

ASRS Database Report Set

Parachutist / Aircraft Conflicts

Report Set Description.....A sampling of reports involving parachuting activity and conflicts with aircraft.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set16

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

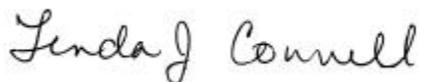
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.Common Carrier : Charter
Make Model : Twin Otter DHC-6
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 600
ASRS Report : 516882

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

GOT VECTORED OFF SID TO CLR A PARACHUTE JUMPING AREA. CTLR TURNED US IN THE DIRECTION OF JUMP PLANE THAT WAS CLBING. WE RECEIVED BOTH TA AND RA AND CLBED AS INSTRUCTED. WHEN WE FINALLY GOT A VISUAL ON THE OTHER ACFT HE WAS HDG RIGHT AT US AND HAD TO INCREASE CLB AND AGGRESSIVELY TURN AWAY FROM HIM. THE CTLR WAS PASSED ABOUT THE SIT.

Synopsis :

ATR42 CREW HAD AN NMAC WITH A JUMPER ACFT IN ZKC CLASS E AIRSPACE.

Time

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

Place

State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : Cessna Aircraft Undifferentiated or Other Model
Mission : Sky Diving
Flight Phase.Cruise : Holding

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : Harrier All Series
Flight Phase.Descent : Intermediate Altitude

Aircraft / 3

Controlling Facilities.TRACON : N90.TRACON
Make Model : Citation II

Person / 1

Function.Controller : Departure
ASRS Report : 517712

Person / 2

Function.Oversight : PIC

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

I CTL AIRSPACE ABOVE 8000 FT, ARR CTLR WAS CTILING 7000 FT AND BELOW. JUMP ACFT CHKED ON MY
FREQ, CLBING OUT OF 7000 FT, SAID ARR CTLR WAS TOO BUSY TO WORK HIM. I RADAR IDENTED JUMP
ACFT AND ASKED FOR 2 MIN ADVISORY BEFORE PARADROPS. JUMP ACFT CLBED TO 14000 FT AND GAVE 2
MIN ADVISORY. I CALLED ARR CTLR WITH 2 MIN ADVISORY. ARR CTLR POINTED OUT TFC (ACFT #2) 15 MI
NW OF DROP ZONE, SEBOUND DSNDING OUT OF 7000 FT FOR 6000 FT. I ADVISED JUMP ACFT OF TFC AND
OF ADDITIONAL TFC N OF DROP ZONE, SEBOUND, A C550. JUMP ACFT SAW C550, BUT DID NOT SEE HS25
(ACFT #2). JUMP ACFT RELEASED JUMPERS. I CALLED HS25 TFC AGAIN. ORIGINALLY, HS25 TFC WAS
SEBOUND AND APPEARED TO BE HDG CLOSE TO BUT S OF THE JUMP ZONE. THEN HS25 HAD TURNED
EBOUND AND WAS HDG FOR JUMP ZONE. I CALLED TFC 5 MI W OF JUMP ZONE, EBOUND. JUMP ACFT THEN
SAW HS25 AND SAID HE (HS25) WAS HEADED TO DROP ZONE AND ASKED ME TO TELL ARR CTLR TO TURN
HS25 TO R. I YELLED ACROSS ROOM TO ARR CTLR, BUT TOO LATE. HS25 RPTED CLOSE CALL WITH THE
SKYDIVERS. HAD I KNOWN HS25 WOULD TURN E, I WOULD NOT HAVE LET JUMP ACFT RELEASE JUMPERS.
NEXT TIME, I WILL TELL JUMP ACFT TO ALSO PERSONALLY ADVISE ARR CTLR ON ARR FREQ PRIOR TO
RELEASING JUMPERS. JUMP ACFT CAN THEN GET BETTER ADVISORIES ABOUT ARR TFC.

Synopsis :

N90 CTLR IS UNABLE TO EFFECT TIMELY INTRAFAC PARADROP COORD AND CPR JET CONFLICTS WITH
JUMP ZONE PARACHUTISTS.

Time

Date : 200107
Day : Sun

Place

Locale Reference.Airport : HDH.Airport
State Reference : HI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHN.ARTCC
Operator.General Aviation : Personal
Make Model : King Air 100 A/B
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3900
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 200
ASRS Report : 517927

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

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

Narrative :

ON JUL/XA/01, THE NEW FAR 105 WENT INTO EFFECT. ONE OF THE CHANGES CONCERNED RADIO COMS. WE CONTACTED OUR LCL FSDO TO OBTAIN NEW FREQS. HOWEVER, NONE WERE PROVIDED. THEREFORE, WE CONTINUE TO OPERATE AS WE ALWAYS HAVE DONE (IE, CONTACT FSS). ANOTHER CHK AT FSDO GAVE THE SAME RESULT, IE, WE WERE TOLD TO CONDUCT OUR SKYDIVING OP AS ALWAYS. HOWEVER, SUBSEQUENTLY, ANOTHER FAA INSPECTOR TOLD US WE HAD TO CHANGE OUR PROC. WKS LATER, WE STILL DON'T HAVE OUR NEW FREQS AND PROCS, SO WE CONTINUE TO OPERATE UNDER THE OLD FAR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HIS QUESTION HAS BEEN ANSWERED BY THE FAA ISSUING A LETTER OF UNDERSTANDING REGARDING COMS PROCS TO BE USED BY PARACHUTE JUMPING IN THE HDH ARPT AREA. THESE PROCS ARE SIMILAR TO THOSE THAT HAD BEEN USED BY THE OPERATORS.

Synopsis :

PLT OF A BEECH 100 SKYDIVING OP REGARDING THE NEW FAR AMENDMENT TO PART 105 COVERING REQUIRED COM PROCS FOR PARACHUTE JUMPING IN, OR INTO, CTLED AIRSPACE AS IT APPLIES TO HIS OP IN THE HDH UNCTLED ARPT AREA.

Time

Date : 200107
Day : Sun

Place

Locale Reference.Airport : HDH.Airport
State Reference : HI
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Charter
Make Model : King Air 100 A/B
Mission : Sky Diving
Flight Phase.Cruise : Level
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Make Model : Hercules (C-130)
Mission : Training
Flight Phase.Cruise : Level

Aircraft / 3

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 500
ASRS Report : 519560

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Company

Narrative :

THERE ARE SKYDIVING OPS AT DILLINGHAM AAF DAILY. IT IS SHOWN ON THE SECTIONAL CHARTS, AND LCL ARPTS DIRECTORY. THERE IS A NOTAM STATING THAT OPS ARE CONDUCTED DAILY. YET, MIL C130 AND OTHER ACFT CONTINUE TO FLY THROUGH THE ESTABLISHED DROP ZONES WITHOUT ESTABLISHING RADIO COMS WITH THE UNICOM OR LCL TFC. THESE ARE TRAINING FLTS THAT HAPPEN ABOUT ONCE PER MONTH. IT APPEARS THAT MANY (BUT NOT ALL) PLTS ARE NOT BEING BRIEFED ABOUT THE CIVILIAN TFC AND SKYDIVING OPS. THIS IS VERY HAZARDOUS, AS SOMETIMES WE CANNOT SEE THE TFC AND SKYDIVERS ARE JUMPING OVER THE TFC. WE CONTACTED THE MIL IN THE AREA AND THE PROB IS FIXED FOR A SHORT TIME BEFORE RESUMING.

Synopsis :

BE10 PLT COMPLAINS THAT MIL ACFT AND OTHER CIVILIAN TFC OPERATE IN THE PARACHUTE JUMP AREA NEAR HDH.

Time

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

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.Common Carrier : Air Carrier
Make Model : DHC-8-100
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : PHL.TRACON
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1400
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 75
ASRS Report : 519970

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 100

Supplementary

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE NNE OF PHL WE RECEIVED CLRNC TO 4000 FT AND 170 DEG HEADING FOR DOWNWIND TO RWY 35 AT PHL ABOUT 12-15 MILES SSE OF PHL STILL ON 170 DEG HEADING AND 4000 FT WE SAW WHAT AT FIRST APPEARED TO BE A WX BALLOON. I WAS A LITTLE ABOVE US AT OUR 11-1130 TO 12 O'CLOCK MOVING L TO R AND DESCENDING SLOWLY. WITHIN A FEW SECONDS WE SAW THAT IT WAS A PARACHUTE AND AT OUR 12-1230 POS. IT APPEARED TO TURN TOWARDS US AND WAS CLOSING RAPIDLY. WE AGGRESSIVELY MANEUVERED TO THE L AWAY FROM THE CHUTE AND TFC ON FINAL FOR RWY 35. AS WE ROLLED OUT FROM THE TURN WE THEN SAW 4-5 MORE CHUTES OPEN APPROX 300 FT ABOVE OUR L WING. WE AGAIN AGGRESSIVELY MANEUVERED TO THE R AND ROLLED OUT ON A 120 DEG HEADING AND ADVISED ATC OF THE INCIDENT. ATC TURNED US TO 150 DEGS AND THEN TO 270 DEGS. THE CAPT INFORMED THE CTLR THAT HAD WE NOT MANEUVERED WHEN WE DID IT COULD HAVE BEEN QUITE UGLY. THE CTLR ANSWERED SAYING 'YEAH I KNOW THEY NEVER MADE ANY CALLS FOR THE DROP. AND I'M HAVING THEM CALL HERE WHEN THEY GET ON THE GROUND.' IN MY OPINION THIS INCIDENT OCCURRED DUE TO THE JUMP PLANES FAILURE TO NOTIFY ATC THEY HAD JUMPERS AWAY. ALSO IN MY OPINION SKYDIVING ACTIVITIES SHOULD NOT BE ALLOWED IN SUCH CLOSE PROXIMITY TO OR IN CLASS B AIRSPACE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CREW WAS ON A R BASE FOR RWY 35 APPROX 4 MI ABEAM THE ARPT. THE FO WAS FLYING WHEN THE CAPT GRABBED THE WHEEL AND MADE A MAX TURN RATE TO THE L. THE PARACHUTISTS PASSED SO CLOSE THAT THE RPTR COULD SEE THE EXPRESSION ON THE JUMPERS FACE. RPTR QUESTIONS WHY THE FAA ALLOWS JUMP ACTIVITY ANYWHERE NEAR ACR ARPT.

Synopsis :

DHC-8A CREW HAD NMAC WITH SIX SKY DIVERS IN PHL CLASS B.

Time

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

Place

Locale Reference.Airport : CMH.Airport
State Reference : OH
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-200
Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : ZID.ARTCC
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2100
ASRS Report : 520076

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2410
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 110
ASRS Report : 520075

Person / 3

Function.Controller : Radar

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 1000

Supplementary

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

Narrative :

AFTER DEPARTING CMH ARPT AT XA47 AND ON A CLB VECTOR OF 210 DEGS APPROX 150 DEGS AND 15 MI FROM CMH, MY FO AND I DETECTED A TCASII LESS THAN 1000 FT ABOVE US AT OUR 12 O'CLOCK POS AND 10-12 MI. WE INFORMED ZID THAT WE HAD A POSSIBLE TFC CONFLICT FOR OUR CLB TO FL230 AND ASKED WHICH DIRECTION WE SHOULD GO. ATC INFORMED US IT WAS A PARACHUTE JUMP ACFT AND L WAS BETTER. BY THE TIME WE RECEIVED THIS CLRNC, I HAD SIGHT OF THE LIGHT ACFT AT APPROX 3-5 MI AND TOLD ATC WE WERE COMING R TO 240 DEGS AS I INSTRUCTED THE FO TO COME R.

Synopsis :

A B737-200 CREW DEPARTING CMH RESPONDED TO A TCASII RA, MAKING VISUAL CONTACT THE CREW ADJUSTED CTR'S ASSIGNED HDG.

Time

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

Place

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

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZFW.ARTCC
Operator.Common Carrier : Charter
Make Model : Caravan 1 208A
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 520301

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 520300

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

TCASII DIVERT. APCHING BYP VOR FROM THE E ON THE BYP ARR 4, WE WERE TOLD ABOUT TFC AT 12 O'CLOCK POS ABOUT 1000 FT BELOW US -- A CESSNA CARAVAN JUMPER ACFT. WE SAW TFC THEN RECEIVED A TCASII RA. WE COMPLIED AND DID NOT TURN TOWARD THE TFC OVER BYP. WE DELAYED OUR TURN TO JOIN THE 219 DEG RADIAL FROM BYP TO STAY WELL CLR OF THE JUMPING THAT WOULD BE IN PROGRESS. DUE TO HIGH WORKLOAD IN COCKPIT, WE WERE UNABLE TO ADVISE ATC. ATC QUERIED IF WE WERE STILL ON THE ARR WHILE WE WERE CORRECTING TO REJOIN THE ARR. REMAINDER OF FLT WAS UNEVENTFUL.

Synopsis :

MD80 AND C208 PARACHUTE JUMP ACFT HAD TCASII RA ON THE BONHAM 3 ARR TO DFW IN ZFW CLASS E AIRSPACE.

Time

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

Place

State Reference : IN
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Challenger C1600
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : IND.TRACON
Operator.Common Carrier : Charter
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14330
Experience.Flight Time.Last 90 Days : 48
Experience.Flight Time.Type : 3408
ASRS Report : 521688

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : NMAC
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 200

Supplementary

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

Narrative :

WE WERE PROCEEDING FROM CVG TO IND ON CVG'S 'WHITEWATER' SID AND TRACKING RIGHT ALONG THE DEPICTED RTE USING THE FMS TO NAV. WE WERE IN CONTACT WITH IND APCH CTL. A SOLID-BLUE-SQUARE TARGET APPEARED ON THE TCASII. WHEN I FIRST NOTICED IT, IT WAS ABOUT 1000 FT BELOW AND SLIGHTLY R AND JUST AHEAD OF THE NOSE. I COULDN'T SEE IT VISUALLY. IT THEN SHOWED A CLB ARROW AND THE VERT SEPARATION RAPIDLY NARROWED UNTIL, IN QUICK SUCCESSION, THE TARGET WENT FROM BLUE TO YELLOW TO RED AND AN RA WAS GENERATED COMMANDING US TO DSND AT LEAST 3000 FPM. AT THAT POINT OUR OWN-ACFT-SYMBOL WAS SUPERIMPOSED RIGHT OVER THE TARGET. I DISCONNECTED THE AUTOPLT AND SIMULTANEOUSLY BROUGHT THE THRUST LEVERS TO IDLE, ROLLED UP ON THE L WING (BASED ON MY PERCEPTION THAT THE TARGET WAS SLIGHTLY OFF TO OUR R), AND DUMPED THE NOSE. THE FO AND OUR JUMP SEAT RIDER BOTH SAW A WHITE AND RED MARKED, LIGHT TWIN ACFT PASS JUST OFF OUR R SIDE. WE QUERIED IND APCH CTL, BUT THEY HAD NO KNOWLEDGE OF THIS ACFT BEING IN OUR VICINITY. WE SURMISED IT MAY HAVE BEEN A SKYDIVER ACFT. THE TCASII LIKELY SAVED US FROM A MIDAIR.

