

ASRS Database Report Set

TFR/ADIZ Airspace Incidents

Report Set Description.....A sampling of reports that reference unauthorized entry into a TFR or ADIZ.

Update Number.....1.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set50

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

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

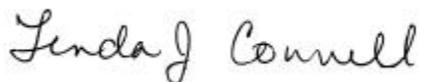
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

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

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

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



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 : 200304
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1200
Experience.Flight Time.Last 90 Days : 15
ASRS Report : 579935

Person / 2

Function.Controller : Flight Data

Person / 3

Function.Controller : Flight Data

Person / 4

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

I FILED 2 VFR FLT PLANS WITH NY FSS TO FLY FROM TEB TO N03, TO FWN, AND TO TEB, 2 OF THE FLT PLANS WERE ADIZ. I DEPARTED TEB FOR N03 ON THE ADIZ FLT PLAN. AROUND XA00 I REFILED AN ADIZ FLT PLAN WITH BUFFALO FSS FROM N03 WITH A MODIFIED DEP TIME FROM FWN TO TEB. THE BRIEFER ATTEMPTED TO CONTACT NY DATA, BUT COULDN'T, SO HE SAID HE WOULD REFILE THE ADIZ FLT PLAN FROM SCRATCH. I DEPARTED N03 FOR SUSSEX AND LANDED AT FWN. I REFUELED AND DEPARTED FWN ON A 1200 SQUAWK AND FLEW TOWARDS THE SPARTA VOR, AND ATTEMPTED TO CONTACT NY APCH ON 127.6. I WAS USING TEB'S VOR AS I HAD JUST REPLACED THE NAV INDICATOR AT SUSSEX, AND THE VFR GPS FOR GUIDANCE. NY APCH WAS EXTREMELY BUSY, WITH A LOT OF CONFUSION ON THE FREQ, BUT I MANAGED TO GIVE THEM MY CALL SIGN, VOLUNTEER SVC ABC, AND WAS IMMEDIATELY TOLD TO PROCEED DIRECTLY TO TEB AT OR BELOW 2500 FT. I READ BACK THE INSTRUCTIONS, BUT WAS VERY SURPRISED I DIDN'T GET MY SQUAWK, BUT THOUGHT THAT MAYBE THEY WERE CONSIDERING ME AS A MILITARY ACFT, SO I LET IT GO FOR THE MOMENT. THAT HAS HAPPENED BEFORE TO ME ON VOLUNTEER SVC FLT UNDER NORMAL CONDITIONS. I SLOWED DOWN AND DID AS INSTRUCTED, BUT THEN CALLED THEM AGAIN, (AGAIN WITH SERIOUS DIFFICULTY), TO ASK FOR MY SQUAWK. HE THEN ASKED ME IF I HAD FILED A FLT PLAN. I RESPONDED THAT I CERTAINLY DID, BUT HE INSISTED I CONTACT FSS, SO I DID AN IMMEDIATE 180 AND WAS JUST ABOUT TO CALL FSS ON THE RADIO, WHEN HE CALLED ME BACK WITH MY BEACON CODE, WHICH I THINK WAS XXXX. I THEN PROCEEDED TO TEB WITHOUT ANY PROBLEMS. I LANDED AT TEB WITHOUT INCIDENT AND NO ONE ASKED ME TO CONTACT ANYONE. I SHUT DOWN AND PUT THE ACFT AWAY. I EVEN EMAILED A NOTE TO MY VOLUNTEER SVC COLLEAGUES ABOUT THE CONFUSION ON THE RADIO WITH NY APCH AND SUGGESTED GOING EASY ON THEM UNTIL THE ADIZ PROCS ARE WORKED OUT. THE NY ADIZ WAS RESCINDED ABOUT A WEEK LATER. I WOULD LIKE TO RECOMMEND RESEARCH WHY FLT PLANS SEEM TO GET 'LOST' IN THE SYSTEM. I MUST COMMEND THE NY CTRLRS ON THEIR SKILL EVEN UNDER THESE CONDITIONS. I WAS VERY SURPRISED WHEN I RECEIVED A PHONE CALL MORE THAN A WEEK LATER THAT I HAD PENETRATED THE ADIZ INCORRECTLY ON MY DAY OF FLT, BECAUSE I BELIEVE THAT I HAD FOLLOWED THE PROC CORRECTLY AS ALWAYS.

