTHODOX METHOD OF 'HOLDING' WHERE THE CTLR REQUESTED THAT I TURN OUTBOUND AGAIN. THERE WAS CLRNC FOR APCH AND CANCELLATION OF THE SAME SEVERAL TIMES DURING THIS FLT. I AM SURE THAT THE WX EXACERBATED THE PROBS, HOWEVER, I BELIEVE THE FLT COULD HAVE GONE MUCH MORE SMOOTHLY HAD THE SECOND CTLR STUCK WITH THE PLAN THAT MY FIRST CTLR AND I HAD AGREED UPON. THERE WERE FAR TOO MANY CHANGES AND REDIRECTIONS DURING THIS FLT!

Synopsis :

BE20 FLT TEST CREW CHALLENGES ZKC CTLR'S METHOD AND TIMELINESS OF ISSUED HOLDING AND CTL INSTRUCTIONS.

Time

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

Place

Locale Reference.Intersection : DOPPS
Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : DC-10 Undifferentiated or Other Model
Mission : Freight
Mission.Other : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13750
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 500
ASRS Report : 533914

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Non Radar

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WHEN MAKING OUR DUETS POS RPT WHILE FLYING WBOUND ON THE DELTA TRACK BTWN LOS ANGELES AND HONOLULU, WE ESTIMATED DOPPS (THE NEXT REQUIRED POS RPT) AT XA02Z BASED ON THE DISPLAYED DATA OF OUR #1 GPS SYS. FOR A PERIOD OF ABOUT A HALF HR IN THE VICINITY OF DONER (THE NEXT WAYPOINT AFTER DUETS) WE ENCOUNTERED MODERATE CLR AIR TURB ACCOMPANIED BY RAPID INCREASES AND DECREASES IN MACH SPD, WHICH REQUIRED SEVERAL PWR ADJUSTMENTS. JUST PRIOR TO REACHING AND RPTING DOPPS WE NOTICED THAT THE #1 GPS WAS NOW ESTIMATING DOPPS AT XA07Z, A VARIANCE OF 5 MINS. UPON CHKING WE REALIZED THAT THE #1 GPS, WHICH WAS BEING USED FOR POS RPTING, HAD EITHER DROPPED OR HAD NEVER PROPERLY RECEIVED, THE FORECAST WINDS ALOFT DATA WHICH HAD BEEN INPUTTED INTO THE #2 GPS AND XMITTED TO THE #1. APPARENTLY THE #1 GPS HAD BEEN ESTIMATING FIXES USING ITS OWN SPOT WIND CALCULATIONS INSTEAD OF FORECAST WINDS. THIS COMBINED WITH THE LOSS OF AIRSPD DURING ENCOUNTERS OF TURB PROBABLY CAUSED THE INACCURATE ESTIMATE. CLOSER XCHKING BTWN GPS SYS AND BETTER AWARENESS OF THE EFFECT OF AIRSPD DEVS ON PROJECTED TIME ESTIMATES MAY HAVE AVOIDED THIS PROB.

Synopsis :

DC10 CREW MISSED A POS ESTIMATED BY 5 MINS ON THE HAWAIIAN TRACKS FROM THE MAINLAND.

Time

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

Place

Locale Reference.Intersection : PICAN
State Reference : MS
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.General Aviation : Personal
Make Model : PA-30 Twin Commanche
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3300
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 400
ASRS Report : 533932

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : GPS & LORAN
Independent Detector.Other.Flight CrewA : 1

Supplementary

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

Narrative :

WHILE FLYING IN VISUAL FLT CONDITIONS ON AN IFR CLRNC, PLT REQUESTED DIRECT TO MLU ARPT FROM APCH CTLR. PLT RECEIVED AND ACCEPTED A CLRNC DIRECT TO PICAN INTXN THEN DIRECT TO MLU. USING ALL AVAILABLE ONBOARD NAV EQUIP, THE INITIAL REQUEST AND SUBSEQUENT CLRNC SEEMED ACCEPTABLE. PLT WAS USING VOR, GPS AND LORAN INFO SIMULTANEOUSLY. HOWEVER, BOTH THE GPS AND LORAN THAT WERE PLANNED TO BE USED TO NAV TO MLU AFTER PICAN WERE VFR CERTIFIED ONLY. THE LORAN IS INDICATED TO BE VFR ONLY VIA TAPE ABOVE THE UNIT AND WAS NOT RELIED UPON BY THE PLT (BUT USED AS A BACKUP ONLY), HOWEVER, NO SUCH MARKINGS APPEAR ON THE GPS WHILE USING ANY OF THE NAV OR FLT PLAN FUNCTIONS. PLT IS USED TO FLYING WITH ONBOARD IFR CERTIFIED AREA NAV EQUIP SUCH AS GPS AND INS. PLT CORRECTLY FILED THE FLT PLAN USING ACFT EQUIP SUFFIX OF 'U,' BUT WAS LULLED INTO USING THE GPS (BY HABIT) TO ACCEPT THE CLRNC DIRECT MLU FOLLOWING PICAN. DURING CRUISE/NAV TO PICAN WITH HDOF TO CTR, CTR CTLR CORRECTLY QUERIED THE PLT AS TO HOW HE PLANNED TO NAV TO MLU AFTER PICAN (ASSUME HE SAW THE 'U' EQUIP SUFFIX ON THE FLT PLAN). PLT RESPONDED VIA GPS. CTLR THEN ASKED IF GPS WAS IFR CERTIFIED. PLT RESPONDED YES (AGAIN BASED ON HABIT OF FLYING WITH SUCH EQUIP AND THE LACK OF WARNINGS ON THE GPS NAV DISPLAY PAGES). AFTER SEVERAL MINS OF CONFUSION ABOUT WHY THE CTLR WAS SO CONCERNED, PLT REALIZED THE POTENTIAL ERROR AND REQUESTED AND RECEIVED DIRECT JAN VOR AFTER PICAN. UPON ARR AT PICAN, PLT TUNED, IDENTED, MONITORED AND PROCEEDED TO JAN VOR AS CLRED. THE EASE OF GPS NAV COMBINED WITH THE WIDE VARIETY AND TYPES OF IFR CERTIFIED AND NON-IFR CERTIFIED GPS UNITS MAKE IT POSSIBLE AND LIKELY THAT OTHER PLTS MAY MAKE THIS TYPE OF MISTAKE. WARNINGS SUCH AS VFR ONLY NEED TO APPEAR EITHER ON THE UNIT ITSELF, OR ON THE PAGES CONTAINING NAV FUNCTIONS.