Synopsis :

NMAC BTWN A CL600 ON A SID IN LEVEL FLT AT 20 MI OUT FROM IND ARPT AND A LIGHT TWIN CLBING PASS 200 FT TO THEIR R. THE CL600 CAPT RESPONDED TO THE TCASII WARNING AND THEN THE OTHER ACFT WAS SIGHTED AFTER THE CAPT WAS TAKING EVASIVE ACTION.

Time

Date : 200105
Day : Wed

Place

State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Charter
Make Model : Twin Otter DHC-6
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 92
ASRS Report : 525119

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Events

Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Insufficient Time

Supplementary

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

Narrative :

SHOULD HAVE SUBMITTED THIS RPT EARLIER THIS SUMMER. THE DH6 ACFT WAS BROUGHT IN TO ALLOW THE PARA DROP OP TO CLB TO 10500 FT, 11500 FT, OR EVEN 13500 FT MSL. THESE OPS ARE TAKING PLACE AT THE FORMERLY CLOSED CALVERTON, PECONIC ARPT WHICH IS LOCATED APPROX 2 MI SE OF CCC (CALVERTON VOR). MOST OF THE IFR TFC THAT OUR SECTOR WORKS (AND THE SECTOR ABOVE US) WHICH COMES IN FROM THE EASTERN LONG ISLAND USES CCC ON THE RTE OF FLT. MANY AIRPLANES HAVE RPTED SEEING THE JUMPERS GO BY JUST OUTSIDE THEIR WINDOWS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CONCERNED WITH UNTIMELY INTRAFAC COORD, AND THINKS FAA SHOULD RESTRICT JUMPING ALTS BELOW ARR ROUTES, WHICH ARE PRIMARILY 3000 FT AND ABOVE.

Synopsis :

N90 CTLR CONCERNED WITH PARACHUTE OPS AT CALVERTON PECONIC ARPT AFFECTING ARR ROUTES INTO THE NY AREA ARPTS.

Time

Date : 200109
Local Time Of Day : 1201 To 1800

Place

State Reference : IL
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12500

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Corporate
Make Model : Twin Otter DHC-6
Mission : Sky Diving

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 9000
ASRS Report : 525315

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7800
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 130
ASRS Report : 525220

Person / 3

Function.Controller : Radar
Experience.Flight Time.Total : 1
ASRS Report : 525310

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 100

Miss Distance.Horizontal : 500

Supplementary

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ZAU ADVISED US OF PARACHUTE JUMPING IN PROGRESS 10 O'CLOCK AT XA00. I NOTICED A TA AT 3 MI AND CLOSING AND DESCENDING AT 1100 FT. AS WE LOOKED FOR TFC WE RECEIVED A RA TO 'CLIMB NOW' I DISENGAGED AUTO PLT LOOKED LEFT, SAW A TWIN OTTER IN A STEEP DESCENDING RIGHT TURN. I TURNED RIGHT 30 DEG BANK AND CLIMBED 300 FT TO AVOID TFC. I ASKED ATC IF THEY WERE IN CONTACT WITH TWIN OTTER. SHE STATED THEY HAD COMMUNICATED WHEN HE WAS CLBING TO 14500 TO DROP. SHE CLEARED US TO 6000 FT AND DIRECT BACK TO JOT AND HANDED US OFF TO CHICAGO APCH. I ADVISED HER IT WAS VERY CLOSE. I ESTIMATE LESS THAN 100 FT VERTICAL AND 500 FT HORIZONTAL. WE NEED TO BE VECTORED AWAY FROM THIS AREA. SKY DIVING IN CHICAGO IS AN ACCIDENT WAITING TO HAPPEN.

Synopsis :

B737-300 WAS REQUIRED TO TAKE EVASIVE ACTION TO AVOID A HIGH DESCENT RATE JUMPER ACFT IN ZAU CLASS E.

Time

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

Place

Locale Reference.Airport : HDH.Airport
State Reference : HI

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : King Air 100 A/B
Mission : Sky Diving
Flight Phase.Cruise.Other : JUMPRUN

Aircraft / 2

Make Model : Military

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3600
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 500
ASRS Report : 527265

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

WE WERE CONDUCTING SKYDIVING OPS AT DILLINGHAM ARMY AIRFIELD. ON THE SECOND JUMP RUN OF THE MORNING, A MIL ACFT (CALL SIGN Y) RPTED (ON 123.0) THAT HE WAS TRANSITIONING TO WHEELER ARMY AIRFIELD (TO THE SE OF HDH). HE RPTED WHEN HE WAS SEVERAL MI AWAY. DURING THIS TIME, WE INFORMED HDH TFC ON 123.0 CTAF THAT WE WERE ABOUT TO DROP SKYDIVERS (IE, 5 MINS, 1 MIN, JUMPERS AWAY RADIO CALLS). THERE WAS NO RESPONSE FROM ANYONE. THE JUMPERS BEGAN TO EXIT THE KING AIR. 1/2 WAY THROUGH THE LOAD, THE JUMP MASTER STOPPED THE JUMPERS. HE SAW THE MIL ACFT (HVY) PASS BELOW US. THE MIL ACFT SHOULD HAVE TRANSITIONED FURTHER E BUT ELECTED TO CUT ACROSS THE DROP ZONE. WHEN QUERIED, ACFT Y SAID THEY THOUGHT THE DROP ZONE WAS INACTIVE, THEY DID NOT HEAR OUR CALLS AS THEY WERE TALKING ON OTHER FREQS WHILE FLYING IN OUR AREA. I CONFIRMED ON THE RADIO WITH OTHER ACFT THAT EVERYONE IN THE AREA HAD HEARD MY RADIO CALLS. ACFT Y WAS THE SOLE EXCEPTION.

Synopsis :

A KING AIR 100 PLT INVOLVED IN DROPPING SKYDIVERS AT 13500 FT COMPLAINS OF A MIL HVY THAT FLEW UNDER THEIR ACFT WHILE HE WAS DROPPING PARACHUTISTS 2 NM FROM HDH, HI.

Time

Date : 200110
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : US

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 17500
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 100
ASRS Report : 528365

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : DESIGN/CONFIGN LIMITS
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

I WAS ACTING AS JUMP MASTER FOR AN OPENING ACT AT AN EVENT. WE DEPARTED IN THE C172 WITH ITS R-HAND DOOR REMOVED FOR SKYDIVING. THE PIC'S PROCS DURING THE TKOF, TFC PATTERN DEP, AND THE SUBSEQUENT WIND INDICATOR DROP ALL SEEMED TO BE NORMAL FOR A JUMP PLT'S OP (BANK ANGLES OF 30 DEGS L AND R). I DIRECTED THE PIC TO MOVE CLOSER TO SPOT CLOSER DOWNWIND OF OUR FINAL 'JUMP RUN' WHICH HE ACCOMPLISHED WITH NO CONCERN ON MY PART. THE PIC STARTED THE 'FINAL JUMP RUN' AND I COULD SEE THAT WE WERE GOING TO BE APPROX 1 MIN EARLY FOR THE SHOW ANNOUNCER AND START OF AIR SHOW, SO I ASKED THE PIC FOR A 360 DEG TURN AND HE GAVE ME APPROX A 15 DEG BANK TO THE R. I ASKED HIM TO INCREASE THE RATE OF TURN. HE DID NOTHING, HE SAID NOTHING, SO I PUT MY L HAND ON THE OUTBOARD PORTION OF L CTL AND INCREASED THE BANK ANGLE TO APPROX 30-40 DEGS OF BANK UNTIL I ROLLED THE ACFT OUT ON THE 'FINAL JUMP RUN' HDG. DURING THAT PERIOD OF TIME, THE PIC GAVE ME NO EXPRESSION OF CONCERN -- EITHER AURAL OR TACTILE! WE JUMPED AND I GAVE IT NO FURTHER THOUGHT. LATER, THE PIC CALLED THE OPERATOR, WHO CONFRONTED ME WITH THEIR CONCERNS OVER MY EXCEEDING THE 15 DEG BANK PER THE 'DOOR REMOVED LIMITATIONS.' CONTRIBUTING FACTORS: OPERATOR HAD VERBALLY COMMITTED TO C206 ACFT SEVERAL MONTHS PRIOR TO AIRSHOW THEN 2 WKS PRIOR TO SHOW HE CALLS AND SAYS THAT HE CAN ONLY GET A C182. THE DAY BEFORE THE SHOW (PRESS SHOW) THE OPERATOR ONLY HAS A C172 BUT PROMISES A C182 FOR THE NEXT DAY. THE DAY OF THE AIRSHOW AND THE SIT THE OPERATOR ONLY HAD A C172. SO BY NOW MY PATIENCE WITH THESE FOLKS IS AT MINIMUM POINT -- WHICH LED TO THE NEXT FACTOR: COM WITH THE PIC WITH EMPHASIS ON SPECIAL EVENT NEEDS.

Synopsis :

A JUMP MASTER IN C172 INTERFERES WITH THE PLT AND INCREASES THE ANGLE OF BANK TO MAKE A DELAYING 360 DEG TURN PRIOR TO THE FINAL JUMP RUN.

Time

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

Place

Locale Reference.Airport : N06.Airport
State Reference : DE

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

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

Person / 1

Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 250
ASRS Report : 528369

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1-2
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 100

Supplementary

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

Narrative :

I LANDED AT LAUREL ARPT IN DELAWARE WITH A STUDENT FOR SHORT/SHORT FIELD PRACTICE AT THIS UNCTLED GRASS STRIP. WHILE WE WERE TAXING TO THE T. O. END TO DEPART WE HEARD ON THE CTAF THAT 'JUMPERS WERE AWAY OVER LAUREL,' WE TAXIED TO THE END OF THE RWY, AND OBSERVED FOR ACFT TFC. NONE WAS OBSERVED SO WE PULLED ON THE RWY AND WAITED FOR THE JUMPERS TO LAND, WE HAD SEVERAL JUMPERS IN SIGHT AND THEY LANDED IN A BUNCH DOWN FOR THE JUMPERS TO LAND, WE HAD SEVERAL JUMPERS IN SIGHT AND THEY LANDED IN A BUNCH DOWN THE RWY ABOUT MID FIELD JUST OFF THE RIGHT SIDE. SEEING NO FURTHER JUMPERS AT THE TIME WE STARTED A TKOF ROLL AND ACCELERATED TO VR. AT THIS TIME SEVERAL MORE JUMPERS DROPPED INTO VIEW ABOVE THE ARPT AND WE DEBATED ON ABORTING OR CONTINUING. AS WE WOULD HAVE STOPPED JUST UNDER THE JUMPERS AND IT WAS CLR THAT THEY WERE AT THE TIME NOT DIRECTLY OVER THE RWY WE CONTINUED OUR TKOF ROLL AND PASSED UNDERNEATH BY 2-300. BOTH THE STUDENT PLT AND INSTRUCTOR WERE EXPERIENCED JUMPERS AND BOTH OF US WERE SHAKEN BY THE EXPERIENCE FOR TWO REASONS. ONE WAS THAT IT WAS DIFFICULT TO DETERMINE HOW MANY JUMPERS THERE WERE, HOW MANY HAD LANDED AND IF ANYONE WAS STILL INBND TO THE RWY AREA, AND 2) THERE WERE NO CLR MARKINGS AS TO THE RWY ENVIRONMENT NOR THE DROP ZONE AND NEITHER OF US EXPECTED THE JUMPERS ANYWHERE NEAR OUR POS. AS WE WERE ROLLING ON TKOF AND NEAR ROTATION SPEED WHEN IT BECAME OBVIOUS THAT THE SECOND SET OF JUMPERS WAS OVERHEAD, IT WASN'T CLR TO US THE BEST PLAN OF ACTION. OUR DECISION TO DO SO WAS NOT IN HINDSIGHT THE PROPER ONE, ANOTHER ACFT WAS BEHIND US WAITING FOR TKOF AND ENCOURAGED US TO GO AS THEY OPERATED OUT OF LAUREL AND SAID THAT THEY WERE USED TO THE JUMPERS AND THIS WAS ROUTINE. WE SHOULD HAVE CONTINUED TO HOLD ON THE RWY UNTIL WE WERE ABSOLUTELY POSITIVE THERE WAS NO CHANCE OTHER JUMPERS WOULD BE IN THE AIR. AFTER OUR DEP WE NEVER DID HEAR ANOTHER CTAF ANNOUNCEMENT THAT THE AIRSPACE WAS CLR. I FEEL THAT THE CONTRIBUTING FACTORS WERE 1) OUR LACK OF FAMILIARITY WITH THE JUMP OPS AT LAUREL, OUR LACK OF FAMILIARITY WITH THE ARPT ITSELF, THE FACT THAT THE DROP ZONE WAS NOT CLEARLY MARKED. WE DIDN'T FIGURE THAT THERE WOULD HAVE BEEN SO MANY JUMPERS IN ONE LOAD, AND THAT THEY WOULD BE SO UNSAFE AS TO JUMP ONTO THE IMMEDIATE RWY ENVIRONMENT AT A PUBLIC USE ARPT. IT IS OBVIOUS IN HINDSIGHT, AS WE WERE NOT FAMILIAR WITH THE JUMP OPS, WE SHOULD NOT HAVE ATTEMPTED TO DEPART UNTIL WE HAD WAITED A BIT LONGER. OTHER FACTORS WERE THE FAILURE OF THE JUMP OPERATORS TO EITHER CLOSE THE RWY OFF BY FLAGGING OR ANOTHER MEANS IF THE JUMPERS WERE GOING TO BE THAT CLOSE AND TO PERHAPS POST A SIGN NEAR THE T. O. ENDS OF THE RWY WARNING THAT THE TOUCH DOWN ZONE WAS CLOSE TO THE ACTIVE. IN ADDITION IF THE SPORT PARACHUTE ACTIVITY USED A HANDHELD RADIO THEY COULD CONTACT PLTS TO WARN THEM OF THE ACTIVITY. THIS LACK OF COM WAS A SERIOUS PROB. BOTH OF US WERE VERY SHAKEN BY THIS INCIDENT AS WE FELT THAT WE WERE IN DANGER AS WE COULD NOT PREDICT THE ACTIONS OF THE JUMPERS, AND WHILE OUR ACTIONS KEPT US CLR OF THE JUMPERS WE SHOULD NOT HAVE BEEN IN SUCH A HURRY TO DEPART. IT HAS BEEN 25 YRS SINCE I LANDED AT AN ARPT WITH SKYDIVING ACTIVITIES AND I JUST COULDN'T BELIEVE THAT THIS TYPE OF ACTIVITY WAS ALLOWED ACTUALLY ON THE RWY ENVIRONMENT. CLEARLY MY EXPECTATIONS OF RUNNING SPORT PARACHUTE JUMPERS IN THE PAST HAD A NEGATIVE EFFECT ON MY JUDGMENTS. I FELT THAT ALTHOUGH I WAS NOT ABLE TO COUNT ALL OF THE JUMPERS IN THE INITIAL GROUP IT EASILY WAS A PLANE LOAD AND THIS PROVED TO BE INCORRECT AND COMPOUNDED A BAD DECISION. I SHOULD HAVE ACTUALLY STOPPED AND IF UNSURE EITHER RETURNED TO QUESTION THE JUMP ACTIVITY AS TO THEIR METHODS OF OP OR SHOULD HAVE PULLED OFF THE RWY AND LET THE OTHER PLANE OPERATE RATHER THAN FEEL PUSHED TO MAKE A DECISION BY THEIR LACK OF PATIENCE, THAT WAS NO EXCUSE FOR MY BAD DECISION. I WOULD NOT OPERATE OUT OF LAUREL AGAIN UNTIL I HAD VISITED BY CAR, SPENT SOME TIME AT THE ARPT AND DETERMINED HOW THE JUMP OPS WERE CONDUCTED. IT IS OBVIOUS THAT THE METHOD OF ACCEPTABLE OPS HAVE CHANGED OVER THE YRS AND THAT THE CURRENT METHODS IN USE AT LAUREL ARE NOT SUFFICIENTLY SAFE FOR ME TO FEEL COMFORTABLE USING THE FIELD. I AM DETERMINED NOW THAT I WANT TO VISIT A COUPLE OF SPORT PARACHUTE ACTIVITIES AND TALK WITH THEM ABOUT THEIR METHODS OF OPS SO THAT I CAN BETTER INFORM MY STUDENTS TO EDUCATE BOTH THEM AND MYSELF IN THE BEST MODE OF OP AROUND THESE FACILITIES. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR DID NOT HAVE MUCH TO ADD TO HIS INITIAL RPT. HE DID CHECK THE NOTAMS AND FOUND NOTHING UNUSUAL TO RPT REGARDING THE DROP ACTIVITY OR PROCS. HE HAD NOT BEEN TO N06 BEFORE AND DID NOT KNOW WHO OPERATED THE DROP ACFT. HE SAID THAT A TOTAL OF ABOUT 7 CHUTISTS LANDED OFF THE SIDE OF THEIR RWY. HE PLANS ON GOING BACK FOR ADDITIONAL RESEARCH OF THE OP NEXT YEAR.