Synopsis :

VOLUNTEER SVC C172 PLT NOTIFIED A WEEK AFTER POTENTIAL NY ADIZ VIOLATION.

Time

Date : 200304
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ACT.Airport
State Reference : TX
Altitude.MSL.Single Value : 2500

Environment

Ceiling.Single Value : 14000

Aircraft / 1

Controlling Facilities.Tower : ACT.Tower
Operator.General Aviation : Personal
Make Model : Cessna 150
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 216
Experience.Flight Time.Last 90 Days : 35.3
Experience.Flight Time.Type : 188
ASRS Report : 579951

Person / 2

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

I DEPARTED 2TE2 FIELD FOR A DIRECT RTE AROUND CLASS B TO CLEBURNE ARPT. THE INTENT WAS TO PROMOTE AVIATION AND TO BUILD TIME IN TYPE ACFT. DURING REFUELING, I RECEIVED A CALL FROM A SELLER OR A PROSPECTIVE ACFT AT TPL. A TIME WAS ARRANGED AND WE DEPARTED FOR TPL. BEFORE ENTERING CLASS D AROUND WACO, JUST N OF LAKE WHITNEY, I RADIOED WACO REGIONAL TWR THAT I WOULD LIKE TO TRANSITION THROUGH THEIR AIRSPACE TO TPL. THEY WERE BUSY TALKING TO 4 PLANES ON THE GND GETTING CLRNC TO DEPART. LATER, I FOUND THOSE WERE F16'S. THE TWR TOLD ME TO LAND AT WACO REGIONAL SO A MARSHALL COULD ASK A FEW QUESTIONS, THAT IS WHEN I KNEW THAT I HAD DONE SOMETHING TERRIBLE. I AM AT FAULT, NO ONE OR NOTHING IS TO BLAME, BUT MYSELF. I HAVE ENDANGERED MY RIGHT TO FLY AND HAVE A NEW PROSPECTIVE ABOUT THE RESPONSIBILITY OF BEING AN AMERICAN PRIVATE PLT. I DID NOT CALL FOR A BRIEFING NOR DID I FILE A VFR FLT PLAN AND I KNEW BETTER.

Synopsis :

C150 PLT DIRECTED TO LAND BY ACT LC WHEN CALLING FOR CLASS D THROUGH CLRNC, BEING NOTIFIED OF A P49 AIRSPACE VIOLATION.

Time

Date : 200304
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : W29.Airport
State Reference : MD
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : DOV.TRACON
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Mission : Pleasure

Aircraft / 2

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Taxi
Make Model : Helicopter
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 912
Experience.Flight Time.Last 90 Days : 11
Experience.Flight Time.Type : 912
ASRS Report : 580042