Synopsis :

PA30 PLT WAS USING UNAPPROVED GPS AND LORAN EQUIP ON AN IFR FLT.

Time

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

Place

Locale Reference.Airport : EGKK.Airport
State Reference : FO
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : EGKK.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-11
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 250
ASRS Report : 534084

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 220
ASRS Report : 534447

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Departure

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Raw Data Nav
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Aircraft

Narrative :

ON TKOF FROM LGW, EXPERIENCED A MAP SHIFT WHICH COMMANDED ACFT TO TURN FURTHER R THAN NECESSARY FOR NAV INTERCEPT. WENT TO HDG SELECT AND IMMEDIATELY RETURNED BACK TO PROPER COURSE. SUPPLEMENTAL INFO FROM ACN 534447: TOOK OFF FROM LGW ON SID. EXPERIENCED A NAV MAP SHIFT. FLT DIRECTORS INDICATED A R TURN TO INTERCEPT DEP RADIAL. CAPT FOLLOWED FLT DIRECTOR. WHEN PROB DETECTED, CAPT IMMEDIATELY TURNED L TO REINTERCEPT CORRECT RADIAL AND DEP. SWITCHED TO DEP FREQ AND RECEIVED VECTORS. NO CONFLICT OCCURRED. TOTAL DEV LESS THAN 1 MI.

Synopsis :

MD11 CREW EXPERIENCED MAP SHIFT DEPARTING EGKK.

Time

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

Place

Locale Reference.Airport : CVG.Airport
State Reference : OH
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 10

Aircraft / 1

Controlling Facilities.Tower : CVG.Tower
Operator.Common Carrier : Air Carrier
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 870
Experience.Flight Time.Last 90 Days : 17
Experience.Flight Time.Type : 170
ASRS Report : 534115

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

INADVERTENT FLT INTO CINCINNATI CLASS B AIRSPACE. FLT PROCEEDED AS PLANNED AND FILED TO SHB. I USED THE GPS AS A XCHK TYPICALLY USING THE GPS AS A VOR IN THE TO/FROM METHOD. I WAS XCHKING IN BTWN NAVAIDS WITH THE VOR AND ADF. ON THE LAST LEG OF THE FLT I WAS USING THE GPS AS THE PRIMARY NAV AS THERE IS NO AIRWAY DEFINED BTWN SHB AND MGY. THE RTE OF THE LAST LEG OF THE TRIP (SHB TO MGY) MAKES A COURSE JUST N THE CINCINNATI CLASS B AIRSPACE. I ELECTED NOT TO USE INDIANAPOLIS APCH FOR FLT FOLLOWING AS MY COURSE WAS N OF THAT LOCATION. I WAS INTENDING TO USE DAYTON APCH AS I GOT CLOSER TO MGY AND PLANNED TO RPT TO DAYTON APCH WHEN I WAS DIRECTLY S OF RID. AS I WAS ABOUT TO CONTACT DAYTON APCH, I DIALED IN RID ON THE DME. UPON CONTACT WITH DAYTON APCH, I ADVISED THAT I WAS ON THE 180 DEG RADIAL OF RID AND 25 MI S. AT THAT TIME DAYTON ADVISED ME THAT I WAS OUT OF THEIR AIRSPACE AND IN CVG CLASS B AIRSPACE AT WHICH TIME THEY ADVISED ME TO CALL CVG APCH. I WAS ADVISED BY CVG APCH THAT I WAS IN CLASS B AIRSPACE. THE CVG APCH CTLR DIRECTED ME FOR HDGS TO MGY AND GAVE ME A NUMBER TO CALL UPON LNDG. THE 10-20 MINS THAT THIS ISSUED PLAYED OUT WENT QUICKLY WITH LITTLE TIME TO DIAGNOSE WHAT WENT WRONG WITH A PLAN THAT SHOULD HAVE BEEN EASY TO FOLLOW. THE REASON THAT I WAS CONFUSED IS THAT I WAS TRACKING TO WHAT I HAD DIALED IN WHICH IS NOT WHERE I INTENDED TO FLY. I HAD FORGOTTEN TO ENTER THE 'K' BUT WAS NOT AWARE OF THE MISTAKE AS THE GPS GAVE ME A LOCATION THAT APPEARED TO BE WHAT I WANTED. I HAVE REVIEWED THE CINCINNATI CHARTS AND FOUND NO MGY NAVAIDS WITH THAT IDENT. I HAVE ASKED GPS COMPANY TO CHK THEIR DATABASE AND CONFIRM THAT MGY DOES NOT EXIST. I CONCLUDE THAT THIS LOCATION (MGY) HAS BEEN CREATED AND STORED AS A USER IDENTED LOCATION. FAILURE TO TRACK THE SHB 'FROM' RADIAL LONG ENOUGH TO ESTABLISH A GOOD COURSE DIRECTION TO XCHK AGAINST THE GPS. FAILURE TO VERIFY VFR POS BY GND REF TO ESTABLISH GOOD COURSE DIRECTION. FAILURE TO OPERATE WITH ALL AVAILABLE CTL CTRS. UTILIZING THE IFR SYS WITH VFR WX WOULD HAVE BEEN A GOOD OPTION. BELIEVING THAT THE GPS WAS BETTER THAN ALL OTHER FORMS OF NAV AVAILABLE AT THE TIME WAS A POOR DECISION, WHICH WAS AGAINST THE BASIC PREMISE OF VFR FLT.