Synopsis :

A PA-28 INSTR PLT RPT ON THE HAZARDOUS PROCS USED DURING PARACHUTE JUMPING ACTIVITY AT LAUREL, DE, A NON TWR ARPT, WITH DROPS LNDG NEAR THE RWY AT N06, DE.

Time

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

Place

State Reference : HI
Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 700

Aircraft / 1

Operator.Common Carrier : Charter
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 : 60
Experience.Flight Time.Type : 50
ASRS Report : 528438

Person / 2

Function.Flight Crew : First Officer

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
Problem Areas : Weather

Narrative :

WE WERE CONDUCTING SKYDIVING OPS. THE AREA WAS CLOUDY BUT VFR CONDITIONS EXISTED ABOUT 1-2 NM E OF THE DROP ZONE. ALTHOUGH THE AREA DIRECTLY OVER THE DROP ZONE WAS OVCST, THE PLAN WAS TO LET THE SKYDIVERS EXIT 2 NM AWAY IN VFR CONDITIONS. SINCE THE CEILING WAS HIGH ENOUGH, THEY COULD THEN FLY THEIR CANOPIES UNDER IT WHILE MAINTAINING VFR. HOWEVER, AS THEY FLEW UNDER THE CLOUD LAYER, SOME OF THE PARACHUTES WERE BEING SUCKED UP INTO THE CLOUD LAYER. APPARENTLY, THEY FLEW THEIR CANOPIES INTO A STRONG UNDERDRAFT. FORTUNATELY, THE UPDRAFT, WHILE STRONG, WAS FAIRLY LOCALIZED, SO THEY WERE ABLE TO FLY OUT OF IT AND LAND SAFELY. IN RETROSPECT, WE SHOULD NOT HAVE LET THE SKYDIVERS JUMP AS THERE WERE SOME TOWERING CUMULUS BUILDUPS AROUND THE AREA. NEXT TIME, GIVEN SIMILAR CONDITIONS, I WOULD KEEP EVERYONE ON THE GND.

Synopsis :

SKYDIVING OP PLT ALLOWS JUMP IN VICINITY OF CLOUDS WHICH CAUSES FAR WX CONDUCT VIOLATION RULES.

Time

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

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 529451

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 529455

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

ON RADAR VECTOR 180 DEG HDG, 15000 FT, WITH ZTL OFF ROME ARR FOR A L BASE RWY 8L. GOT CLRNC TO DSND FROM 15000 FT TO 13000 FT DIRECT DALAS. APPROX 14500 FT WE GOT A TA AT 1 O'CLOCK POS. THE FO SLOWED THE DSCNT AS WE TRIED TO GET A VISUAL. NO TFC ALERT WAS ISSUED BY ATC. WE THEN GOT AN RA WHICH WE COMPLIED WITH AND CLBED TO 15500 FT. WE PICKED THE TFC UP IN THE CLB, OPPOSITE DIRECTION, AND PASSED UNDER OUR NOSE WITH PARACHUTERS EXITING THE ACFT. I TOLD CTR WE RESPONDED TO AN RA, WE WERE PASSED TO APCH AND I TOLD THEM ABOUT THE RA AND WAS TOLD THEY WERE LOOKING INTO IT. APCH AND LNDG WAS UNEVENTFUL.

Synopsis :

A DSNDING A320 FLT, THANKS TO A SAVE BY TCASII, NARROWLY AVOIDS AN OPPOSITE DIRECTION SKYDIVING ACFT WHO STARTED DROPPING THEIR CHUTISTS AS THEIR ACFT PASSED UNDER THE ACR WHO HAD CLBED TO 15500 FT 32 MI NW OF ATL, GA.

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 : Fri
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Personal
Make Model : King Air C90 E90
Mission : Sky Diving

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 23000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 300
ASRS Report : 531035

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative :

ON NOV/FRI/01, I WAS FLYING SKYDIVERS AT THE ARPT ZZZ. I WAS FLYING A KING AIR B90, WHICH HOLDS 14 SKYDIVERS AND MYSELF. I WAS TO FLY 2 JUMP RUNS. ONE WAS TO DROP A SKYDIVER AT 5000 FT AND THE OTHER 13 JUMPERS AT 14500 FT. WHEN I CAME AROUND ON JUMP RUN (190 DEGS) TO DROP THE FIRST JUMPER I WAS STILL IN A SLIGHT CLB WHEN HE EXITED THE ACFT, WHICH CAUSED HIM TO HIT THE L HORIZ STABILIZER AND DENT A SECTION OF THE ALUMINUM ON THE LEADING EDGE. I THEN HAD ALL THE OTHER PAX PUT THEIR SEAT BELTS ON AND DSCNTD THE AIRPLANE FOR A LNDG. DURING DSCNT I MADE CONTACT WITH GND TO FIND OUT IF THE SKYDIVER WAS UNDER A CANOPY AND IN GOOD CONDITION. I WAS INFORMED THAT HE LANDED FINE AND WAS WALKING INTO THE CLUBHOUSE. AFTER LNDG OUR A&P AND I INSPECTED THE DENT AND DECIDED THAT THE PLANE SHOULDN'T FLY AGAIN UNTIL IT WAS REPAIRED. WE THEN LOOKED IN THE FAR/AIM 2002 SECTION 6 SAFETY ACCIDENTS AND HAZARDS RPTS, 7-6-1 AVIATION SAFETY RPTING PROGRAM AND 7-6-2 ACFT ACCIDENT AND INCIDENT RPTING TO SEE IF I NEED TO RPT THIS TO THE NATIONAL TRANSPORTATION SAFETY BOARD. FROM WHAT I INTERPRET AFTER READING THOSE SECTIONS I DON'T NEED TO RPT THE INCIDENT. WHAT I BELIEVE THAT CAUSED THIS PROB WAS MY SLIGHT CLB WHICH CAUSED THE TAIL TO BE LOW AND IN THE WAY OF THE EXITING JUMPER. TO PREVENT THIS RECURRENCE I HAVE INFORMED ALL OF OUR JUMP PLTS THAT NO SKYDIVER SHOULD EXIT THE ACFT WITHOUT THE PLT'S AUTH AND THE PLANE SHOULD BE IN LEVEL FLT OR IN A DSCNT.

Synopsis :

BEECH KING AIR B90 PLT RETURN TO LAND WITH SKYDIVERS DURING CLB DUE TO 1 SKYDIVER, WHO WAS JUMPING AT A LOWER ALT THAN THE OTHERS, JUMPED AND STRUCK THE ACFT HORIZ STABILIZER DURING HIS EXIT FROM THE ACFT. THE SKYDIVER WAS NOT INJURED AND THE ACFT RECEIVED A DENT TO THE LEADING EDGE OF THE STABILIZER.

Time

Date : 200112
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : X26.Airport
State Reference : FL
Altitude.MSL.Single Value : 13500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MIA.TRACON
Operator.Common Carrier : Charter
Make Model : Twin Otter DHC-6
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 930
Experience.Flight Time.Last 90 Days : 151
Experience.Flight Time.Type : 282
ASRS Report : 531855

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I DROPPED SKYDIVERS THROUGH CLOUDS. I FELT PRESSURE TO COMPLETE THE SKYDIVE.

Synopsis :

SKYDIVERS DROPPED THROUGH CLOUDS.

Time

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

Place

Locale Reference.Intersection : TOMSN
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.TRACON : D01.TRACON
Operator.Common Carrier : Charter
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 536001

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

AFTER PASSING TOMSN INTXN ON THE TOMSN 3 ARR INTO DEN, APCH CTL ADVISED US TO DSND TO FL180 AND THAT WE HAD TFC AT OUR 12 O'CLOCK POS APPROX 10 MI AHEAD, A PARACHUTE JUMP AIRPLANE AT 17500 FT MSL. THEY ADVISED THAT WE WOULD HAVE A LOWER ALT ONCE CLR OF TFC. THE LCL ALTIMETER WAS APPROX 29.67 INCHES. I WAS THE PNF AND WAS UNABLE TO ACQUIRE THE TFC VISUALLY BUT I DID NOTICE A TCASII RETURN IN THE SAME VICINITY AT FL186 DSNDING. THE TFC WAS CALLED OUT TO US AGAIN BY ATC AT THE SAME POS APPROX 5 MI AHEAD AT 17500 FT. AGAIN I OBSERVED A TARGET ON TCASII IN THE SAME POS AT FL181 AT WHICH TIME WE RECEIVED A TCASII TA. I ADVISED ATC THAT THE TFC WAS INDICATING FL180 ON TCASII. WE THEN RECEIVED A TCASII RA CLB COMMAND WHICH WAS COMPLIED WITH WHILE ADVISING ATC OF THE SAME WHICH WAS ACKNOWLEDGED. AT FL185, I ACQUIRED THE TFC VISUALLY AND WE RECEIVED A CLR OF CONFLICT MESSAGE FROM TCASII. THE TFC APPEARED TO BE AT MY 1 O'CLOCK POS APPROX 1000 FT BELOW OUR ACFT AND THE TCASII ALT ON THE TFC INDICATED 17400 FT. WE THEN ADVISED ATC THAT WE WERE RETURNING TO OUR ASSIGNED ALT. I BELIEVE THAT WE SHOULD HAVE BEEN DIRECTED AWAY FROM THIS TFC BY ATC. CONTINUOUS MODERATE TURB WITH VERY STRONG WINDS AND AN UNUSUALLY LOW ALTIMETER SETTING COMPLICATED THE SIT.

Synopsis :

B767 CAPT CLBED IN RESPONSE TO TCASII RA FROM A PARACHUTE JUMP ACFT RPTED BY APCH CTL TO BE BELOW HIS ALT. HOWEVER, TCASII INDICATED THAT HE WAS ABOVE THEIR ALT AND DSNDING. THE RPTR BELIEVED THAT HIS ACFT SHOULD HAVE BEEN VECTORED AWAY FROM THE JUMP ACFT TO ELIMINATE ANY CONFLICTION.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Experimental Aircraft
Mission : Pleasure

Aircraft / 2

Controlling Facilities.ARTCC : ZKC.ARTCC
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 330
ASRS Report : 538497

Person / 2

Function.Flight Crew : Single Pilot

Events

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

Supplementary

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

Narrative :

DURING TKOF ROLL ON RWY 6 AT ZZZ THIS AFTERNOON, A VHF XMISSION '...AWAY OVER THE FIELD' WAS HEARD ON 122.7, AND ABOUT THEN 6 OR 8 PARACHUTES WERE OBSERVED OVERHEAD AND DSNDING TO LNDG SPOT ABOUT 1000 FT TO THE R OF THE RWY. IT WAS TOO LATE TO ABORT THE TKOF AND NONE OF THE JUMPERS WERE IN THE DEP FLT PATH SO SAFETY OF FLT WAS NOT COMPROMISED, BUT THE EXPERIENCE WAS A BIT UNNERVING FOR THIS PLT AND PROBABLY THE JUMPERS. MANY PLTS IN THE ST LOUIS AREA (INCLUDING THIS ONE) DO NOT NORMALLY FLY INTO OR OUT OF ARPTS WITH ONGOING PARACHUTE OPS. THE LEGITIMATE PASTIME OF PEOPLE JUMPING OUT OF AIRPLANES OVER UNCTLED ARPTS ON A SUNDAY AFTERNOON IS NOT A PROB, BUT PLTS UNFAMILIAR WITH SUCH LCL UNCTLED OPS COULD BE A PROB. PERHAPS, IF THERE IS A WAY TO DO IT, A MESSAGE TO AREA PLTS ON THIS SUBJECT WOULD HEIGHTEN AN AWARENESS TO BE ESPECIALLY ALERT WHEN ON AN UNCTLED ARPT WITH PARACHUTE OPS. THIS IS ESPECIALLY TRUE FOR PLTS ACCUSTOMED TO FLYING OUT OF CTLED ARPTS WHERE ATC KEEPS ONE INFORMED OF SUCH EVENTS. AN ATIS/AWOS TYPE SVC BY PARACHUTE ORGANIZATIONS WOULD BE HELPFUL IN ALERTING NON LCL PLTS OF ON-GOING PARACHUTE OPS.

Synopsis :

SMA EXPERIMENTAL PLT IS SURPRISED TO FIND SKYDIVERS FALLING OUT OF THE SKY WHILE ON TKOF ROLL.