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 6

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

I HAD A FLT TO W29 FOR DINNER. I WAS FAMILIAR WITH THE ARPT AND KNEW ABOUT THEIR ARR AND DEP PROCS FROM A FLT THAT TOOK PLACE ABOUT 2 YRS AGO AND PRIOR TO SEP/TUE/01. I DECIDED TO DEPART WITHOUT FILING A VFR FLT PLAN THRU THE SMYRNA VOR (ENO) WITH THE INTENTIONS OF CONTACTING DOVER APCH FOR ADVISORIES. BY MAINTAINING 2000 FT ENRTE, I KNEW I WOULD REMAIN WELL BELOW BWI'S 3500 FT AIRSPACE. AT APPROX 25 MILES FROM ENO I CONTACTED DOVER APCH AND ASKED FOR FLT FOLLOWING THRU ENO THEN DIRECT TO W29. DOVER GAVE ME A DISCRETE XPONDER CODE. WHILE UNDER THEIR SERVICE, WE WERE GIVEN ADVISORIES WITH AN AMPLE AMOUNT OF ADVANCE NOTICE. WE THEN WERE ADVISED, RADAR SVCS TERMINATED AND SQUAWK 1200. DOVER DID NOT GIVE ME A COURTESY HEADS UP THAT A LNDG CLRNC WAS NECESSARY IN ADVANCE OF GOING INTO AN AREA DESIGNATED AS DC ADIZ. MY WASHINGTON SECTIONAL, WHICH WAS CURRENT, DID NOT MAKE NOTE OF THIS CHANGE. I CONTINUED ON TO W29 GPS DIRECT. I ALSO CONTINUED TRACKING MY POSITION USING THE WOODSTOWN VOR (OOD) ENRTE. I ALSO CHANGED THE COM FREQUENCY TO W29. I COULD SEE THE WATER TWR ON THE SHORELINE, WHICH IS THE ENTRY POINT TO THE DOWNWIND LEG. ANOTHER ACFT RPTED HIS POSITION AT THAT POINT FOR AN ENTRY. AT THE WATER TWR I RPTED OUR POSITION AND THAT THE OTHER ACFT WAS IN SIGHT. WHILE ON THE DOWNWIND LEG THE FBO RPTED A HELI WAS APCHING AND WE SHOULD HOLD FOR THEIR LNDG. WE EXTENDED OUR DOWNWIND LEG AND CONTINUED FOLLOWING THE ACFT AHEAD OF US AND ADVISED HAD THE HELI IN SIGHT FOR RWY 29. WE LANDED AND TAXIED TO THE RAMP. IT WASN'T UNTIL WE RETURNED TO THE ARPT THAT THE FBO ADDRESSED OUR ACFT AND SAID CUSTOMS WAS LOOKING FOR US AND GAVE ME A PHONE NUMBER. WHEN ASKED THE REASON HE ADVISED THAT WE NEEDED A CLRNC TO LAND THERE AND TO FILE A FLT PLAN BEFORE LEAVING. I CALLED AND DISCUSSED MY SURPRISE NOTIFICATION BY THE FBO. HE TOOK MY PERSONAL INFO, THEN ADVISED ME TO CONTACT PCT TRACON. I ALSO CALLED THEM AND COOPERATED WITH ALL THEIR QUESTIONS. I ALSO ADVISED I WILL FILE A CLRNC BEFORE DEPARTING. I WAS ADVISED THEY HAD A LOT OF SIMILAR PLTS WHO ENTERED WITHOUT A CLRNC. I THEN FILED A FLT PLAN AND RECEIVED A DEP CLRNC. I WENT BACK TO THE FBO AND ASKED HOW MANY NOTICES DID HE GIVE OUT THAT DAY. HE ADVISED ABOUT 10 OTHER PLTS WERE NOTIFIED THAT DAY AND THAT HE WISHED IT WOULD BE LIFTED. OUR RETURN AGAIN WAS THE SAME WITH CONTACTING DOVER APCH FOR ADVISORIES. I AM A GOOD CITIZEN AND PROUD OF OUR COUNTRY'S POSITION IN DEALING WITH HOMELAND SECURITY PARTICULARLY WHEN IT COMES TO DOING MY PART. THERE WAS NO HAND OFF ADVICE GIVEN TO A BWI APCH CTL FREQUENCY. IF I HAD MADE CONTACT WITH BWI APCH, I COULD HAVE BEEN ADVISED A CLRNC IS REQUIRED. THE FBO COULD HAVE OCCASIONALLY MADE AN ANNOUNCEMENT OVER UNICOM SO PLTS WHO ARE LISTENING COULD HAVE CONSIDERED OTHER OPTIONS RATHER THAN BE SURPRISED AFTER LNDG.