Synopsis :

A PA28 CFI WANDERS INTO THE CLASS B AIRSPACE OF CVG WHEN DEPENDING SOLELY UPON THE NAV INFO FROM HIS GPS WHICH WAS UNKNOWINGLY MISPROGRAMMED TO A POINT 25 MI S OF RID, IN.

ACN: 536633

Time

Date : 200201

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : AOO.Airport

State Reference : AL

Altitude.MSL.Single Value : 2600

Environment

Flight Conditions : IMC

Ceiling.Single Value : 400

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Operator.General Aviation : Personal

Make Model : Citation V

Mission : Passenger

Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 3100

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 460

ASRS Report : 536633

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

UPON RETURNING TO AUBURN, AL, THE WX WAS RPTED BY AWOS AS 400 FT OVCST AND 10 MI VISIBILITY, WINDS FROM THE S AT 8-10 KTS. THE APCHS AT AUBURN ARE: LOC, VOR/DME-A, GPS, NDB. THE LOC HAS BEEN DECOMMISSIONED BUT OUR FMS HAS THE APCH IN THE DATABASE. THE CAPT ELECTED TO SHOOT THE LOC RWY 36, USING THE FMS DATABASE AS PRIMARY MEANS OF NAV. I TOLD HIM THAT WE COULD NOT DO IT BECAUSE THE FMS (IN THAT INSTANCE) CAN BE USED ONLY AS A BACK-UP. HE SAID IT WAS LEGAL TO DO THE LOC APCH SINCE IT WAS IN THE DATABASE AND HAD A 'G' NEXT TO IT, MEANING GPS. I ARGUED AGAIN BUT HE DECIDED TO STICK TO THAT APCH ANYWAY. INBOUND TO THE RWY, THE WX HAD IMPROVED AND WE ENDED UP SEEING THE RWY WELL BEFORE MINIMUMS. THERE NEEDS TO BE MORE EMPHASIS ON THE DIFFERENCE BTWN A GPS OVERLAY AND A 'FULL BLOWN' GPS APCH SUCH AS A VOR OR GPS APCH. CALLBACK CONVERSATION WITH A 'KAUO' ARPT OPS SPECIALIST REVEALED THE FOLLOWING INFO: THE LOC FOR RWY 36 WAS SHUT DOWN ON DEC/4/00 DUE TO RWY CONSTRUCTION. THE LENGTH OF RWY 18/36 WAS INCREASED TO 5265 FT. UNSURE WHEN THE LOC WILL BE BACK IN SVC.

Synopsis :

A C560 CREW, ON APCH TO KAUO, FLEW A GPS ONLY APCH, LOC WAS OTS.

Time

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

Place

Locale Reference.Airport : ZZZ1.Airport
State Reference : VA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ1.TRACON
Operator.General Aviation : Personal
Make Model : M-20 Series Undifferentiated or Other Model
Mission : Passenger
Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 290
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 230
ASRS Report : 536816

Person / 2

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

UPON VFR DEP FROM ZZZ, HEADED WBOUND OUT AROUND R66088B AND DEMO 2 AND 3 MOA, ATC DIRECTED VECTOR OF 90 DEGS AND DENIED ACCESS TO CLASS B AIRSPACE. WHILE ON 90 DEG VECTOR, I LOST RADIO CONTACT. UPON RECEIVING RADIO RELAY FROM AN ACR FLT, I LANDED ZZZ1 DEPARTED ZZZ1 FOR VFR DIRECT ZZZ2. AT MID FIELD ZZZ1 MADE A R TURN TO AVOID R6611A AND R6613A. AT NO TIME DID MY GPS INDICATE I WAS INSIDE RESTR AIRSPACE. UPON RETURN TO HOME FBO RADIO WAS REPLACED. ON 2/MON/02, I WAS CONTACTED BY FAA AND INFORMED OF A POTENTIAL VIOLATION OF RESTR AIRSPACE.

Synopsis :

M20P PLT IS ACCUSED OF ENTERING RESTR AIRSPACE.

ACN: 538699

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TUP.Airport

State Reference : MS

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TUP.Tower

Operator.General Aviation : Personal

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

Mission : Business

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 250

Experience.Flight Time.Last 90 Days : 6

Experience.Flight Time.Type : 250

ASRS Report : 538699

Person / 2

Function.Controller : Local

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

A VFR FLT FROM SHELBYVILLE, TN, TO TUPELO, MS, I ENTERED A TWR CTLED AIRSPACE WITHOUT FIRST MAKING CONTACT. DURING MY PLANNING STAGE I USED A NEW TO ME INTERNET SVC AND DOWNLOADED MY CHART. I DID NOT REALIZE THAT IT WAS IN A WAC FORMAT. I HAVE BEEN USED TO USING SECTIONALS. I DID NOT NOTICE THE TWR AT DEST. TO COMPOUND THE MISTAKE I USED THE FREQS IN MY VFR GPS TO MAKE MY CALLS AT THE DEST ARPT. THE TWR HAS BEEN IN PLACE FOR 3 YRS AND WAS NOT IN MY GPS DATABASE. THE ERROR WAS CAUSED BY IMPROPER FLT PLANNING ON MY PART. I CONTACTED THE TWR IMMEDIATELY UPON LNDG. I HAVE SINCE THOROUGHLY REVIEWED ALL PHASES OF FLT PLANNING AND CHART READING AND WILL NEVER MAKE THIS MISTAKE AGAIN.

Synopsis :

A PA28 PLT USING INFERIOR CHARTS AND OUTDATED INFO, LANDED AT A TWRED ARPT ASSUMING IT DID NOT HAVE A TWR.