Time

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

Place

Locale Reference.Airport : 2V2.Airport
State Reference : CO
Altitude.MSL.Single Value : 17500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Operator.General Aviation : Personal
Make Model : King Air C90 E90
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2400
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 50
ASRS Report : 541080

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I WAS FLYING A KING AIR A90 FOR A PARACHUTE JUMP OP. IT IS CUSTOMARY AND COMPANY POLICY TO ANNOUNCE TO DEN APCH 5 MINS PRIOR TO JUMPING ON CLBOUT AND 1 MIN PRIOR. ALSO, WE ADVISE WHEN ALL JUMPERS ARE BELOW 12000 FT MSL TO DISCONTINUE RADAR SVC. ON ONE JUMP FLT IN THE EARLY AFTERNOON, I HAD 2 LOADS -- ONE AT 13000 FT MSL, THE OTHER AT 17500 FT MSL. I GAVE MY INITIAL CALL ON CLBOUT AND ADVISED 1 MIN PRIOR ON THE 13000 FT PASS. HOWEVER, ON THE 17500 FT PASS, I FORGOT TO MAKE THE 1 MIN PRIOR CALL, AND ATC ASKED ME TO HOLD OFF ON JUMPING DUE TO ARRIVING TFC IN THE AREA. IT WAS TOO LATE, SINCE THE JUMPERS WERE ALREADY EXITING THE ACFT. I APOLOGIZED TO THE CTLR AND ADVISED ALL JUMPERS BELOW 12000 FT MSL. I REALIZE THE IMPORTANCE OF MAKING THE 1 MIN CALL AND THE POTENTIAL HAZARD THAT MIGHT OCCUR IF A TFC CONFLICT SHOULD ARISE. THE WORKLOAD ON JUMP RUN IS QUITE INTENSE, BUT I WILL NOT FORGET TO MAKE THAT CRUCIAL CALL AGAIN.

Synopsis :

POSSIBLE TFC CONFLICT BTWN SKYDIVERS AND ARR ACFT INTO THE CLASS B AND CLASS E AIRSPACES NW OF DEN, CO.

Time

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

Place

Locale Reference.Intersection : SILER
State Reference : TX
Altitude.MSL.Single Value : 11000

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : D10.TRACON
Make Model : Otter DHC-3
Mission : Sky Diving

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 541202

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 6000

Supplementary

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

Narrative :

APCHING SILER AT 11000 FT ON A 090 DEG HDG, WE RECEIVED A TFC ALERT AT 2 O'CLOCK POS, 400 FT BELOW US, CLBING TO OUR ALT. WE HAD OUR TCASII ON THE 5 MI RANGE AND WE ESTIMATE THE TFC WAS INSIDE 2 MI. ATC GAVE US A CLBING R TURN TO IMMEDIATELY CLB TO 12000 FT. WE SPOTTED THE TFC AND MADE A CLBING L TURN TO 12700 FT. THE OTHER ACFT (A TWIN OTTER WE BELIEVE) SPOTTED US AND MADE A L TURN. HE PASSED BEHIND US AND ATC CLRED US BACK TO 11000 FT. I ESTIMATE THAT THIS ACFT WAS LESS THAN 1 MI AWAY AND 500 FT BELOW US. I THINK THE TWIN OTTER WAS IN THE AREA CARRYING SKYDIVERS.

Synopsis :

TFC CONFLICT IN THE DFW CLASS B AIRSPACE RESOLVE BY A TCASII ALERT AND A NEW CLRNC FROM ATC.

Time

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

Place

Locale Reference.Airport : BXK.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON
Operator.Common Carrier : Air Carrier
Make Model : DHC-8-300
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : P50.TRACON
Operator.General Aviation : Personal
Make Model : Twin Otter DHC-6
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6900
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 1600
ASRS Report : 541942

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 300

Supplementary

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

Narrative :

WE HAD DEPARTED PHX ON THE BXK1 SID. APPROXIMATING THE BXK VOR, PHX DEP CTL ADVISED US OF TFC OVER BXK VOR AT 12700 FT (A JUMP PLANE). WE WERE LOOKING FOR THE TFC AND AT APPROX 4 MI E OF BXK ON THE 077 DEG RADIAL WE GOT AN RA ON OUR TCASII TO CLB. FO WAS THE PF. HE CLBED TO 13300 FT. I THEN RPTED THE TFC IN SIGHT. THE JUMP PLANE TURNED AWAY FROM US AND WE DESCENDED BACK DOWN TO 13000 FT. DEP CTLR HANDED US OVER TO ZAB. I THINK ATC SHOULD HAVE HAD US CLB HIGHER SOONER -- MAYBE UP TO 15000 FT, SINCE THEY KNEW THIS JUMP PLANE WAS FLYING AROUND BXK VOR AT 12700 FT. OR, THEY COULD HAVE RESTRICTED THE JUMP PLANE FROM THE BXK VOR AWAY FROM THIS SID, OR VECTORED US AROUND THE TFC.

Synopsis :

A DH8B CREW, DEPARTING PHX, RESPONDED TO A CLB RA FROM TCASII.

Time

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

Place

Locale Reference.Airport : E60.Airport
State Reference : AZ
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Charter
Make Model : Twin Otter DHC-6
Mission : Sky Diving
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model : Small Aircraft
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3800
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 1300
ASRS Report : 542725

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Person / 4

Function.Flight Crew : First Officer

Events

Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1+4
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 1000

Supplementary

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

Narrative :

I WAS CAPT OF A DHC6 AND HAD JUST FINISHED DROPPING SKYDIVERS OVER E60 ARPT FROM 14500 FT MSL. I WAS UNDER RADAR ADVISORIES BY ZAB. I HAD ADVISED CTR THAT MY SKYDIVERS WERE AWAY AND WAS DSNding INTO ELOY (E60). CTR ADVISED ME THAT THERE WAS IFR TFC 3 MI E OF THE ARPT WBOUND AT 10000 FT. CTR ADVISED THE OTHER ACFT OF MY POS, AT WHICH TIME THE OTHER ACFT STATED THAT HE HAD ME 'IN SIGHT DROPPING LIKE A ROCK.' I WAS DSNding WITHIN 2 NM OF E60 AND DID NOT HAVE A VISUAL WITH THE OTHER ACFT UNTIL I PASSED THROUGH HIS ALT AT 10000 FT. I NEVER CROSSED THROUGH THE ACFT'S FLT PATH BUT DID TURN AS DID HE. PERHAPS THIS COULD HAVE BEEN AVOIDED BY BOTH PLTS SEEING AND AVOIDING OTHER TFC. ALSO, CTR SHOULD DIVERT IFR TFC AROUND KNOWN SKYDIVING OPS.

Synopsis :

DHC6 FLC TURNS AFTER DROPPING SKYDIVERS TO ASSURE SEPARATION WITH IFR TFC DURING A VFR DSCNT. BOTH ACFT WERE GIVEN TA'S BY ARTCC RADAR CTRLR.

Time

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

Place

Locale Reference.Airport : L65.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Pleasure

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1718
Experience.Flight Time.Last 90 Days : 10.7

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 100

Supplementary

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

Narrative :

THIS WRITER AND 1 PAX BEGAN A RETURN FLT FROM PERRIS VALLEY BACK TO FULLERTON AFTER VISITING FRIENDS IN THE PERRIS VALLEY AREA FOR THE DAY. THE ACFT WAS PARKED IN THE VISITOR PARKING AREA WHICH IS LOCATED MID-FIELD ON THE W SIDE OF RWY 15/33. THERE ARE NO TXWYS AT PERRIS VALLEY AND THEREFORE THE APCH END OF RWY 33 IS REACHED BY TAXIING ON THE RWY. I STARTED THE ACFT IN THE VISITOR PARKING AREA AND ANNOUNCED ON THE CTAF (122.775) THAT I WOULD BACK-TAXI ON RWY 33 FOR DEP. I THEN PROCEEDED ONTO THE RWY AND BEGAN MY TAXI AND PRETKOF CHKLIST. AS I TAXIED ON THE RWY THERE WAS A CALL ON THE RADIO FROM A JUMP PLANE OVERHEAD ADVISING OF A RELEASE OF SKYDIVERS AT 14000 FT. I CONTINUED MY TAXI TO THE APCH END OF RWY 33 AND COMPLETED A 180 DEG TURN AT THE END OF THE RWY TO LINE THE ACFT UP FOR DEP ON RWY 33. AFTER LINING UP FOR DEP, I VISUALLY CHKED THE AREA AND COULD SEE SKYDIVERS DSNDING FOR THE LNDG ZONE LOCATED MID-FIELD JUST W OF RWY 33. I HELD MY POS AND WATCHED A GROUP OF SKYDIVERS LAND. AFTER A GROUP OF APPROX 7 OR 8 SKYDIVERS LANDED, I SCANNED THE AREA AND DID NOT SEE ANY ADDITIONAL JUMPERS. I THEN REACHED DOWN FOR THE MIKE TO ANNOUNCE MY TKOF. JUST PRIOR TO KEYING THE MIKE I SCANNED THE AREA AGAIN AND NOTICED ANOTHER SMALLER GROUP OF JUMPERS AT APPROX 500 FT. I PUT THE MIKE BACK AND WAITED. AS I WAITED FOR THE SECOND SMALLER GROUP OF JUMPERS TO LAND, I HEARD ANOTHER CALL ON THE RADIO FROM THE JUMP PLANE ADVISING THAT HE WAS ON A L BASE FOR RWY 33. HE APPARENTLY HAD DSNDDED FROM THE JUMP ALT AND WAS RETURNING TO THE ARPT. THE SMALLER GROUP OF JUMPERS WERE NOW JUST ABOVE THE LNDG ZONE. SINCE THE JUMP PLANE HAD CALLED BASE AND WOULD SOON BE TURNING FINAL, I NEEDED TO DEPART. I PICKED UP THE MIKE AND ANNOUNCED MY INTENTION TO DEPART RWY 33 AND MAKE A L DOWNWIND DEP. I THEN STARTED MY TKOF ROLL AS THE SMALLER GROUP OF JUMPERS WERE TOUCHING DOWN IN THE LNDG ZONE. AS THE ACFT ACCELERATED, I GLANCED DOWN AT MY ENG INSTS TO VERIFY THAT EVERYTHING WAS IN THE GREEN AND THEN DOUBLECHKED THE ENG CTLs TO VERIFY THAT ALL LEVERS WERE FORWARD. ANOTHER GROUP APPARENTLY HAD COME IN FROM THE SE AND SO I DID NOT SEE THEM AS I HELD IN POS ON RWY 33 PRIOR TO TKOF. I WAS NOW APCHING A POINT ON THE RWY ABEAM THE LNDG ZONE FOR THE JUMPERS AS THEY WERE DSNDING TO TOUCHDOWN AND AS I WAS REACHING LIFTOFF SPD. I WAS NOW IN AN UNCOMFORTABLE POS. IF I HAD SEEN THIS THIRD GROUP OF JUMPERS, I WOULD NOT HAVE STARTED MY TKOF ROLL. UNFORTUNATELY, I NOW FOUND MYSELF IN A POS WHERE I WAS OPERATING MY ACFT TOO CLOSE TO PARACHUTE JUMPERS. THE JUMPERS WERE E OF MY POS AND I DID NOT NEED TO TAKE ANY EVASIVE ACTION AND SO I CONTINUED MY TKOF, ROTATING JUST BEYOND THE LNDG ZONE AND LIFTING OFF WITH THE JUMPERS LNDG BEHIND AND TO THE R OF ME. I CONSIDERED ABORTING THE TKOF, BUT AT THAT POINT THE JUMPERS WERE TO THE E (TO THE R SIDE OF MY ACFT) JUST ABOUT TO TOUCH DOWN AND SO ABORTING THE TKOF WOULD NOT IMPROVE THE SIT. THE CONFLICT OCCURRED AS I STARTED TO LIFT OFF AND CONTINUING THE TKOF MEANT THAT I CONTINUED TO MOVE FARTHER AWAY FOR THE LNDG SKYDIVERS. I CONTINUED MY DEP VIA A L XWIND TO A L DOWNWIND AND DEPARTED THE AREA.

CONTRIBUTING FACTORS; WHEN THE JUMP PLANE CALLED A L BASE TO LAND ON RWY 33, I FELT A SENSE OF URGENCY TO DEPART SINCE I WOULD BE IN DIRECT CONFLICT WITH A LNDG ACFT. HAD THE JUMP PLANE NOT BEEN ON APCH TO LAND, I PROBABLY WOULD HAVE HELD IN POS A LITTLE LONGER BEFORE STARTING MY TKOF ROLL AND PROBABLY WOULD HAVE SEEN THE THIRD GROUP OF JUMPERS. THE LACK OF TXWYS WAS ALSO A FACTOR. I CONSIDERED PULLING OFF THE RWY AND ALLOWING THE JUMP PLANE TO LAND BEFORE I DEPARTED, BUT BECAUSE THERE WERE NO TXWYS THERE WAS NOWHERE TO PULL OFF. THE ONLY WAY TO EXIT THE RWY WAS TO TAXI BACK DOWN THE RWY OR TAKE OFF. THERE IS A NOTE IN THE FLT GUIDE THAT SPECIFICALLY STATES TO ONLY TAXI ON THE RWY AND TO NOT USE THE SVC ROADS. ANOTHER FACTOR THAT INFLUENCED MY DECISION TO TAKE OFF WAS THE FACT THAT THE JUMP PLANE WAS ON APCH. I ASSUMED THAT IF THE JUMP PLANE WAS ON APCH, THERE WERE NO ADDITIONAL JUMPERS IN THE AREA. I CLRly ANNOUNCED MY INTENTION TO DEPART ON THE CTAF. I AM SURPRISED THAT THE JUMP PLANE DID NOT ADVISE ME THAT JUMPERS WERE STILL IN THE AIR.

CORRECTIVE ACTIONS: IN HINDSIGHT, WHEN THE JUMP PLANE CALLED BASE, I COULD HAVE CALLED HIM AND VERIFIED THAT THE AREA WAS CLR BEFORE STARTING MY TKOF. BECOME MORE FAMILIAR WITH SKYDIVING OPS AT THE ARPT. I COULD HAVE WALKED OVER TO THE FBO OFFICE AND ASKED ABOUT OPS AT THE ARPT.