Synopsis :

SMA PLT ADVISED AFTER LNDG AT W29 BY FBO TO CALL CUSTOMS AND PCT FOR DC ADIZ VIOLATION NOTIFICATION.

Time

Date : 200304
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GLS.Airport
State Reference : TX
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : GLS.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Aerobatics
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 100
Experience.Flight Time.Last 90 Days : 6.3
Experience.Flight Time.Type : 15
ASRS Report : 580279

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 12000

Supplementary

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

Narrative :

ON APR/SUN/03, I FLEW FROM LVJ TO GLS. THE WX WAS PERFECT: BLUE SKY, NO WIND, ETC. I AM VERY FAMILIAR WITH THE AREA AND SINCE GLS IS ONLY 25 NM FROM LVJ, I DID NOT GET A BRIEFING. AS I APCHED GLS (APPROX 4 NM), I NOTICED NO OTHER ACFT ON THE ARPT FREQ (123.05). I LISTENED TO ASOS, AND BROADCASTED MY INTENTION TO LAND AT GLS. A FEW MINS LATER, I HAD MY RADIO CHKED BY UNICOM. AS I GOT CLOSER TO THE ARPT (APPROX 2 NM), I NOTICED ANOTHER ACFT OVER THE ARPT. LOOKING MORE CAREFULLY, I NOTICED THE OTHER ACFT PERFORMING ACROBATICS! I REALIZED I NEEDED TO GET OUT OF THERE. SO, I WENT AROUND GLS ON A RADIUS OF ABOUT 2 NM AND THEN RETURNED TO LVJ. I LANDED AT LVJ AND OBTAINED A BRIEFING WHICH CONTAINED A NOTAM STATING THE AIRSPACE CLOSED AT GLS DUE TO AN AIR SHOW. A 5 NM RADIUS AND A NEW FREQ HAD BEEN ESTABLISHED. I FAILED TO GET INFO ON GLS BEFORE GOING THERE, BUT I THINK THAT THE SHOW CTRLRS COULD HAVE ADVISED ME ON THE STANDARD FREQ (123.05) WHEN I BROADCASTED MY INTENTIONS TO LAND THERE. AN ADVISORY ON THE STANDARD ARPT FREQ WOULD HAVE BEEN HELPFUL TO ACFT IN THE VICINITY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CLARIFIED THAT HE CALLED GLS UNICOM BECAUSE IT WAS STRANGELY QUIET. THE OPERATOR CONFIRMED THAT HIS XMISSION WAS LOUD AND CLR, BUT FAILED TO ADVISE REGARDING THE STATUS OF THE ARPT. RPTR NOW REALIZES THAT THE UNICOM INDIVIDUAL HAS NO OFFICIAL STANDING AND WAS NOT RESPONSIBLE FOR DOING SO, BUT A HEADS UP WOULD HAVE BEEN NICE.

Synopsis :

PLT OF C172 ON A VFR PLEASURE FLT WITHOUT A PREFLT BRIEFING UNKNOWINGLY ENTERED A TFR AREA OVER GLS BEFORE DISCOVERING AIR SHOW IN PROGRESS.

Time

Date : 200302
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ANP.Airport
State Reference : MD
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : LA-4-200 Buccaneer
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Fighting Falcon F16
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 400
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 200
ASRS Report : 580334