Time

Date : 200202
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Intersection : ETORY
State Reference : WA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC
Operator.General Aviation : Corporate
Make Model : Conquest/Conquest II
Mission : Business

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1000
ASRS Report : 539272

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Missed Approach

Supplementary

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

Narrative :

I WAS SHOOTING THE GPS APCH INTO OMAK, WA, WHEN I SAW A RIDGE THROUGH A HOLE IN THE CLOUDS THAT LOOKED TOO CLOSE AND MY RAD ALT WAS COUNTING DOWN THROUGH 600 FT. THIS CAUSED ME TO BELIEVE I COULD BE W OF WHERE I SHOULD BE AND I EXECUTED AN IMMEDIATE MISSED APCH TO ON TOP (7000 FT) INSTEAD OF THE PUBLISHED 5000 FT. I DID THAT BECAUSE I WAS UNSURE OF MY POS AND DECIDED THAT IF I WAS IN THE WRONG PLACE, THE PUBLISHED MISSED APCH PROC WOULDN'T GUARANTEE MY SAFETY. MY ALTIMETER WAS PROPERLY SET, MOVING MAP ON KLN 90B OPS AGREED WITH HSI THAT I WAS ON COURSE. I CLBED BECAUSE I THOUGHT TERPS WOULD GUARANTEE 1000 FT TERRAIN SEPARATION. DOES IT? SINCE THEN, I HAVE SUPERIMPOSED THIS APCH ON A SEATTLE SECTIONAL CHART AND FOUND TERRAIN IN EXCESS OF 3000 FT, BUT LESS THAN 3800 FT BELOW A SEGMENT OF THE APCH THAT ALLOWS DSCNT TO 3900 FT. THAT GIVES ME 900 FT TO 400 FT CLRNC BTWN ETORY AND CF35. IS THAT ENOUGH? CALLBACK CONVERSATION WITH A SAFETY INSPECTOR REVEALED THE FOLLOWING INFO: A SAFETY INSPECTOR WHO HAS FLOWN THE GPS APCH IN QUESTION MANY TIMES AND IS FAMILIAR WITH THE AREA REVEALED THAT THE RIDGE REFERRED TO BY THE RPTR DOES EXIST. WHEN THE APCH IS FLOWN AS DEPICTED ON THE GPS RWY 35 APCH CHART, A TERRAIN CLRNC OF APPROX 600 FT IS MAINTAINED WHILE PASSING OVER THE RIDGE. THE TERPS MANUAL WAS QUOTED AS STATING: ON NON PRECISION APCHS TERRAIN CLRNC IS PROVIDED TO 1000 FT DURING THE INITIAL SEGMENT AND TO 500 FT DURING THE FINAL SEGMENT OF THE APCH.

Synopsis :

A C425 PLT, ON APCH TO OMK, WA, EXECUTED A MISSED APCH, CITING HE WAS UNSURE OF HIS POS WITH REGARD TO THE FINAL APCH COURSE.

Time

Date : 200202
Day : Thu
Local Time Of Day : 0601 To 1200

Place

State Reference : NV
Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 400
ASRS Report : 539522

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Controller : Issued Alert
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

WE WERE NAVING USING THE GPS. AFTER XING BEATTY VOR, OUR ARR (FUZZY 5) TO LAS HAS A TURN TO FLY THE 115 DEG COURSE TO FUZZY INTXN. OUR GPS TURNED TO GO DIRECTLY TO BOULDER VOR INSTEAD. WE WERE ABOUT 10 MI S OF BEATTY WHEN THE CTLR ASKED US TO TURN TO JOIN THE COURSE OUT OF BEATTY. WE WERE APPROX 5 MI OFF COURSE. THIS WAS THE LAST LEG OF A REALLY LONG DAY -- 8+ HRS OF BLOCK AND OVER 12 HRS OF DUTY. THE GPS HAD BEEN PROGRAMMED BUT DID NOT HAVE THE FUZZY 5 TRANSITION. THE CREW FAILED TO MONITOR THE GPS NAV DURING THE BUSY DSCNT AT A CRUCIAL TIME (A TURN). TOO MUCH TRUST WAS GIVEN TO AUTOMATION. LAS VEGAS WX WAS A 50 KT WIND AND A DUST STORM. WE WERE CONTEMPLATING OUR FUEL AND ALTERNATE DECISION WHEN THIS OCCURRED.

Synopsis :

AN MD80 CREW, ON ARR TO LAS, WATCHED THE ACFT TURN DIRECT TO BOULDER INSTEAD OF FLYING THE ARR.

ACN: 540653

Time

Date : 200203

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON

Controlling Facilities.Tower : BWI.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 540652