Synopsis :

POTENTIAL CONFLICT AROSE WITH A DEPARTING PA32 PLT AND SKYDIVERS THAT WERE ARRIVING NEAR THE TKOF RWY AT L65, CA.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Pleasure
Flight Phase.Descent : Approach

Aircraft / 2

Operator.Common Carrier : Charter
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1300
Experience.Flight Time.Last 90 Days : 17
Experience.Flight Time.Type : 150
ASRS Report : 543233

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 6000

Supplementary

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

AT 2700 FT, I WAS APCHING TAZ, FROM THE SW. I WAS MONITORING 122.8 FROM 18 NM OUT. MY INTENT WAS TO DO TOUCH AND GO'S AT TAZ. I KNOW THE AREA WELL AND KNOW THAT PARACHUTE ACTIVITY IS PRESENT ON THE WEEKENDS. AT 10 NM, I ANNOUNCED MY POSITION AND INTENTIONS FROM THAT POINT UNTIL I WAS 2 NM OUT, SLOWED DOWN TO 75 KTS, AT 2700 FT AND I LOOKED UP TO SEE JUMPERS ABOVE THE ARPT. I IMMEDIATELY TURNED E AND PROCEEDED FOR 1 MI. DURING THAT TIME A CESSNA PLT CALLED MY N-NUMBER AND ASKED HOW I WAS READING HIM, I REPLIED, LOUD AND CLEAR. AFTER THAT I TURNED N FOR ANOTHER 2 MINS, THEN TURNED W FOR ANOTHER 2 MINS, AT THAT POINT I TURNED S. AS THE ARPT CAME IN VIEW FROM MY L, I ANNOUNCED ON 122.8 THAT I WAS W OF THE ARPT, WITH THE INTENT OF DEP THE AREA TO THE SW. AT NO TIME DURING THAT 18 NM APCH TO THE ARPT DID I HEAR ANY RPT ON 122.8 'THAT JUMPERS WERE AWAY AT TAZ.' AS A COMPLICATING FACTOR THERE WAS JUMPING ACTIVITY SIMULTANEOUSLY AT VLA, JUST 25 NM TO THE SE OF TAZ... THEY ALSO USE 122.8. AND I HEARD PLENTY OF RADIO ANNOUNCEMENTS CONCERNING THEIR JUMPING. GETTING OUT OF THE WAY WAS MY FIRST CONCERN. ABORTING MY TOUCH AND GO'S WAS A GIVEN...FOR ME THE OVERRIDING SAFETY CONCERN WAS THE LACK OF COM. AT 10 NM, MY ANNOUNCEMENT OF POSITION WOULD CERTAINLY HAVE ALERTED THE JUMP PLT AND AT THE VERY LEAST DESERVED A HEADS UP RETURN CALL...A SECONDARY FACTOR IS 122.8. I HAVE COMPLAINED TO THE FAA FOR YRS THAT THIS SYSTEM OF CTAF IS BOTH ANTIQUATED AND POTENTIALLY DANGEROUS AND NEEDS TO BE CHANGED. I MENTION THIS BECAUSE IN THIS RPTED INCIDENT, IT IS CONCEIVABLE, THAT WITH THE FREQUENCY CLUTTERED WITH CHATTER AS IT WAS (FROM MANY DIFFERENT LOCS...SOME OF WHICH WERE 100 NM AWAY), I COULD HAVE MISSED OR BEEN CONFUSED BY A MIS-HEAR OR A MIS-READ.

Synopsis :

PA28 PLT FOUND SKYDIVERS FALLING FROM THE SKY, OVER HIS HEAD, AT HIS ARR AT TAZ.

Time

Date : 200204
Day : Sun

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 544140

Events

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

Supplementary

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

Narrative :

THERE ARE 2 PARACHUTE LNDG AREAS AT HDH FIELD. ONE IS LOCATED AT THE E END OF THE RWY AND THE OTHER AT THE W END. TODAY, THE ACTIVE LNDG AREA WAS AT THE E END. BEFORE OUR GPS FAILED, WE WERE ABLE TO USE IT TO ESTIMATE THE WINDS WHICH WERE PREDOMINANTLY TO BE FROM THE W AT ABOUT 25-30 KTS. MUCH LATER, THE GPS BEGAN TO PROVIDE ERRATIC INFO (LIKELY DUE TO SATELLITE DATA XMISSION PROBS -- A GPS FROM ANOTHER COMPANY WAS ALSO EXPERIENCING ERRONEOUS READINGS), AND THE LAST READING SHOWED THE WINDS TO BE ABOUT 30 KTS FROM THE E. WE DID NOT BELIEVE THAT THIS LAST READING WAS CORRECT SO WE CONTINUED TO DROP THE SKYDIVERS W OF THE LNDG AREA (IE, WHERE WE THOUGHT THEY WOULD BE UPWIND OF THE LNDG AREA). HOWEVER, IT TURNED OUT THAT THE WIND INFO WAS CORRECT AND THE SKYDIVERS COULD NOT FLY THEIR CANOPIES AGAINST THE HEADWIND AND MAKE IT BACK TO THE DESIGNATED LNDG AREA. THEY WERE FORCED TO LAND NEAR THE W END LNDG AREA WHICH WAS BEING USED TO LAND GLIDERS. IT APPEARED THAT THE CANOPIES WERE LNDG NEAR THE GLIDER TFC PATTERN. WHILE THERE WERE NO CONFLICTS, THIS COULD HAVE BEEN A DANGEROUS SIT. FURTHERMORE, WE COULD NOT INFORM THE GLIDERS SINCE THEY ARE NOT EQUIPPED WITH RADIOS. TO HELP PREVENT THIS FROM OCCURRING AGAIN, THE JUMP MASTERS HAVE BEEN ASKED TO VISUALLY CHK THE SKY FOR CLUES ABOUT THE WIND DIRECTION (IE, MOVEMENT OF THE CLOUDS). IN ADDITION, WE HAVE SET UP BETTER COMS WITH ALL OF THE SKYDIVING COMPANIES TO LET EVERYONE KNOW IF THEY PERCEIVE DIFFERENT WIND CONDITIONS. (TURNS OUT THAT ONE COMPANY FIGURED OUT THAT THE WIND HAD CHANGED BUT DID NOT TELL ANYONE UNTIL IT WAS TOO LATE.)

Synopsis :

UNDETECTED CHANGING WIND CONDITIONS AND GPS PROBS RESULT IN PARACHUTE JUMPERS LNDG IN THE INCORRECT LNDG AREA ON THE ARPT CAUSING A CONFLICT WITH NO RADIO GLIDERS.

Time

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

Place

State Reference : FL
Altitude.MSL.Single Value : 14500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 3500

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Charter
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1220
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 600
ASRS Report : 544439

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

Narrative :

I DROPPED SKYDIVERS THROUGH CLOUDS. I THOUGHT I COULD GET THEM UP TO ALT BEFORE THE CLOUDS GOT TO THE DROP ZONE. I COULD SEE SOME GND BELOW BUT SKY CONDITIONS WERE BROKEN WHEN I RELEASED THE JUMPERS. I ALWAYS FEEL PRESSURE TO GET A LOAD IN WHEN SKY CONDITIONS ARE MARGINAL.

Synopsis :

A C212 SKYDIVE PLT ADMITS TO DROPPING HIS JUMPERS THROUGH A BROKEN CLOUD LAYER BENEATH THE ACFT IN A JUMP PROC OVER ZZZ, US.

ACN: 544932

Time

Date : 200204

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON

Operator.Common Carrier : Charter

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Sky Diving

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 4000

ASRS Report : 544932

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12200

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 3100

ASRS Report : 544937

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Exited Adverse Environment

Resolutive Action.Flight Crew : Overrode Automation

Resolutive Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 1000

Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON DEP FROM ONT ENRTE TO DFW, ON PRADO6 DEP, SOCAL ISSUED CLB TO 16000 FT. NEARING TURN TO TRM, TCASII TA SOUNDED FOR TFC ABOVE AT 1200 FT AND TO L. DELAYED TURN, CLICKED OFF AUTOPLT AND DSND AS RA ALERTED CONFLICT AND DIRECTED DSCNT. ONCE VISUAL CONTACT MADE AND VERT SEPARATION CONFIRMED, WE COMPLETED THE TURN TO E AND REJOINED DEP. CONFLICT ACFT WAS A 'JUMP SVC.' SUPPLEMENTAL INFO FROM ACN 544937: THE FO (PF) DISCONNECTED THE AUTOPLT, WHICH AUTOMATICALLY DESELECTS VNAV AND LNAV, AT APPROX 13500 FT AND COMMENCED A DSCNT TO 13000 FT. SOCAL WAS NOTIFIED OF OUR ACTION. A VISUAL SIGHTING WAS MADE OF THE CONFLICT ACFT, WAS A PLANE CARRYING PARACHUTE JUMPERS MANEUVERING 1000 FT ABOVE AND 1 MI AWAY.

Synopsis :

A B737-300 CREW, DEPARTING ONT, RESPONDED TO A 'DSND RA' FROM TCASII.

Time

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

Place

Locale Reference.Intersection : DALAS
State Reference : GA
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B767-200
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Operator.Common Carrier : Charter
Make Model : Small Transport
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 4000
ASRS Report : 546212

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 1000
Miss Distance.Horizontal : 10000

Supplementary

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

Narrative :

ON ROME ARR APCHING ATL FROM THE NW, CLRED TO 'CROSS DALAS AT ONE FOUR THOUSAND.' APCHING 15000 FT ON THE DSCNT, ABOUT 10 NM NW OF DALAS, WAS ADVISED 'VFR TFC, 12 O'CLOCK POS, 5 MI, 15000 FT, DROPPING SKYDIVERS. IF YOU WOULD LIKE TO LEVEL OFF ABOVE 15000 FT YOU MAY. EXPECT TO RESUME CLRNC TO CROSS DALAS AT ONE FOUR THOUSAND.' BY THIS TIME WE WERE ALREADY THROUGH 15000 FT ON THE DSCNT AND WE TOLD THEM SO. THEY ADVISED, 'YOU MAY DEVIATE EITHER DIRECTION TO AVOID TFC IF YOU LIKE.' WE STILL HAD NOT SEEN THE ACFT. WE HAD JUST FOUND IT ON TCASII. ABOUT THIS TIME WE GOT A 'TFC, TFC' TA FOR THAT ACFT, THEN PICKED IT UP VISUALLY, ON THE NOSE AND SLIGHTLY ABOVE OUR ALT, ABOUT 3 MI. WE TURNED L TO A HDG OF ABOUT 100 DEGS TO AVOID. RIGHT THEN I ACTUALLY SAW THE JUMPER LEAVE THE ACFT IN FREEFALL. WE WERE THAT CLOSE. WE PASSED LESS THAN 2 MI ABEAM AND 1000 FT BELOW THE JUMP ACFT, I FELT WE WERE ALLOWED TO GET FAR TOO CLOSE TO THIS ACFT AND WAS UPSET THAT IT WAS ALLOWED TO OPERATE IN THE ARR CORRIDOR.

Synopsis :

B767 CAPT DSNDING ON ROME ARR TO DFW IS INSTRUCTED BY APCH CTLR TO SEE AND AVOID JUMP ACFT AHEAD AT THE ALT THROUGH WHICH THEY HAVE JUST PASSED. THEY TURNED OFF COURSE TO GO AROUND ACFT AND STOPPED 1000 FT BELOW THE JUMP ACFT. SKYDIVERS WERE OBSERVED EXITING THE ACFT.

Time

Date : 200206
Day : Sun

Place

Locale Reference.Airport : HDH.Airport
State Reference : HI
Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4040
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1200
ASRS Report : 550200

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 : Insufficient Time

Supplementary

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

Narrative :

WE WERE CONDUCTING SKYDIVING OPS. ON ONE JUMP RUN, I DETERMINED THAT THE DROP ZONE WAS NOT IN VFR CONDITIONS. THE JUMPMaster WANTED ME TO SLOW DOWN THE ACFT BY LOWERING THE FLAPS AND REDUCING PWR. I REFUSED TO DO SO AND BEGAN TO TURN AWAY FROM THE DROP ZONE. ALTHOUGH I WAS STILL FLYING FAST, THE JUMPMaster CLRED 2 PEOPLE TO JUMP. THEY EXITED THE ACFT AND SKYDIVED INTO THE CLOUDS. THERE WAS NOTHING I COULD DO AT THAT POINT. I DESCENDED AND LANDED IMMEDIATELY. I SPOKE WITH THE JUMPMaster AND TOLD HIM NOT TO DO THAT AGAIN. I ALSO SPOKE WITH THE OWNER OF THE COMPANY AND TOLD HIM THAT WE CANNOT ALLOW THINGS LIKE THIS TO HAPPEN AGAIN. IN THE FUTURE, I HAVE DECIDED THAT I WILL NOT BE NEAR THE DROP ZONE UNLESS IT IS CLEAR. NORMALLY, WE WOULD DO A RECON FLT OVER THE DROP ZONE TO CHK THE WX PRIOR TO THE DROP. FROM NOW ON, I CHK ON THE DROP ZONE AREA FROM MUCH FURTHER AWAY.

Synopsis :

BEECH KING AIR 100 PLT LEARNED, AFTER THE FACT, THAT PARACHUTE JUMPERS HAD JUMPED WITHOUT HIS PERMISSION THROUGH CLOUD LAYER.

Time

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

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 1400
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 600
ASRS Report : 550444

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence.Other : SKY DIVERS DROPPED THRU CLOUDS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

I RELEASED SKYDIVERS THROUGH THIN CLOUDS AND ALSO CLBED AND DESCENDED THROUGH THE THIN LAYER. I DID IT ON 3 LOADS AND DIDN'T WANT TO FLY ANY OF THEM BUT WAS CONSTANTLY RECEIVING PRESSURE TO DO SO.

Synopsis :

PARACHUTE SKYDIVER ACFT PLT KNOWINGLY FLIES THROUGH, AND DROPS SKYDIVERS THROUGH CLOUD LAYER DUE TO OPERATOR PRESSURE TO CONDUCT FLTS.

Time

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

Place

State Reference : CA
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : NJK.Tower
Make Model : Grumman Corp Undifferentiated or Other Model
Mission : Sky Diving
Flight Phase.Cruise : Level

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Bonanza 33
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 550
ASRS Report : 550981

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

WE WERE ON A WINGS-LEVEL HDG OF 260 DEGS MAGNETIC COMMENCING A RUN-IN TO THE DROP ZONE AT 1500 FT MSL, 130 KIAS FOR STATIC LINE PARACHUTE OPS. THE PLT AT THE CONTROLS NOTICED AN ACFT XING OUR FLT PATH FROM L TO R ON AN APPROX HDG ON 310-330 DEGS. THE OTHER ACFT WAS IDENTED BY THE PIC AS A V-TAIL BEECHCRAFT BONANZA. HAD THE XING ANGLE BEEN SLIGHTLY DIFFERENT OR HAD THE PIC SEEN THE ACFT SOONER, IT WOULD HAVE BEEN EASY TO IDENT THE ACFT N-NUMBER. A NOTAM HAD BEEN ISSUED FOR THE DROP ZONE STATING THAT PARACHUTE OPS WERE BEING CONDUCTED FROM 13000 FT MSL AND BELOW. NO EVASIVE ACTION WAS REQUIRED ON THE PART OF THE PF WHO CONTINUED HIS APCH TO THE DROP ZONE. RADIO COMS WITH FLT SVC ON 122.5 WERE LARGELY UNSUCCESSFUL DUE TO THE LOW ALT OF OUR ACFT. WE WERE, HOWEVER, IN COM WITH NAVAL AIR FACILITY AND THEY WERE AWARE OF OUR POS AND THE NATURE OF OUR OPS. THE VFR SECTIONAL CHART DOES NOT ANNOTATE THE AREA AS A DROP ZONE. IT IS MY CONJECTURE THAT THE ACFT DEPARTED SOME OTHER ARPT TO THE E, HEADED W WHILE REMAINING S OF THE CLASS E AND CLASS D AIRSPACE THEN TURNED NW TO REMAIN W OF THE RESTR AREA. THIS RTE OF FLT TOOK THE BONANZA THROUGH THE APCH COURSE TO THE DROP ZONE.