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WITH REFERENCE TO MY CURRENT SECTIONAL CHART, I PROCEEDED NE UNTIL JUST W OF THE PATUXENT RIVER NAVAL AIR STATION RESTR AREAS AND THEN TURNED NORTHWARD OVER THE PATUXENT RIVER, ENSURING I REMAINED CLR OF THE RESTR AIRSPACE AROUND PATUXENT. CONTINUING NORTHWARD, I REMAINED CLR (BELOW) THE BWI CLASS B AIRSPACE BEFORE MY PLANNED TURN TO THE NW ENRTE TO FME VIA PILOTAGE IN THE AREAS BY FAMILIARITY TO ME. AT ABOUT THIS TIME I SPOTTED THE F16 FLYING OVERHEAD IN ITS FIRST PASS. MY FIRST REACTION WAS THAT MAYBE THE F16 WAS HEADED TO PAX RIVER SINCE IT IS NOT UNCOMMON FOR THERE TO BE MILITARY JETS IN THAT AREA. PROCEEDING TOWARD FME, THE F16 MADE ANOTHER COUPLE OF PASSES WHILE IT DAWNED ON ME THAT I WAS THE INTENDED 'TARGET' OF THAT ACFT. MY SECOND COM RADIO WAS ALREADY TUNED TO THE EMER FREQUENCY OF 121.5 BECAUSE I WAS FAMILIAR WITH THE ESTABLISHED INTERCEPT PROCS. ON 121.5 I HEARD NOTHING. SHORTLY THEREAFTER I TRANSMITTED TWICE ON 121.5 TO TRY TO ESTABLISH COMS WITH THE F16, BUT GOT NO RESPONSE. AT THAT POINT, STILL NOT KNOWING THE ADIZ HAD BEEN ESTABLISHED, I THOUGHT MAYBE THERE WAS A TERRORIST INCIDENT IN WASHINGTON DURING THE FEW HRS I HAD BEEN FLYING FOR SC. FOR THIS REASON, I THOUGHT THE LAST THING I SHOULD DO IS FLY CLOSER TO WASHINGTON, DC. I THEN DECIDED TO LAND AT THE CLOSEST FAMILIAR ARPT IN THE OPPOSITE DIRECTION OF WASHINGTON, WHICH WAS W29. AT W29 I WAS INTERVIEWED BY THE SECRET SERVICE AND THE MARYLAND STATE POLICE. I WAS INTERVIEWED AND I ANSWERED ALL THEIR QUESTIONS. I WAS ALSO INFORMED THAT THE US CUSTOMS ACFT WERE NOT CAPABLE OF COM WITH INTERCEPTED ACFT IN ACCORDANCE WITH THE PUBLISHED INTERCEPT PROCS.

Synopsis :

LA4 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE. HE WAS INTERCEPTED BY A MILITARY F16.

ACN: 580340

Time

Date : 200304

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MCO.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MCO.TRACON

Operator.General Aviation : Personal

Make Model : Robinson R44

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3800

Experience.Flight Time.Last 90 Days : 32

Experience.Flight Time.Type : 275

ASRS Report : 580340

Person / 2

Function.Controller : Approach

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 : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

CROSS COUNTRY TO ORLANDO FROM TPA ENTERED TFR, HARD TO DEFINE THE EXACT START OF DISNEY WORLD TO SEE HOW FAR THE CTR EXTEND FROM EXACT WHICH POINT. I CALLED ORLANDO APCH FROM GUIDES, BUT WHEN THEY ANSWERED AFTER MY THIRD CALL I HAD ALREADY ENTERED TFR INADVERTENTLY. IN A HELI WITH NO NAVAIDS IT CAN BE HARD FROM 500 FT AGL TO SEE THE CTR OF AN AREA COVERING MANY SQUARE MILES AS DISNEY WORLD.

Synopsis :

R44 PLT ENTERED DWORLD TFR AIRSPACE BECAUSE HE WAS UNABLE TO DETERMINE THE TFR CONFINES.