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 540651

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON VECTORS FROM THE EMI 3 ARR TO BWI RWY 33L VISUAL. ON DOWNWIND, ATC ASKED IF WE HAD THE FIELD YET AND REPLIED NO. I TOLD THE CAPT THAT I WOULD NOT RPT THE FIELD UNTIL HE HAD VISUAL AND THAT HIS ILS HAD BEEN IDENTED. ON THE BASE LEG, THE CAPT SAID HE HAD THE FIELD AND I RPTED IT TO TWR. THE CAPT STARTED TO TURN THE AIRPLANE FROM BASE TO AN INTERCEPT FOR RUETT (THE FAF) AND CALLED FOR FLAPS, THEN GEAR. I HAD TERRAIN MODE ENGAGED ON MY EFIS AND MAP DISPLAY WITH MY VOR TUNED TO BAL FOR DME. UPON COMPLETION OF THE LNDG CHKLST I DID NOT HAVE THE RWY IN SIGHT. I HAVE HAD PROBS PICKING OUT RWY 33L AT BWI AT NIGHT BEFORE, SO I SCANNED INSIDE. I NOTICED THAT RUETT WAS TO OUR R ON THE MAP DISPLAY. I TOLD THE CAPT THAT ACCORDING TO THE GPS WE NEEDED TO COME FURTHER R FOR RUETT. HE WANTED TWR TO TURN UP THE RWY LIGHTS. I REQUESTED TWR TO TURN UP THE LIGHTS AND SAID WE NEED TO LEVEL OFF AND COME R FOR RUETT. AT THIS POINT THE CAPT IN THE JUMP SEAT SAID SOMETHING ABOUT RADIO/NAV AND A MAP SHIFT. I RECONFIRMED MY RADIO/NAV SWITCH AND THEN ATC CALLED. TWR CALLED US WITH INSTRUCTIONS FOR A R TURN AND A CLB TO 2000 FT AT ABOUT THIS POINT. WHAT WE MISSED WAS THE CAPT'S RADIO/NAV SWITCH WAS IN NAV, HIS FMA WAS NOT IN ILS MODE, AND HIS CDI WAS PROVIDING AN INTERCEPT TO EMI VORTAC, NOT THE ILS. AN EXTENSION OF THE ILS CTRLINE WOULD HAVE DROPPED THE LINE TO EMI AND PROVIDED BETTER SITUATIONAL AWARENESS ON THE MAP DISPLAY THAN IS REQUIRED FOR EGPWS. ANOTHER FACTOR WAS CREW CURRENCY. THE CAPT WAS JUST RETURNING FROM A 4 MONTH HIATUS AND THE FO HAD ONLY 6 LEGS IN THE PAST 48 DAYS. SUPPLEMENTAL INFO FROM ACN 540651: OVER 4 MONTHS OUT OF COCKPIT. FIRST LINE TRIP BACK AT NIGHT. FIRST LEG FLOWN. OVERLOOKED GOING FROM NAV TO RADIO. CLRED FOR VISUAL TO RWY 33L TURNING BASE LEG. PNF HAD IDENTED ILS AND APCH HAD BEEN BRIEFED. I THOUGHT I WAS LOOKING AT A CTRED UP LOC, BUT WAS ACTUALLY WELL L OF COURSE, CTRED UP (180 DEGS OUT) ON MAGENTA LINE HDG FOR OM BEHIND ME. PNF SAID WE WERE L OF COURSE, BUT IN MY MIND I WAS STILL LOOKING AT A CTRED UP ILS. EMBARRASSED I COULDN'T SEE THE RWY YET AND TRYING TO RESOLVE THESE MIXED SIGNALS, WE GOT DOWN TO 1000 FT AGL BEFORE TWR CALLED FOR THE CLBING R TURN AND AN UNEVENTFUL SECOND TRY. LOW TIME COPLT NOT TO BLAME. MY LACK OF CURRENCY, FATIGUE LATE AT NIGHT, AND FIXATION ON AN INACCURATE (NAV MODE VICE RADIO ILS) INST PUT ME WAY BEHIND.

Synopsis :

A TRACK DEV ON A NIGHT VISUAL APCH WITH AN ILS BACK-UP RESULTS FROM AN IMPROPER COCKPIT APCH SET-UP.

Time

Date : 200203
Day : Tue
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : APF.Tower
Operator.General Aviation : Personal
Make Model : Centurion/Turbo Centurion 210c
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 300
ASRS Report : 542658

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence.Other : WRONG RWY VISUAL APCH
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : GPS NAV EQUIP
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON AN IFR FLT PLAN FROM LEE TO APR. WE HAD FILED DIRECT LAL, DIRECT RSW, DIRECT APF. ENRTE, THAT CLRNC WAS CHANGED TO RADAR VECTORS TO APF, AND AGAIN LATER TO DIRECT QUNCY, DIRECT RSW, DIRECT APF. SINCE WE HAD A NEW BENDIX/KING PANEL MOUNTED MOVING MAP GPS INSTALLED AND HAD NOT BECOME PROFICIENT IN ITS USE, WE ASKED FOR VECTORS TO QUNCY, WHICH WE RECEIVED. WE BACKED UP THE VECTORS WITH 2 VORS TO NAV TO THE INTXN AND ALSO ENTERED THE INTXN IN THE NEW GPS AS BACKUP. WE ALSO HAD A MOVING MAP GPS INSTALLED ON THE PLT YOKE. AS WE APCHED THE INTXN, WE QUERIED ZMA TO VERIFY THAT WE WERE ON THE CORRECT TRACK WHICH THEY CONFIRMED. WE CONTINUED ENRTE AND AS WE APCHED APF WE WERE CLRED FOR THE VISUAL APCH TO RWY 5. WE CONTACTED THE TWR WHICH ASKED US TO RPT 3 MI OUT, WHICH WE DID, AND THEN THEY CLRED US TO LAND ON RWY 5. AS WE WERE MANEUVERING IN THE PATTERN TO ENTER A DOWNWIND FOR RWY 5, WE WERE AGAIN DISTR BY THE NEW GPS. WHILE ATTEMPTING TO FOLLOW ELABORATE NOISE ABATEMENT PROCS WITH THE AID OF THE GPS, WE MISINTERPED THE GPS DATA AND BEGAN TO TURN FINAL TO THE WRONG RWY. AFTER CONFIRMING OUR HDG WITH THE HSI WE IMMEDIATELY RECOGNIZED OUR MISTAKE AND CORRECTED OUR TURN, RESUMED A NORMAL PATTERN AND LANDED WITHOUT INCIDENT ON RWY 5. THE CONFUSION CREATED WHILE APCHING QUNCY AND WHILE APCHING APF WAS IN PART DUE TO THE UNFAMILIARITY WITH THE NEW EQUIP AND PERHAPS AN OVER RELIANCE ON THE GPS EQUIP OVER CONVENTIONAL TECHNIQUES.

Synopsis :

C210 PLT TURNED FINAL FOR THE WRONG RWY DURING A VISUAL APCH DUE TO BECOMING CONFUSED WITH INFO FROM A GPS MAP DISPLAY. PLT RECOGNIZED HIS ERROR AND ADJUSTED HIS HDG TO THE CORRECT RWY.