Synopsis :

DURING ENTRY INTO PARACHUTE DROP ZONE FLC ENCOUNTERS ACFT XING THEIR PATH.

Time

Date : 200207

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 2W5.Airport

State Reference : MD

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Charter

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Sky Diving

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 850

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 30

ASRS Report : 553280

Person / 2

Function.Oversight : Supervisor

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

FBO MGR TOLD PLT THAT THE ACFT COULD NOT BE PARKED IN FRONT OF FBO, IT HAD TO BE PARKED ON THE SE PART OF THE FIELD. (ALL OTHER LCL ACFT WERE PARKED ON THE NE AND NW PARKING AREAS. THERE WAS A SINGLE ACFT PARKED IN THE SE AREA.) PLT TAXIED THE ACFT DOWN THE RWY AND PROCEEDED OFF OF THE RWY ACROSS THE GRASS TO THE PARKING/TIEDOWN AREA. PLT DECIDED TO TAXI AROUND THE TIEDOWN AREA AND TAXI INTO THE PARKING SPOT FROM THE REAR. (RATHER THAN TAXIING THROUGH THE TIEDOWN AREA, AND RISK THE PROP GETTING TANGLED WITH TIEDOWN ROPES AND TIEDOWN LOCATION MARKERS, WHICH WERE OLD ACFT TIRES TURNED ON THEIR SIDES.) PLT TAXIED AROUND, AND THE NOSEWHEEL OF THE ACFT FELL INTO A 1 FT DEEP HOLE (THAT THE PLT DID NOT SEE). THE PROP THEN IMPACTED THE GND DAMAGING THE PROP. ONLY THE PROP WAS DAMAGED, AND THE ACFT WAS NOT TAXIING FOR THE PURPOSE OF FLT AND THEREFORE THE EVENT IS NOT A REPORTABLE ACCIDENT BY FAA/NTSB STANDARDS. THE HOLE WAS IN VERY CLOSE PROX TO THE TIEDOWN AREA. GNDS PERSONNEL HAD MOWED THE GRASS OVER THIS AREA IN SUCH A WAY THAT THE AREA LOOKED LEVEL AND SAFE TO THE PLT TAXIING. IN ORDER TO GAIN ACCESS TO THE TIEDOWN AREA, ALL ACFT WOULD HAVE TO TAXI THROUGH THIS AREA. GNDS PERSONNEL SHOULD HAVE FILLED IN THE HOLE WHEN IT WAS DISCOVERED, IE, DURING THE WKLY MOWING. AT THE VERY LEAST, ARPT PERSONNEL SHOULD HAVE MARKED THE AREA WITH AN ORANGE CONE OR TWO. ARPT PERSONNEL DID NOT FILL IN THE HOLE OR MARK THE AREA AFTER THIS EVENT. I AM FORCED TO CONCLUDE THAT SOME OTHER PLT WILL MAKE THE SAME MISTAKE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE TIEDOWN AREA IS LOCATED APPROX 3/4 OF THE WAY DOWN AND 20-30 FT TO THE E OF RWY 18. IT'S COMPRISED OF 3 TIEDOWNS, ORIENTED TO FACE THE RWY. AT THE TIME OF THE OCCURRENCE, THE MOST NORTHERLY SPOT WAS OCCUPIED BY A LIGHT TWIN. THE RPTR STATED HE ATTEMPTED TO CIRCUMNAV THE TIEDOWN SPOTS TO THE S, OVER CUT GRASS, IN ORDER TO APCH THE SELECTED SPOT FROM THE E, ELIMINATING A HIGH PWR SWING AROUND. UNFORTUNATELY, THE GRASS PROVIDED COVER FOR THE UNWELCOMED HOLE. THE RPTR ANNOUNCED THAT HE, ALONG WITH THE ACFT OWNER, HAS ADVISED THE ARPT MGR OF THE HAZARD.

Synopsis :

C182 PLT, WHILE ATTEMPTING TO PARK HIS ACFT AT INDIAN HEAD (2W5), MD, TAXIED INTO A HOLE, DAMAGING THE PROP.

ACN: 553741

Time

Date : 200207

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : CO

Altitude.MSL.Single Value : 9800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : COS.Tower

Operator.Common Carrier : Charter

Make Model : Super Skywagon/Super Skylane

Mission : Sky Diving

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Last 90 Days : 44

Experience.Flight Time.Type : 6

ASRS Report : 553741

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

THE REASON I AM WRITING TO YOU TODAY IS DUE TO A SKYDIVING DEMONSTRATION THAT I RECENTLY FLEW ON JUL/XA/02 OVER COS, CO, FOR A SKYDIVER FROM OUT OF TOWN. IN THE HRS BEFORE THE FLT, I FILED A NOTAM WITH THE DENVER FSS. THROUGH THE CONVERSATION WITH THE FSS BRIEFER. SHE EXPLAINED THAT A 7711 FORM WAS REQUIRED AND I, IN TURN, ARGUED THAT THE FAR'S AS I UNDERSTOOD THEM DID NOT REQUIRE ONE. SHE LATER AGREED WITH ME DUE TO THE CIRCUMSTANCES OF THE JUMP TO TAKE PLACE. I THEN CALLED THE TWR AT COS ARPT TO CONFIRM THAT THE NOTAM HAD BEEN RECEIVED. THE CTLR AND I AGAIN DISCUSSED THE FAR'S AND THEIR INTERP. HE FELT THAT THE LOCATION WAS REMOTE ENOUGH TO AGREE THAT THE INTENDED JUMP WAS NOT A CONFLICT, THE PROPER NOTAM HAD BEEN FILED AND EXPLAINED THAT HE HAD NO PROB WITH THE JUMP. I WAS DEPARTING THE COS ARPT AND ADVISING THEM OF MY INTENTIONS WHEN THE CTLR BEGAN TO ARGUE THE FAR'S WITH ME ONE LAST TIME. WHEN HE WAS DONE, HE EXPLAINED THAT I WOULD HAVE TO PROCEED AT MY OWN RISK. I ASK YOU, WHAT RISK WAS HE SPEAKING OF? COULD HE HAVE BEEN WARNING ME THAT I WOULD BE DEALING WITH A VIOLATION IF I PROCEEDED? OUR INTENDED JUMP TIME WAS NEARING AND I NEEDED TO THINK, SO I PROCEEDED WITH THE FLT WHILE I TRIED TO RAISE MY DISPATCH/MANIFEST TO DISCUSS THE SIT FURTHER WITH THEM. DURING THAT TIME I SET UP THE JUMP AS PLANNED. THE AIRSPACE WAS SECURED, THE NOTAM WAS PUBLISHED AND RADIO CONTACT WAS ESTABLISHED WITH THE CTILING AGENCY. AT THE LAST MIN, I CANCELED THE JUMP. THE RISK OF VIOLATION WAS TOO GREAT (ESPECIALLY IF THE TWR IS WARNING ME OF IT). THIS IS WHERE THINGS GET JUST DUMB. THE JUMPER (NOT SO BRIGHT), DOESN'T REALLY UNDERSTAND THE SIT. I DON'T KNOW IF HE MISUNDERSTOOD MY ORDERS OR IF HE IGNORED THEM ALTOGETHER. WE WERE WHERE THE JUMP WAS TO TAKE PLACE AND SO HE JUMPED. THE DOOR CAME OPEN AND OUT HE WENT. NOW I AM TRIPPING BECAUSE I KNOW THAT MY PLT CERTIFICATE IS ON THE LINE BUT I JUST TOLD THE TWR THAT THE FLT WAS CANCELED. I DON'T KNOW IF THEY SAW IT OR NOT, I DID NOT TELL THEM BECAUSE I WAS WORRIED FOR MY CERTIFICATE AND I QUICKLY RATIONALIZED THAT THE AIRSPACE WAS CLRED, PLTS IN THE AREA KNEW ABOUT THE JUMP AND WE WERE AT THE LOCATION OF THE PUBLISHED JUMP AND IT WAS THE JUMP TIME. MY OWN INACTIONS COULD HAVE CAUSED A SERIOUS PROB. I SHOULD HAVE NOTIFIED THE CTILING TWR OF THE SIT. I USED POOR JUDGEMENT IN NOT DOING SO. I WAS MORE WORRIED ABOUT MY RATINGS THAN I WAS ABOUT THE SAFETY OF THE FLT. THE ONLY THING I COULD HAVE DONE WOULD HAVE BEEN TO USE FORCE, BUT THAT WOULD HAVE ONLY CREATED A WHOLE NEW PROB AND POSSIBLE GREATER DANGER TO THE SAFETY OF THE FLT. THERE ARE SEVERAL CIRCUMSTANCES THAT CAUSED THIS PROB FIRST ON THE LIST ARE THE FAR'S. NOT SO SURPRISINGLY THEY DO NOT CLRLY STATE THE RULES AND ARE LEFT OPEN TO INTERP. MY OWN INTERP OF THE REGS LED ME TO BELIEVE THAT BECAUSE IT WAS NOT A CROWDED AREA AND OVER PVT PROPERTY THAT A 7711 FORM WAS NOT NECESSARY. WITH THIS KIND OF EVENT YOU HAVE THE PLTS, THE ACFT OWNERS AND THE SKYDIVERS INTERP. SOMEHOW NONE OF US IS AS SMART AS THE FAA. THEY WROTE THE THINGS AND EVEN THEY HAVE TO INTERP THEIR OWN REGS. ENOUGH SAID ABOUT THAT. MY SIT IS NOT NEWS TO YOU. THE NEXT PROB. WITH THIS SIT IS THAT THE CTL TWR HAD NO BUSINESS ARGUING WITH ME WHILE I WAS TAXIING TO THE RWY FOR TKOF. COS TWR HAD MY CELL PHONE NUMBER AND SO DID THE DENVER FSS. EITHER ONE OF THEM COULD HAVE CALLED ME BACK TO DISCUSS THE SIT FURTHER. IT PUT THE PLT (ME) IN THE SIT OF HAVING TO DEAL WITH ISSUES THAT SHOULD HAVE BEEN RESOLVED WHILE WE WERE STILL ON THE GND, NOT WHILE TRYING TO HANDLE A COMPLEX ACFT AND A PAYING CUSTOMER BOTH REQUIRING MY ATTN. THIS SIT COULD HAVE BEEN AVOIDED, AND IN THE FUTURE I WILL HAVE ALL OF MY BASES COVERED IN ADVANCE. I HAVE BEEN FLYING JUMPERS FOR OVER 1 YR NOW AND THIS IS THE FIRST TIME THAT I HAD DONE A DEMO JUMP. I HAVE NEVER HAD ANY CONFLICTS OF THIS KIND AND WILL BE VERY LEERY OF DOING THIS KIND OF DEMO IN THE FUTURE.

Synopsis :

PLT OF SKYDIVING JUMP C205 DID NOT FULLY MEET THE FAR NOTIFICATION REQUIREMENTS WITH COS ATC.

Time

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

Place

Locale Reference.Airport : D73.Airport
State Reference : GA
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : S-76/S-76 Mark II
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 200
ASRS Report : 554115

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 5000

Supplementary

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

Narrative :

WHILE I STARTED FROM JZI ON AN IFR FLT PLAN TO PDK, I CANCELED THE IFR E OF AGS AND PROCEEDED TO PDK VFR WITH RADAR FLT FOLLOWING. I WAS HANDED OFF TO ATLANTA APCH ON 119.3 AND CONTINUED MY DIRECT FLT TO PDK. AT APPROX 6 MI OUTSIDE THE ATL CLASS B AIRSPACE, I ENCOUNTERED SEVERAL SKYDIVERS ABOVE AND TO THE FRONT OF ME. I TURNED L 90 DEGS UNTIL CLR OF THEM AND THEN RESUMED MY COURSE TO PDK. I ADVISED ATL APCH OF THEM AND HE REPLIED THAT HE WAS 'NOT ADVISED.' WHILE THE ARPT DIRECTOR MENTIONS THE SKYDIVING ACTIVITY, THERE ARE NO NOTAMS ISSUED, AND THE JUMP PLANE WAS NOT TALKING TO APCH CTL. THIS ACTIVITY WOULD BE MUCH SAFER IF THE JUMP PLANE WAS TALKING TO ATL APCH.

Synopsis :

POTENTIAL CONFLICT EXPERIENCED BY AN SK76 SPIRIT HELI PLT AND SEVERAL SKYDIVERS 2 NM E OF D73, GA.

Time

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

Place

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : O90.TRACON
Operator.Common Carrier : Charter
Make Model : King Air C90 E90
Mission : Sky Diving

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 900
ASRS Report : 556510

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 : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 2500

Supplementary

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

Narrative :

WE WERE FILED STL-SJC FLT PLAN TO SJC VIA THE EL NIDO ARR (HYP.HYP5

Synopsis :

THE PIC OF AN MD80 AT 10000 FT HAS A POTENTIAL CONFLICT WITH A KING AIR BE90 WHICH WAS ABOUT TO EXIT THE SKYDIVERS STANDING IN THE DOOR, 33 NM SE OF SJC, CA.