Time

Date : 200304
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SNA.Airport
State Reference : CA
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Controlling Facilities.Tower : SNA.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1510
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 1510
ASRS Report : 580411

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

I TOOK THE SNA ORANGE DEP, FINAL DEST CNO. THE ORANGE DEP CALLS FOR A CLBING R TURN TO 330 DEGS, AT OR BELOW 2400 FT. TWR HANDED ME OFF TO SOCAL AT APPROX 1000 FT MSL. I TOLD THE CTLR I WOULD NEED A R TURN TO AVOID THE DISNEYLAND TFR AREA. THE ORANGE DEP HEADING OF 330 DEGS GOES DIRECTLY OVER DISNEYLAND. MY ACFT IS GPS EQUIP, AND I HAD DISNEYLAND (VPLDL) AS A FIRST WAY POINT. AT 5 MILES DISTANCE, I AGAIN REQUESTED 'RESUME OWN NAVIGATION' TO AVOID THE TFR. I WAS TOLD TO EXPECT A R TURN IN 'ABOUT A MILE, OVER THE RIVER.' WHEN FINALLY GIVEN 'RESUME OWN NAV', I TURN R TO 040 DEGS. I WATCHED AS THE GPS DISTANCE TO VPLDL WOUND DOWN TO 2.75 NM. I FELT THAT ANY FURTHER TURN TO THE R WOULD INTERFACE WITH SNA ILS 19R APCH. BECAUSE I REQUESTED AND WAS REFUSED AN EARLY R TURN TO AVOID THE TFR TWICE, I FEEL I WAS VECTORED, ON ALTITUDE RESTR, INTO THE AREA.

Synopsis :

C172 PLT VIOLATES AIRSPACE FLT RESTR WHILE FOLLOWING CTLR'S INSTRUCTIONS ON DEP.

Time

Date : 200304
Day : Mon
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : King Air C90 E90
Mission : Business
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2900
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 1200
ASRS Report : 580460

Person / 2

Function.Controller : Approach

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 : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX XA30 LCL TIME, DURING A VFR FLT FROM N94 TO JYO WITH NO FLT PLAN OR RADAR ADVISORIES, THIS PLT PENETRATED A DESIGNATED ADIZ ZONE WITHOUT AUTHORIZATION. PLT DID NOT ACCURATELY EVALUATE NOTAMS DEPICTING ADIZ. THIS INFRACTION OCCURRED APPROX 20 DME, 340 DEGS RADIAL FROM AML VOR. PLT MUST OBTAIN ALL AVAILABLE INFO PERTAINING TO HIS/HER FLT, INCLUDING NOTAMS.

Synopsis :

BE9L PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE TRANSPONDER CODE.

Time

Date : 200304
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 2W5.Airport
State Reference : MD
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee Arrow Iv
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : PCT.TRACON
Make Model : Fighting Falcon F16
Mission.Other : Intercept

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 636
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Type : 225
ASRS Report : 580516