Time

Date : 200204
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PAO.Airport
State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Controlling Facilities.Tower : PAO.Tower
Operator.General Aviation : Personal
Make Model : King Air C90 E90
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1040
Experience.Flight Time.Last 90 Days : 55
Experience.Flight Time.Type : 185
ASRS Report : 543239

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Local

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE BEING VECTORED FOR THE FINAL APCH HEADING, RAIM WAS MOMENTARILY LOST FOR THE GPS APCH INTO PALO ALTO. BEFORE I COULD NOTIFY ATC THE RAIM WAS APPARENTLY RESTORED. I WAS UNAWARE THAT THE APCH MODE DID NOT RETURN TO 'ACTIVE,' THEREBY INCREASING THE CDI SENSITIVITY NEEDED TO MAKE AN ACCURATE APCH. I CONTINUED THE APCH AND BROKE OUT AT 1500 FT TO DISCOVER I WAS 1/4 MI TO THE R OF RWY CTRLINE. I CANCELED IFR AND WENT AROUND THE TFC PATTERN TO LAND. 1/4 MI WOULD APPEAR ACCEPTABLE NEEDLE DEFLECTION IN AN 'ARMED' APCH CDI MODE. I HAVE CONTACTED AN AVIONICS SHOP REGARDING THE TEMPORARY 'LOST RAIM.' THEY EXPLAINED THAT IT HAPPENS FROM TIME TO TIME. THIS EXPERIENCE SHOWS THAT THE ARMED/ACTIVE ANNUNCIATOR MUST BE INCLUDED IN THE INST APCH SCAN THROUGHOUT THE PROC.

Synopsis :

A BE9L PLT, MAKING A GPS APCH TO PAO, BROKE OUT ONE QUARTER MI TO THE R OF THE RWY CTRLINE.

Time

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

Place

Locale Reference.Intersection : CUDBU
State Reference : GA
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1200

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC
Operator.General Aviation : Personal
Make Model : Bonanza 33
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2800
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 1400
ASRS Report : 546521

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ARRIVING IN THE DEST AREA (SSI), ASOS RPTD WX AS CEILING 1200 FT OVCST, VISIBILITY 8 MI, ETC -- BASICALLY, MVFR. I WAS ABOUT 50 NM AWAY WHEN I COPIED THE ASOS AND REQUESTED FROM ZJX THE GPS APCH TO RWY 4 AT SSI. I WAS ADVISED TO REQUEST THAT FROM THE NEXT CTLR (ALSO ZJX) AND DID SO. AFTER SOME MINS, I WAS INSTRUCTED TO 'PROCEED TO THE IAF' FOR THE GPS. I REPLIED 'THAT WOULD BE CUDBU.' I WAS CLRED TO 1800 FT. I TURNED TO CUDBU AND DSNDED. NO FURTHER COM WAS RECEIVED FROM ZJX AND I PROCEEDED TO AND BEYOND CUDBU. I WAS FASCINATED WITH MY NEW IFR GPS AND TRYING TO ENSURE THAT I OPERATED IT CORRECTLY. I NOTED HEARING THE PLANE AHEAD OF ME CANCEL HIS IFR JUST PRIOR TO REACHING CUDBU. IMMEDIATELY AFTER TURNING ONTO THE INITIAL APCH SEGMENT (WHICH IS ABOUT A 15 MI FINAL), I REALIZED THAT I'D HEARD NOTHING FROM CTR SINCE 'PROCEED TOWARD THE INITIAL FIX....' I ADVISED CTR THAT I WAS INSIDE CUDBU. CTR REPLIED THAT I WAS 'CLRED CTR FREQ...CHANGE TO ADVISORY FREQ IS....' AND THEN SHE CUT HERSELF OFF AND SAID 'LET'S MAKE THIS RIGHT' (OR WORDS TO THAT EFFECT) AND CLRED ME FOR THE GPS 4 APCH. THE INITIAL DIRECTIVE TO PROCEED TOWARD THE INITIAL FIX WAS VAGUE, I WAS NOT TOLD TO EXPECT THAT APCH AND IT SEEMS I MUST HAVE LITERALLY AND MENTALLY GOTTEN LOST IN HER COVERAGE. CTR RADAR COVERAGE IS SPOTTY BELOW ABOUT 2500 FT HERE AND MAY HAVE IN FACT DROPPED BELOW HER COVERAGE AREA. I SHOULD HAVE BEEN MORE PROACTIVE ABOUT RPTING MY POS ALONG THE WAY TO CUDBU AND CERTAINLY ASKED FOR THE APCH CLRNC. FAILING THAT, I SHOULD HAVE ENTERED A HOLD (STANDARD) AT CUDBU AND RPTED THAT I'D ENTERED A HOLD PRIOR TO PROCEEDING. WORKING WITH THE NEW GPS WAS A DISTR ON MY END.

Synopsis :

A BE33 ATP PLT PROCEEDS PAST HIS INITIAL FIX CLRNC PRIOR TO RECEIVING ANY APCH CLRNC FROM ZJX FOR A GPS RWY 4 APCH TO SSI, GA.

Time

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

Place

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

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 551268

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 551525

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolutory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

DURING ARR TO LAS, CLARR1.SKEBR INTXN, CTLR ASKED IF WE WERE TURNING TO HDG 345 DEGS. WE REPLIED THAT WE WERE IN THE TURN. WE HAD A BACKUP NAV OF THE GPS, IN HDG SELECT TO 345 DEGS. WE COMPLETED THE TURN WITH A FOLLOW-UP 020 DEG HDG GIVEN BY THE CTLR. WE WERE AT 12000 FT, AT 250 KTS AT SKEBR AS ASSIGNED. AFTER THE CTLR ASSIGNED 020 DEG HDG, HE ASKED WHICH ARR WE WERE ON AND WE CONFIRMED CLARR1. WE WERE ASKED TO CALL THE APCH FACILITY ON THE GND. NO CONFLICTS OCCURRED. TALKING WITH THE SUPVR AT LAS, HE SAID THEIR RADAR SHOWED US APCHING THE LIMITS OF THEIR ARR AIRSPACE. THERE WERE NO CONFLICTS, BUT HE WAS CURIOUS AS TO WHAT EQUIP WE HAD, AS THEY HAVE HAD PREVIOUS PROBS WITH MILEAGE LIMITS ON RNAV EQUIPPED ACFT ON ALL AIRLINES. HE WAS INTERESTED IN THE MAKER OF OUR GPS, AS THEY ARE TRYING TO WORK OUT ANY FURTHER PROBS.