ACN: 556640

Time

Date : 200208

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SJC.Airport

State Reference : CA

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC

Operator.Common Carrier : Air Carrier

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

Mission : Passenger

Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZOA.ARTCC

Operator.Common Carrier : Air Taxi

Make Model : Beechcraft Twin Turboprop Undifferentiated or Other Model

Mission : Sky Diving

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 556640

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Separated Traffic

Miss Distance.Vertical : 300

Miss Distance.Horizontal : 2000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE BEING TURNED SW, OFF OF THE ARR ON VECTORS HEADED W AT 10000 FT, WE WERE GIVEN NOTICE OF VFR TFC CLBING SBOUND. I BELIEVE THE CTLR SAID 'YOU DO HAVE THAT TFC CLBING VFR AT 1 O'CLOCK POS, DON'T YOU?' ALMOST IMMEDIATELY WE HAD A TCASII ALERT CALLING 'TFC, TFC.' I LOOKED AT THE TCASII SCREEN TO SEE THE TFC INDEED CLBING TOWARD US. IT IMMEDIATELY TURNED FROM YELLOW TO RED AT WHICH TIME THE TCASII RA CALLED FOR US TO DSND. THE CAPT BEGAN A DSCNT AND I CALLED TO ATC 'ACR X DSNDING, RA.' I LOOKED AT TCASII TO SEE TO MY SURPRISE THAT THE TFC WAS CLBING THROUGH 9500 FT. THE CAPT BEGAN TO TURN WHILE DSNDING. TCASII CALLED 'INCREASE DSCNT RATE' AND ATC CALLED FOR US TO TURN R. I MISUNDERSTOOD THE HDG AS THE TCASII AURAL WARNING DROWNED OUT THE ATC VOICE COMMAND. ATC CORRECTED MY HDG READBACK, BUT THE CAPT HAD ALREADY HEARD THE CORRECT HDG, TOLD ME SO, AND WAS TURNING TO IT. WHILE IN A DSNDING R BANK, I LOOKED UP AND THROUGH THE CAPT'S WINDSCREEN AND 'DV' WINDOW SAW A KING AIR 90 WITH THE DOOR REMOVED PASS BY R TO L. MY ESTIMATE WAS 1/4 - 1/2 MI AND A FEW HUNDRED FT SEPARATION. AFTER CONFLICT RESOLUTION, THE CAPT BEGAN A CLB TO THE PREVIOUSLY ASSIGNED ALT. VERY SHORTLY THEREAFTER, ATC GAVE US VECTORS AND A DSCNT TOWARD SJC. ATC DID NOT INFORM US OF THE VFR TFC UNTIL IT WAS ALMOST TOO LATE. ATC ADVISED US ONLY ONCE OF THE TFC -- WHEN HE QUESTIONED US IF WE HAD THEM IN SIGHT. IT IS THE OPINION OF THE CAPT AND I THAT WITHOUT TCASII IT WOULD HAVE BEEN A MIDAIR COLLISION.

Synopsis :

MD SUPER 80 FLC TOOK EVASIVE ACTION BY DSNDING AND TURNING IN RESPONSE TO A TCASII RA OF A KING AIR ACFT.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Controller : Radar
ASRS Report : 557167

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

State Reference : IL
Altitude.MSL.Single Value : 2900

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON
Operator.General Aviation : Personal
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2500
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 200
ASRS Report : 557837

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

I WAS ENGAGED BY MR X, A PARACHUTE JUMPER, TO TAKE HIM TO THE GATEWAY RACE TRACK WHICH IS BASICALLY 5 MI E OF THE ST LOUIS ARCH. IT IS INSIDE THE CLASS B AIRSPACE BUT BELOW IT. WHEN I CONTACTED APCH ON 124.2, I WAS TOLD BY THE CTLR THAT I SHOULD CONTACT THEM BY TELEPHONE AFTER LNDG. I ASKED FOR PERMISSION TO CLB TO 5500 FT WHICH WAS DENIED DUE TO TFC. THE CTLR APPROVED THE JUMPER THROWING A WIND DRIFT INDICATOR AT 2500 FT. WE LATER DEPLOYED THE JUMPERS FROM 2900 FT AFTER GIVING THE CTLR A 1 MIN PRIOR NOTICE. THE JUMP OCCURRED AT APPROX XA58. AFTER LNDG, I CALLED ST LOUIS TRACON. THEY INFORMED ME AT THAT TIME THAT I SHOULD HAVE CALLED THEM 1 HR PRIOR TO JUMPING WHICH I HAD NOT DONE.

Synopsis :

THE PLT OF A C206 IS ADMONISHED BY APCH CTLR FOR NOT CONTACTING APCH CTL 1 HR PRIOR TO THE SCHEDULED JUMP WHILE ACFT WAS 10 MI E OF TROY VOR NEAR STL, MO.

Time

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

Place

State Reference : MO
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1200

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Pleasure
Flight Phase.Descent : Holding

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1200
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 800
ASRS Report : 560092

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

WE WERE BEING VECTORED FOR APCH INTO SULLIVAN, MO (UUV). UNDER ZKC CTL, DIRECTED TO HOLD FOR DEPARTING AND ARRIVING TFC. HOLD CLRNC WAS DIRECT TO UUV NDB AND HOLD ON 246 DEG RADIAL UNTIL ADVISED. UUV IS LOCATED ON ARPT UUV. WHILE ENTERING HOLD APPROX 1/4 MI OUT, A COMMANDER ANNOUNCES 10 MINS TILL JUMPERS AWAY. I REFRESHED ATC'S MEMORY AND INFORMED THEM WE WERE OVER ARPT HOLDING IMC AT 3000 FT MSL. PLANE DROPPED JUMPERS AND 5 MINS LATER PASSED UNDERNEATH US FROM 9 TO 3 O'CLOCK POS, BTWN LAYERS. INQUIRED ATC OF TFC AND THEY DENIED SEEING TFC. JUMPERS WOULD HAVE BEEN IMC FROM 4000 FT MSL THROUGH 2000 FT MSL WHICH IS THE ALT I BROKE OUT OF ON APCH IN RWY 24. THIS WAS RPTED TO STL FSDO. CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID HE HELD OVER UUV AT 3000 FT IN CONDITIONS HE CONSIDERED IFR. HE HEARD A PLT ON THE FREQ RPT TO ZKC THAT JUMPERS WOULD BE AWAY IN 10 MINS. HE REMINDED THE CTR CTLR THAT HE WAS IN A HOLDING PATTERN OVER UUV. THE JUMP PLANE PLT CAME ON THE FREQ AND SAID IT SHOULD NOT BE A PROB. A FEW MINS LATER HE WAS PASSED VERY CLOSELY BY A TWIN ENG JUMP PLANE VFR LNDG UUV. THE NEXT DAY THE PA28 PLT SAID HE RPTED THE INCIDENT TO THE FAA.

Synopsis :

PA28 ON IFR FLT PLAN HOLDING OVER UUV AT 3000 FT ENCOUNTERED A JUMP ACFT RETURNING TO THE ARPT.

Time

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

Place

Locale Reference.Airport : C83.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Shorts Sc7 Skyvan 3/3m
Mission : Sky Diving
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Instructional
Make Model : Cessna 150
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5900
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 300
ASRS Report : 561382

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 300

Supplementary

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

Narrative :

SIMULTANEOUS LNDGS, AT PERPENDICULAR RWYS AT THE SAME TIME. I WAS DSNding RAPIDLY IN THE PATTERN AFTER DROPPING SKYDIVERS. I RPTED SAME ON UNICOM IN DOWNWIND BASE AND FINAL. OTHER ACFT RPTED DOWNWIND TO PERPENDICULAR RWY AND WE SPOKE ABOUT OUR POS. AS I TURNED BASE TO FINAL, I VISUALLY LOCATED 2ND ACFT AT MY 12 O'CLOCK POS AND BEGAN TO WIDEN MY TURN TO THE L (MY L) AND I CALLED TO HIM MY POS AT 2 O'CLOCK POS RELATIVE TO HIS ACFT AS I TURNED BEHIND HIM TO AVOID A POTENTIAL MIDAIR COLLISION. HE DID NOT APPEAR TO ALTER HIS FLT PATH FROM HIS DOWNWIND HEADING. HIS FLT APPEARED TO BE A TRAINING FLT. HE SOUNDED LIKE THE CFI. I REACTED ACCORDING TO WHAT APPEARED. HE DID NOT HAVE ME IN SIGHT AND HE NEVER RPTED SUCH. MY BASE LEG WAS INTO THE EARLY EVENING SUNLIGHT. THE WEEKEND BOOGIE HAD A CURRENT NOTAM ON FILE FOR INTENSE SKYDIVING ACTIVITY FOR THE WEEKEND AT BYRON (C83) ARPT. THE GENTLEMAN VERBALIZED SARCASM AND INSINUATED THREATS TOWARDS ME ON UNICOM FREQ. I WILL CONTINUE TO TALK, LISTEN AND LOOK OUT MY WINDSHIELD AS MUCH AS POSSIBLE. I WILL CONTINUE TO BE A COURTEOUS PLT WHENEVER POSSIBLE, IN SPITE OF WHAT WOULD SEEM TO OTHERS, UNUSUAL FLT ATTITUDES IN RELATION TO CLBING AND DSNding ACFT FOR SKYDIVING OPS.

Synopsis :

NMAC BTWN A SKYDIVER SHORTS SKY VAN AND A TRAINING C150 IN THE TFC PATTERNS FOR 2 INTERSECTING RWYS AT BYRON, C-83, CA.

Time

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

Place

Locale Reference.Airport : STS.Airport
State Reference : CA
Altitude.MSL.Single Value : 2600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Pleasure

Aircraft / 2

Controlling Facilities.ARTCC : ZOA.ARTCC
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Sky Diving

Aircraft / 3

Operator.General Aviation : Personal
Make Model : PA-44 Seminole Turbo Seminole
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Type : 2000
ASRS Report : 561669

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

A CESSNA 182 FULL OF SKYDIVERS WAS CLRED FOR TKOF ON RWY 19 BY STS TWR. APPROX 5 MINS LATER, WE WERE CLRED FOR FREES 5 DEP. WE WERE CLRED TO TAKE OFF ON RWY 19. WE WERE CLRED TO 3000 FT. AFTER TKOF, WE CONTACTED ZOA. WE WERE IN RADAR CONTACT. CTLR CLRED US TO 4000 FT. WE RECEIVED A TCASII RESOLUTION OF AN ACFT AT 12 O'CLOCK POS, 400 FT ABOVE US. WE WERE AT 2600 FT MSL CLBING. WE RECEIVED A CLB ADVISORY AND REACTED BY TURNING 45 DEGS TO L AND CLBED. IF WE HAD NOT REACTED, WE WOULD HAVE HIT THE C182 FULL OF SKYDIVERS. UNKNOWN TO US AND NOT CALLED OUT BY THE CTLR WAS A PIPER SEMINOLE. BY REACTING TO OUR TCASII CALLOUTS, WE ALMOST HIT ANOTHER ACFT. ZOA DID NOT ADVISE US OF THIS ACFT UNTIL THEY LOST RADAR SEPARATION. THIS ACFT WAS ABOVE US. AS WE REACTED TO THE FIRST SIT, WE WERE RECEIVING CALLOUTS TO DSND. SIMULTANEOUSLY, CTR WAS TALKING TO EVERYONE, BUT DID NOT PROVIDE ADEQUATE SEPARATION BTWN IFR AND VFR TFC. ALSO, WHY WAS THE C182 FLYING EXACTLY ON THE FREES 5 DEP? THIS COULD HAVE BEEN AVOIDED IF CTR WOULD HAVE VECTORED US S OF STS. TFC CTLR WAS OVERLOADED WITH VFR ACFT.

Synopsis :

BE40 CREW AND A C182 HAD A LESS THAN LEGAL SEPARATION IN ZOA CLASS E AIRSPACE.

Time

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

Place

Locale Reference.Airport : E80.Airport
State Reference : NM

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Commercial Fixed Wing
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 8542
Experience.Flight Time.Last 90 Days : 112
Experience.Flight Time.Type : 900
ASRS Report : 562497

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

LCL NOTAM PUBLISHED CONCERNING PARACHUTE JUMPING AT BELEN-ALEXANDER ARPT ON WKENDS. NOTICES WERE DISTRIBUTED TO FBO'S IN ALBUQUERQUE AREA DEPICTING DROP ZONE TO BE E OF THE RWY 3/21. THIS ARPT IS USED HEAVILY FOR STUDENT TRAINING. WHILE PRACTICING TOUCH-AND-GO LNDGS WITH PRE-SOLO FLT STUDENT ON RWY 3, JUMP ACFT WAS HEARD TO ANNOUNCE 'JUMPERS IN THE AIR.' FOLLOWING A TOUCH-AND-GO LNDG, SHORTLY AFTER LIFTOFF, MULTIPLE PARACHUTISTS WERE OBSERVED TO THE W AND IMMEDIATELY OVER THE RWY AT APPROX 500 FT AGL. MY ALT WAS ABOUT 100 FT AGL. I CONTINUED THE TKOF STRAIGHT AHEAD, PASSING BENEATH THE PARACHUTISTS. THERE IS A DROP ZONE LOCATED 3 MI S OF THE BELEN-ALEXANDER ARPT THAT DOES NOT CONFLICT WITH ACFT TFC. LATELY ON WKENDS, THE SKYDIVING COMPANY HAS BEEN JUMPING ONTO THE ARPT. THIS PRESENTS A HAZARD TO ACFT AND TO PARACHUTISTS. WHEN THE DROP ZONE ON THE ARPT IS IN USE, UPON HEARING THE CALL 'JUMPERS IN THE AIR,' ACFT IN THE TFC PATTERN SHOULD EXIT THE PATTERN BY THE MOST DIRECT RTE. IN THIS INSTANCE, DUE TO THE HIGH COCKPIT WORKLOAD BROUGHT ABOUT BY STUDENT INSTRUCTION, I WAS UNAWARE OF THE TIME LAPSE BTWN THE CALL OF 'JUMPERS IN THE AIR' AND EXECUTION OF THE TOUCH-AND-GO LNDG. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR REALIZED THAT HE SHOULD HAVE MADE FULL STOP LNDG AFTER HIS STUDENT TOOK OFF AND THEY THEN NOTICED THAT THEY WERE CLBING OUT UNDER THE DSNING SKYDIVERS. HE STATED THAT HE DID DISCUSS THIS MATTER WITH THE JUMP ACFT PLT THAT NORMALLY FLY THE SKYDIVERS AND LEARNED THAT THERE WAS ANOTHER ACFT AND PLT CONDUCTING THE OPS ON THE DAY OF THIS INCIDENT. THE SPECIAL NOTAM CALLED FOR THE JUMPERS TO LAND ON THE ARPT 300 FT SE OF THE RWY AND THAT IT WAS A CONTEST TO SEE HOW MANY JUMPS COULD BE MADE IN A SPECIFIED TIME AND WOULD NOT BE CONDUCTED ON A CONTINUOUS BASIS. APPROX 1 OR 2 PER YR.

Synopsis :

C172 STUDENT TRAINING FLT ENCOUNTERS SKYDIVERS DURING TOUCH-AND-GO TKOF CLB AT E80 ARPT.