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Flight Data

Person / 4

Function.Controller : Approach

Person / 6

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I FILED A TFR ARR FLT PLAN WITH JYO FSS AT XA45 AM LCL TIME PER SPECIAL PLT RPTING PROC, DEPARTING W79 AND LNDG AT VKX. I LISTENED TO THE ENTIRE RECORDING BEFORE 'PRESSING 1' FOR A PREFLT BRIEFER. ALTHOUGH I WAS AWARE OF THE WASHINGTON, DC ADIZ BY FORCE OF HABIT I FILED A STANDARD TFR ARR FLT PLAN WHICH WOULD BE ACTIVATED AT 2W5. THIS 'PICK UP' POINT WAS CONFIRMED BY THE FSS. AT 3 MILES S OF 2W5 I CONTACTED PCT APCH ON FREQ 125.65. UPON CONTACT I WAS INFORMED I HAD VIOLATED THE ADIZ AND SHOULD HAVE CONTACTED APCH BEFORE ENTERING THE AIRSPACE. THE CTLR ALSO INFORMED ME AN F16 WOULD BE APPEARING OFF MY R WING. I CONFIRMED VISUAL CONTACT OF THE F16 WITH APCH ONCE IT HAD ARRIVED ABOVE AND TO MY R AND BEGAN A L 360 DEG TURN. APCH INFORMED THE F16 PLT THAT I HAD A FLT PLAN ON FILE TO LAND AT VKX, AT WHICH TIME I WAS CLRED TO VKX. SHORTLY AFTER MY LNDG A US CUSTOMS HELI LANDED AND I WAS QUESTIONED BY (4) CUSTOM AGENTS. I WAS INFORMED BY ONE AGENT TO CONTACT THE PCT TRACON. I CALLED PCT TRACON AND ANSWERED QUESTIONS PERTAINING TO MY NAME, ADDRESS, PHONE NUMBER, AND PLT'S CERTIFICATE NUMBER. CIRCUMSTANCES LEADING TO THE INFRACTION: THIS WAS MY FIRST LCL FLT SINCE JAN/SUN/03. THIS WAS MY FIRST SINCE THE INCEPTION OF THE ADIZ. VERY EXPERIENCED WITH THE TFR PROCS FOR DEP AND ARR AT VKX. JYO FSS CONFIRMED MY FLT PLAN ACTIVATION POINT AT 2W5. CLRRLY PLT'S RESPONSIBILITY, A REMINDER THAT 2W5 WAS INSIDE THE ADIZ COULD HAVE PREVENTED THE VIOLATION.

Synopsis :

P28T PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE. HE WAS INTERCEPTED BY A MILITARY F16.

Time

Date : 200305
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ADW.Airport
State Reference : MD

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Make Model : S-76/S-76 Mark II
Mission : Ferry
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : PCT.TRACON
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission.Other : Chase
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 1200
ASRS Report : 580444

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach
Function.Controller : Departure

Person / 4

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

THIS PROB OCCURRED BECAUSE OF A MISUNDERSTANDING AND IMPROPER ASSUMPTION ON THE PART OF THE PLT (ME). MY FLYING IS ALMOST ALL DONE IN THE LCL CONNECTICUT/NYC AREA. WHEN I HEARD THAT THE ADIZ WAS NO LONGER IN EFFECT, I ASSUMED THAT THIS WAS NATIONWIDE AND NOT JUST APPLICABLE TO NY. TODAY WE HAD TO DELIVER AN ACFT TO A MILITARY BASE. SINCE RECEIVING PPR (PRIOR PERMISSION REQUIRED) FOR THE CHASE ACFT TO BRING BACK THE CREW WAS TO TAKE AN INDETERMINATE TIME, WE ELECTED TO LAND AT ST MARY'S, MD AND PICK UP THE CREW THERE. THIS WAS DONE, THE RTE HAVING GONE SMOOTHLY THROUGH A FORMER ADIZ AIRSPACE. ON THE WAY BACK WE WERE TO PICK UP ANOTHER PLT WHO HAD DELIVERED AN ACFT TO READING, PA. WE TOOK THE MOST DIRECT RTE WHICH AVOIDED RESTR AREAS AND THE WASHINGTON CLASS B, BUT BECAUSE OF THE AFOREMENTIONED MISCONCEPTION, FLEW WELL UNDER THE EASTERN KEYHOLE SECTION OF THIS CLASS B, WHICH, IF THE ADIZ WERE NOT IN EFFECT, WOULD HAVE A FLOOR OF 4500 FT. HAD WE KNOWN WE PROBABLY WOULD HAVE DETOURED AROUND THIS SECTION AS IT WOULD HAVE ADDED NOT MORE THAN TWO MINS TO THE FLT. THE ERROR WAS NOT DISCOVERED UNTIL WE RECEIVED A REQUEST FROM THE TWR AT READING TO CALL A TELEPHONE NUMBER WHICH TURNED OUT TO BE CUSTOMS. THIS INCIDENT UNDERSCORES THE NECESSITY TO TAKE NOTHING FOR GRANTED IN THESE DAYS OF HEIGHTENED SECURITY EVERYWHERE. THIS APPLIES EVEN MORE SO IF FLYING OUT OF THE FAMILIAR FLYING AREA.