Synopsis :

AN S80 PIC IS ADVISED THAT HIS ACFT TURNED TO A HDG THAT WOULD TAKE HIM OUT OF THE APCH CTLR'S LIMITS ON THE CLARR 1 ARR INTO LAS, NV.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : MU-300 Diamond 1/1a
Mission : Business
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : D21.TRACON
Make Model : MU-2 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 1600
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 6
ASRS Report : 551755

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

DEPARTED 7D2 ON A SALES DEMO FLT. ENRTE TO FLINT, MI (FNT). REALIZED THAT WE MAY BE GETTING TOO CLOSE TO PONTIAC'S AIRSPACE (PTK) SO CALLED UP THE AIRSPACE INFO ON THE GARMIN GNS 530 MAP TO SEE IF WE HAD VIOLATED THE CLASS D. GARMIN SHOWED THAT WE WERE RIGHT ON THE EDGE OF THE CLASS D RING, SO I TURNED ABOUT 90 DEGS TO THE R TO DIRECT OUR PLANE AWAY FROM THE AIRSPACE. I FAILED TO SEE THE TFC OFF OUR R, UNTIL HE WAS UNDER US ABOUT 500 FT. I THINK HE MAY HAVE DESCENDED TO AVOID US BUT AM NOT SURE. EVENTS CONTRIBUTING TO POSSIBLE AIRSPACE VIOLATION AND CLOSE PROX TO AIRBORNE TFC INCLUDE -- 1) GPS MAP NOT SET UP TO SHOW AIRSPACE RINGS AT SCALE SELECTED. I AM VERY FAMILIAR WITH THE GARMIN GNS 530 BUT DID NOT REALIZE THIS FEATURE HAD BEEN DE-SELECTED. 2) ABRUPT CHANGE OF DIRECTION TO DEPART THE CLASS D AIRSPACE, OR PREVENT THE ACTUAL INCURSION PUT US IN THE PATH OF OTHER AIRBORNE TFC. I MAY HAVE SCANNED THE AREA MORE THOROUGHLY IF NOT CONCERNED WITH A POTENTIAL AIRSPACE VIOLATION. 3) MU2 CLOSE BY.

Synopsis :

NMAC BTWN A BEECH JET 400A AND AN MU2 AT 1800 FT AGL 5 NM E OF PTK, MI.

Time

Date : 200207
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model : M-7
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model : PA-23 Apache (& Geronimo Apache)
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
ASRS Report : 555107

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1700
ASRS Report : 554918

Person / 3

Function.Controller : Local

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON JUL/WED/02, AROUND XA00, WE DEPARTED AS A FLT OF 2. THE LEAD PLANE, AN APACHE/GERONIMO, AND I WERE MONITORING TWR BUT XMITTING ON THE COMMON FREQ WE WERE USING FOR OUR FORMATION FLT. ATC TOLD US WE WERE CLR OF THE AIRSPACE AND RADIO FREQ CHANGE WAS APPROVED. I WAS CONCENTRATING ON MY ALT AND SPD AS I WAS FLYING OFF THE R WING OF LEAD. IT SEEMED LIKE MINS AFTER ATC HAD GIVEN LEAD ACFT APPROVAL TO CHANGE FREQ, THAT HE CONTACTED ME ON THE COMMON FREQ WE WERE USING AND ASKED ME TO CLB (I WAS AT 2200 FT) AND TO TURN W. ARPT WAS TO MY 3 O'CLOCK POS. WE TURNED AWAY FROM THE ARPT. APPARENTLY THE LEAD ACFT'S GPS WAS MALFUNCTIONING AND HE DIDN'T REALIZE OUR CLOSE PROX TO THE ARPT. I'VE BEEN AN FAA SAFETY COUNSELOR FOR THE LAST FEW YRS AND COULD NOT BELIEVE THIS HAPPENED. THE PLT OF THE LEAD ACFT AND I HAVE TALKED EXTENSIVELY ABOUT THIS AND HOPE WE DID NOT INTERFERE WITH OPS. THE PROB COULD HAVE BEEN AVOIDED HAD WE BEEN ON A FLT FOLLOWING SVC FROM ATC.

Synopsis :

FLT OF 2 GA ACFT ENTER CLASS D AIRSPACE.

Time

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

Place

Locale Reference.Airport : BDL.Airport
State Reference : CT
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : Y90.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 986
Experience.Flight Time.Last 90 Days : 17
Experience.Flight Time.Type : 966
ASRS Report : 556145