Time

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

Place

Locale Reference.Airport : OAR.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : MRY.TRACON
Operator.General Aviation : Corporate
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Sky Diving

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3300
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 15
ASRS Report : 562819

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

MARINE LAYER WAS SLOWLY BREAKING UP AND HIGHLY VARIABLE WITH LOTS OF HOLES, PROBABLY 50% COVERAGE FROM 2500-3000 FT OR SO. A NUMBER OF US ON THE GND THOUGHT THAT THE HOLES LOOKED LARGE ENOUGH, AND FROM 9000 FT DROP ALT, IT LOOKED LIKE THERE WERE LARGE ENOUGH HOLES. BUT AFTER THE DIVERS LEFT THE JUMP PLANE, EITHER THE HOLES CLOSED UP OR THEY JUMPED LATER THAN I HAD ANTICIPATED. THEY NEVER WENT THROUGH A CLOUD, BUT THEY WERE PROBABLY CLOSER THAN THEY SHOULD HAVE BEEN. WE SHOULD HAVE DELAYED FOR BETTER CONDITIONS.

Synopsis :

C206 PLT INADVERTENTLY DROPPED SKYDIVERS THROUGH CLOUDS.

Time

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

Place

Locale Reference.Airport : 15G.Airport
State Reference : OH
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CAK.TRACON
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Controlling Facilities.TRACON : CAK.TRACON
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 800
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 800
ASRS Report : 563557

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

DEST ARPT (15G) WAS IN SIGHT. VFR CONDITIONS. CANCELED IFR ABOUT 7 MI S OF 15G. SWITCHED TO ADVISORY FREQ FOR 15G TO GET READY TO ANNOUNCE 5 MI TO THE S, INBOUND, ETC. PASSED TO THE W OF AND WAS NOW TO THE N OF HILTY FIELD. ALL OF A SUDDEN THERE WERE SKYDIVERS OPENING THEIR PARACHUTES ALL AROUND THE ACFT. I DOVE TO TRY TO STAY UNDER THEM, AND TURNED WESTWARD AWAY FROM THEM. AT THAT POINT, MORE SKYDIVERS OPENED IN THE WESTERN DIRECTION. I CONTINUED TO DIVE TO TRY TO AVOID THEM. LUCKILY, THEY ALL MUST HAVE SEEN ME AS WELL, AND STARTED OPENING THEIR PARACHUTES HIGHER IN THE AIR. YES, MOST PLTS ARE AWARE THAT THERE IS SKYDIVING ACTIVITY IN THE AREA. HOWEVER, WHEN YOU DIVERT AROUND THE DROP ZONE, YOU DO NOT EXPECT TO SEE SKYDIVERS, ESPECIALLY WHEN THEY ARE SUPPOSED TO BE IN CONTACT WITH CAK (AKRON CANTON) APCH. THERE IS NO DOUBT IN MY MIND THAT THE PLT OF THE JUMP ACFT WAS INFORMED BY CAK THAT THERE WAS ANOTHER ACFT IN THE AREA, AND THAT WAITING LESS THAN 2 MINS WOULD ALLEVIATE A DANGEROUS SIT. THIS ALSO IS A RECURRING PROB WITH THE NDB RWY 3 APCH INTO WADSWORTH. THE DROP ZONE IS JUST OFF TO THE SIDE OF THE APCH INTO WADSWORTH (3G3) AND SKYDIVERS DRIFT INTO THE FINAL APCH PATCH. STAY AWAY FROM THE DROP ZONE. I AM CERTAIN THAT I WILL, BUT DUE TO THEIR PROX TO 2 LCL ARPTS, I AM SURE THIS WILL ONLY WORK FOR THOSE WHO HAVE HAD A CLOSE CALL. THE JUMP ACFT IS REQUIRED TO STAY IN CONTACT WITH CAK APCH DURING JUMPING ACTIVITIES. IF THE JUMP ACFT PLT WOULD ASK APCH IF IT SEES ACFT IN THE AREA BEFORE DROPPING JUMPERS, THIS COULD POSSIBLY AVOID DISASTER.

Synopsis :

A C172 PLT FOUND HIMSELF TRYING TO AVOID SKYDIVERS AS HE PREPARED TO LAND AT AN ARPT 5 MI N OF THE DROP AREA.

Time

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

Place

Locale Reference.Airport : 307.Airport
State Reference : CA
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 20000

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Operator.General Aviation : Personal
Make Model : Cheetah Tiger Traveler
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 236
Experience.Flight Time.Last 90 Days : 34
Experience.Flight Time.Type : 37
ASRS Report : 563798

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

WHILE CRUISING AT 6500 FT IN A STAGGERED DSCNT INTO THE BAY AREA, I HAD AN NMAC WITH 2 PARACHUTISTS JUMPING IN TANDEM. I BELIEVE THE PARACHUTISTS DROPPED WITHIN 500-600 FT OF MY ACFT, DIRECTLY IN FRONT OF THE NOSE. BELOW IS THE SEQUENCE OF EVENTS: BEFORE DEPARTING ON THE FLT, I GOT A TELEPHONE WX BRIEFING (I REQUESTED A 'STANDARD BRIEFING' WHICH SHOULD INCLUDE PERTINENT NOTAMS) FROM FSS. THERE WAS NO MENTION OF ANY NOTAMS FOR PARACHUTE ACTIVITY OR DROP ZONES ON MY RTE OF FLT. WE DEPARTED ON SCHEDULE AND THE FLT WAS UNEVENTFUL TO THAT POINT. AS IS MY NORMAL PRACTICE, I WAS USING ATC FLT FOLLOWING. (WE WERE FLYING VFR.) I WAS AWARE THAT THEY DID PARACHUTE JUMPING AROUND HOLLISTER AND SALINAS ARPTS, AND ON THE ATC FREQ I HEARD ZOA (OR PERHAPS IT WAS BAY APCH AT THAT POINT, DON'T REMEMBER) TALKING TO A JUMP PLT WHO WAS RELEASING JUMPERS, BUT OF COURSE I HAD NO IDEA WHERE HE WAS, AS THE CTLR COVERS A LARGE AREA. I WASN'T PARTICULARLY WORRIED SINCE, IN THE PAST, ANY TIME I HAD FLOWN THROUGH AN AREA WHERE JUMPS WERE TAKING PLACE I HAD BEEN MADE AWARE OF THEM BY NOTAM, AND ATC HAD ALWAYS ADVISED ME WELL IN ADVANCE SO COULD AVOID THE DROP AREA. ANYWAY, THE ATC CTLR RADIOED, AND WHAT I HEARD WAS, 'GRUMMAN XXX, PARACHUTE JUMP 12 O'CLOCK POS (UNREADABLE WORDS FOLLOWING).' (I LATER DEDUCED THAT THE UNREADABLE WORDS MUST HAVE BEEN '1 MI' OR SOMETHING CLOSE TO THAT.) AT THIS POINT I WAS 8 OR 9 MI S OF HOLLISTER ARPT, WHICH WAS INSIGHT. BELIEVING THAT THE DROP WAS PROBABLY RIGHT OVER THE ARPT, AND HAVING NOT HEARD THE '1 MI' PART OF THE ATC MESSAGE, I IMMEDIATELY RADIOED BACK AND ASKED, 'IS THAT RIGHT OVER THE HOLLISTER ARPT?' SHE REPLIED, 'IT'S 7 MI S FO THE ARPT.' ON HEARING THAT I IMMEDIATELY BEGAN A SHARP R TURN, BUT JUST AS I BEGAN TURNING THE WHEEL, THE 2 PARACHUTISTS (STRAPPED TOGETHER) TELL PAST OUR NOSE. I TURNED NEARLY 90 DEGS TO THE R AND FLEW A COUPLE OF MI E BEFORE HEADING BACK TO THE N, TO AVOID ANY OTHER JUMPERS WHO COULD POTENTIALLY BE OR HAVE BEEN RELEASED. I HAVE THOUGHT A LOT ABOUT THIS SEQUENCE OF EVENTS, ASKING MYSELF WHAT I COULD HAVE/SHOULD HAVE DONE DIFFERENTLY. I CAN'T REALLY THINK OF ANYTHING, NOR COULD THE ATP-RATED PLT WHO WAS MY PAX IN THE R SEAT. (I KNOW THAT, IN THE FUTURE, I'LL AVOID FLYING THROUGH THAT PARTICULAR GEOGRAPHIC AREA ON NICE WKEND DAYS.) I PLACE SOME BLAME ON THE FLT BRIEFER FOR NOT GIVING ME THE NOTAM THAT PROBABLY EXISTED FOR THAT AREA, AND EVEN MORE WITH THE ATC CTLR (WHO DIDN'T APPEAR TO BE ALL THAT BUSY, UNLESS SHE WAS WORKING OTHER FREQS TOO) FOR NOT GIVING ME MORE WARNING. AND, OF COURSE, IF I HAD CLRLY UNDERSTOOD OR BEEN ABLE TO HEAR THE FIRST RADIO CALL, I'D HAVE HAD 5 OR 7 EXTRA SECONDS TO TURN AWAY. (I KNOW, IT'S THE PLT'S RESPONSIBILITY TO SEE AND AVOID, BUT IT'S MIGHTY HARD TO SEE AND AVOID PEOPLE DROPPING FROM 5000 FT ABOVE YOU.)

Synopsis :

GRUMMAN TIGER PLT HAS NMAC WITH SKYDIVERS DURING VFR CRUISE.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.General Aviation : Corporate
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 743
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 500
ASRS Report : 564506

Person / 2

Function.Controller : Radar

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 : Flight Crew Human Performance

Narrative :

I ALLOWED A SKYDIVE TO BE MADE INTO WHAT MAY BE CATEGORIZED AS CONGESTED AIRSPACE. NO ONE WAS INJURED AND NO PROPERTY WAS DAMAGED. I ALSO DID THIS WHILE NOT IN CONTACT WITH THE LCL ATC (IN OUR AREA THAT WOULD BE ZMP). I ALLOWED A GROUP OF 4 SKYDIVERS TO TALK ME INTO FLYING OVER AN AREA AWAY FROM OUR NORMAL DROP ZONE SO THEY COULD JUMP INTO A LCL BEACH. AS EVENTS UNFOLDED OVER THE COURSE OF THE FOLLOWING WK, I REALIZED I DID SO IN VIOLATION OF THOSE FARs IN PART 105 PERTAINING TO PARACHUTE ACTIVITIES. THIS IS QUITE CLRLY A CASE OF POOR JUDGEMENT AND LACK OF UNDERSTANDING OF THE REGS.

Synopsis :

C182 SKYDIVE OP PLT IS COAXED TO DROP SKYDIVERS OVER A BEACH WITHOUT PRIOR FAA APPROVAL COORD IN ZMP AIRSPACE.

Time

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

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAL.Tower
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1000
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 100
ASRS Report : 565327

Person / 2

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Quit
Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

IT IS A SKYDIVE OP IN LAKE LAND. WITH FULL TANKS, YOU CAN DO 5 RUN-UPS TO 10500 FT. ON THE 5TH RUN, ON DSCNT, I RAN OUT OF GAS AND GLIDED IT IN TO THE FIELD. NO ONE WAS ON BOARD, BUT ME. NO INJURIES. IT WAS A MISMANAGED FUEL SIT.

Synopsis :

A C182 PLT GLIDED TO DEST ARPT AFTER ENG FAILED DUE TO FUEL STARVATION.

ACN: 567296

Time

Date : 200212

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : AL

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : CSG.TRACON

Controlling Facilities.TRACON : MGM.TRACON

Operator.General Aviation : Personal

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Mission : Pleasure

Flight Phase.Cruise : Level

Aircraft / 2

Operator.General Aviation : Personal

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Sky Diving

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 980

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 900

ASRS Report : 567296

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 0

Miss Distance.Horizontal : 100

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

IFR FLT FROM M16 TO AVO TO TAKE MY DAUGHTER BACK TO COLLEGE. FLT PLAN, WX AND NOTAMS OBTAINED FROM GREENWOOD FSS ON MORNING FLT. ON V56 PAST MONTGOMERY, WE HAD BEEN CLRED DOWN TO 5000 FT BY MGM APCH. APCHING THE TGE VOR, I WAS SHOCKED TO SEE 3 SKYDIVERS DROP PAST US AT APPROX 50-100 FT AWAY. I IMMEDIATELY ASKED MGM APCH IF THEY WERE AWARE OF SKYDIVERS IN THE AREA. THE CTLR STATED HE WAS NOT. I INFORMED HIM THAT SEVERAL HAD JUST DROPPED PAST US. HE THEN REPLIED WE SHOULD HAVE BEEN PASSED TO COLUMBUS APCH. I INFORMED HIM I WOULD CONTACT COLUMBUS APCH. AS SOON AS I CHANGED FREQ TO COLUMBUS APCH, I HEARD A CALL 'JUMPERS AWAY.' I CHKED IN WITH COLUMBUS AND NOTHING WAS SAID BY THE CTLR OR MYSELF. NEITHER MY WIFE (WHO HAS 20 YRS OF EXPERIENCE OF LISTENING TO THE RADIO AND IS VERY GOOD AT CATCHING CALLS AND RECORDING CLRNCs) NOR MYSELF HEARD THE MONTGOMERY CTLR CALL US TO CHANGE FREQ TO COLUMBUS. I FIND IT INTERESTING WHEN I CONTACTED HIM THAT HE DIDN'T SAY, 'I CHANGED YOU TO COLUMBUS, BUT YOU SHOULD HAVE BEEN SWITCHED TO COLUMBUS.' IN THE PREFLT BRIEFING, THERE WAS NO MENTION OF SKYDIVERS IN THE TUSKEGEE AREA. THE COLUMBUS FACILITY WAS APPARENTLY AWARE OF THE SKYDIVERS, BUT MONTGOMERY WAS APPARENTLY NOT AWARE. THIS SEEMS TO BE THE AREA NEAR WHERE COLUMBUS AND MONTGOMERY CHANGE OVER AND BOTH SHOULD BE AWARE OF THE NOTAM WHICH I ASSUME WAS MADE. I SINCERELY HOPE THAT I DIDN'T MISS A CALL. I WOULD BE VERY INTERESTED IN LISTENING TO THE TAPES TO SEE IF A CALL WAS MADE AND NOT HEARD OR STEPPED ON BY OTHER XMISSIONS. IT SHOULD BE NOTED THIS WAS A VERY BUSY DAY FOR ATC AND THERE WERE 4 OF US WITH VERY SIMILAR CALLS, SO I MADE AN EXTRA EFFORT TO HEAR THE CALLS. OTHER CONTRIBUTING FACTORS WERE A BREAKDOWN IN THE NOTAM SYS, MONTGOMERY NOT BEING AWARE OF THE JUMPERS, AN APPARENT LATE CALL BY THE ACFT CARRYING THE JUMPERS, THE TRANSPORT ACFT NOT CLRING THE AREA AND APPARENTLY NOT BEING IN CONTACT WITH COLUMBUS APCH EARLY ENOUGH TO BE WARNED THAT ANOTHER ACFT ON AN IFR FLT PLAN UNDER RADAR CONTACT WAS IN THE AREA.

Synopsis :

SMA PLT, ON AN IFR FLT PLAN, CAME WITHIN 50-100 FT OF 3 FALLING SKYDIVERS IN CSG CLASS E AIRSPACE.