Person / 2

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

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD FLOWN SOLO TO A NEARBY ARPT IN NORTHEASTERN PA, TO MEET WITH A FRIEND WHO WOULD BE FLYING WITH A PAX IN ANOTHER AIRPLANE TO THE SAME DEST, MOUNTAIN MEADOW AIRSTRIP (22B), BURLINGTON, CT, FOR DINNER. BOTH AIRPLANES HEADED APPROX 90 DEGS MAGNETIC TOWARD THE DEST AND MAINTAINED RADIO CONTACT ON 122.75 MHZ FOR SAFETY IN HAZE. THOUGH CONDITIONS WERE VFR, THE HAZE MADE SEEING OTHER ACFT VERY DIFFICULT. I ASKED MY FRIEND WHAT HIS GPS HEADING WAS TO THE DEST, AND HE REPLIED THAT IT WAS 96 DEGS. MY HANDHELD GPS, WHICH WAS NOT MADE SPECIFICALLY FOR AVIATION, AND WITH WHICH I WAS RATHER UNFAMILIAR, WAS RPTING A HEADING TO THE DEST OF 92 DEGS. BECAUSE MY AIRPLANE WAS FARTHER N OF THE OTHER AIRPLANE, A MORE NORTHERLY HEADING TO THE DEST DID NOT MAKE SENSE, SO I CORRECTED THE HEADING INDICATOR TO THE AIRPLANE'S MAGNETIC COMPASS, AND I ALSO BEGAN TO MONITOR THE RELATIONSHIP OF THE AIRPLANE TO THE 092 DEG RADIAL OF THE KINGSTON VOR-DME ON 117.6 MHZ (THE RADIAL TO THE DEST), WHICH I AM MUCH MORE FAMILIAR WITH USING FOR NAV. I CONTINUED TO USE THE GPS FOR PRIMARY NAV, HOWEVER. ALTHOUGH THE 2 AIRPLANES HAD VERY SIMILAR GND SPEEDS, MY FRIEND EVENTUALLY RPTED A SHORTER DISTANCE TO THE DEST, INDICATING THAT HIS AIRPLANE HAD SOMEHOW PASSED MINE. I THEN DETERMINED WITHIN A MIN THAT THE BEST VOR TO USE TO FIND 22B WOULD BE THE HARTFORD VOR-DME ON 114.9 MHZ AND THAT THE CORRECT RADIAL AT THE DEST WOULD BE 304 DEGS. FOR REASONS UNKNOWN, HOWEVER, THE VOR RECEIVER WAS NOT RECEIVING THIS VOR SIGNAL AND COULD NOT TRACK THIS VOR. I HAD INCREASED THE GND SPD OF THE AIRPLANE BY OVER 10 KTS WITH HIGHER ENG RPM AND A DSCNT, YET MY FRIEND CONTINUED TO RPT AN INCREASINGLY SHORTER DISTANCE TO THE DEST, WHICH SEEMED IMPOSSIBLE. BOTH PLTS THEN CHANGED FREQ TO THE CTAF OF THE DEST ARPT. WHEN MY FRIEND RPTED THAT HE WAS ABOUT TO ENTER THE LNDG PATTERN FOR THE DEST, I REALIZED THAT I WAS OFF COURSE AND MUST NO LONGER BE HEADING TOWARD THE DEST. I HAD DSNDED THE AIRPLANE TO 3500 FT MSL. WHEN MY AIRPLANE APCHED 2 LONG BODIES OF WATER, I TURNED THE AIRPLANE SOUTHWARD AND NOTICED THE TALL BUILDINGS OF THE CITY OF HARTFORD AT THE 12 O'CLOCK POS IN THE DISTANCE. I CALLED BRADLEY APCH, WAS ACKNOWLEDGED, AND ASKED FOR VECTORS TO THE DEST. I RECEIVED A XPONDER CODE, ENTERED IT, AND BRADLEY APCH RPTED THAT THE AIRPLANE WAS 9 MI NE OF THE MOUNTAIN MEADOW ARPT. WHEN BRADLEY APCH RPTED MY POS AS 9 MI NE OF THE MOUNTAIN MEADOW ARPT, THIS MAY HAVE BEEN INSIDE THE OUTER RING OF THE CLASS C AIRSPACE AROUND BRADLEY INTL ARPT, WHICH HAS A BASE OF 2100 FT MSL AND A CEILING OF 4200 FT MSL. UNINTENTIONAL PENETRATION INTO CLASS C AIRSPACE, IF IT DID OCCUR, COULD HAVE BEEN PREVENTED IF I HAD RELIED LESS ON AN UNFAMILIAR HANDHELD GPS RECEIVER AND MORE ON A FAMILIAR VOR RECEIVER. I LATER CONCLUDED THAT I HAD PROGRAMMED SLIGHTLY INACCURATE COORDINATES FOR THE DEST INTO THE GPS RECEIVER, WHICH DOES NOT HAVE A SUPPLIED DATABASE AND REQUIRES WAYPOINT PROGRAMMING. VFR TA'S (FLT FOLLOWING) WOULD HAVE IMPROVED MY NAV. ADDITIONALLY, VFR TA'S WOULD HAVE PREVENTED UNINTENTIONAL PENETRATION INTO CLASS C AIRSPACE.

Synopsis :

A PA28 PVT PLT FLYING VFR VIA A NON-AVIATION GPS TO 22B, GETS LOST AND INADVERTENTLY ENTERS THE CLASS C AIRSPACE OF BDL, CT.

Time

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

Place

State Reference : FO
Altitude.MSL.Single Value : 24000

Aircraft / 1

Controlling Facilities.ARTCC : MMEX.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Super 80
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 558438

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : Coordinator

Person / 5

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.ControllerA : 5
Resolutory Action.Controller : Issued Alert
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

LOCATION: 340 DEGS RADIAL 40 DME AGU-ENRTE. WE WERE BEING RUSHED OUT OF DFW. THE AGENT AND GND CREW WERE READY 14 MINS EARLY. WE EXPEDITED THROUGH OUR CHKS, BUT I DID NOT DOUBLE-CHK OUR ROUTING ON THE GPS. ENRTE WE EXPERIENCED A HYD PROB THAT TOOK UP A LOT OF MY TIME, TALKING TO MAINT AND DISPATCH. OUR RTE AFTER CDR WAS UJ11 BUT WE HAD DIRECT GDL IN THE GPS. MEXICO CTR CALLED US ABOUT 40 DME NW OF AGU AND TOLD US TO GO DIRECT AGU. WE DID WITH NO CONFLICTS. I BELIEVE THAT WE WERE APPROX 15 MI W OF UJ11 CTRLINE WHEN WE MADE OUR COURSE CORRECTION. I SHOULD HAVE BEEN MORE DILIGENT IN CHKING THE GFMS BEFORE WE LEFT. I FELT A LITTLE RUSHED. IF WE HAD NOT HAD THE HYD PROB ENRTE I WOULD HAVE CAUGHT THE ERROR. I ALWAYS HAVE MY NAV CHARTS OUT FOR BACKUP BUT I WAS BEHIND THIS TIME DUE TO OUR PROB. I HAVE TO REMEMBER TO FLY THE AIRPLANE FIRST.

Synopsis :

AN MD80 CREW, ENRTE TO MMGL, DISCOVERED THE GPS WAS FALSELY PROGRAMMED WHEN ATC ISSUED A VECTOR TO INTERCEPT THE FILED AIRWAY.

Time

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

Place

State Reference : TX

Environment

Flight Conditions : IMC

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : Supervisor

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

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

Synopsis :

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