Synopsis :

S76 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200304
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1000
Experience.Flight Time.Last 90 Days : 2
Experience.Flight Time.Type : 200
ASRS Report : 580560

Person / 2

Function.Controller : Flight Data

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

FILED A VFR ADIZ FLT PLAN WITH ALTOONA FSS AND RECEIVED WEATHER. FILED FOR A XA00 DEP FROM GAI FOR 3500 FT, TOUCH AND GOES AT GAI AND SAME AT FDK. RECEIVED A 'SPECIAL' SQUAWK CODE ON THE GND AND WAS TOLD TO MONITOR 126.75. RECEIVED THESE INSTRUCTIONS FROM CLRNC DELIVERY ON 121.6. DID ONE TOUCH AND GO AT GAI AND THE SAME AT FDK. DEPARTED FDK WENT OVER SUGAR LOAF MOUNTAIN AND SET NEW COURSE FOR GAI RECEIVED NEW SQUAWK CODER FROM PCT EIGHT MILES OUT, BUT NEVER RADAR ID OUTBOUND OR INBOUND. WAS TOLD TO CLOSE ON THE GND AT GAI BY PHONE. CALLED AND WAS TOLD NO FLT PLAN ON FILE PLT DEV HAD BEEN COMMITTED AND INVESTIGATION WOULD FOLLOW. WAS GIVEN ANOTHER LOCAL NUMBER TO CALL FOR CLRNC DELIVERY TO DEPART? SUMMATION: I FEEL THAT I FOLLOWED MY INSTRUCTIONS FROM ALTOONA FSS AND CLRNC DELIVERY AND ADHERED TO PROCS.

Synopsis :

PA28 PLT ENTERED DC ADIZ WITHOUT SPECIFIC CLRNC TO DO SO FROM THE PCT APCH CTLR.

Time

Date : 200304
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : NHK.TRACON
Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : Experimental Aircraft
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1470
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 18
ASRS Report : 580593

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Clearance Delivery
Function.Controller : Flight Data

Person / 4

Function.Controller : Clearance Delivery
Function.Controller : Flight Data

Person / 6

Function.Controller : Approach

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I AM A POLICE OFFICER AND A PLT WITH OVER 15 YRS OF EXPERIENCE IN AVIATION. I HAVE ALSO BEEN REQUESTED BY OTHER GOVERNMENT INTERDICTION AGENCIES TO STOP AND DETAIN PLTS WHO HAVE ALLEGEDLY VIOLATED THIS AIRSPACE AND LANDED AT MONTGOMERY COUNTY AIRPARK, MD. AT XA00 HRS, I PROCEEDED TO FILE A VFR FLT PLAN FROM GAI TO OXB. THIS WAS THE FIRST TIME I HAD FILED VFR IN A YEAR. THE FLT DOWN TO OXB WAS CONDUCTED WITHOUT INCIDENT. AT XD00 HRS, I PROCEEDED TO FILE A RETURN FLT PLAN WHICH HAD AN ORIGINAL DEP TIME OF XF30 LCL TIME. JYO FSS WAS CONTACTED FOR AN AMENDED DEP TIME OF XG30 LCL. AT XG15 HRS, I PROCEEDED TO RWY 20. AFTER ATTEMPTS WERE MADE TO OBTAIN A CLRNC THROUGH CLRNC DELIVERY AND MILLVILLE FSS, I CONTACTED PATUXENT APCH (127.95) TO OBTAIN A CLRNC. PATUXENT ALLOWED A TRANSITION THROUGH R4006 AND HANDED ME OFF TO PCT APCH. AFTER SEVERAL CALLS TO PCT AND THEN NO ANSWER FROM PCT, I PROCEEDED TO OBTAIN MORE FREQUENCIES FOR PCT. PCT APCH WAS HEARD SPEAKING WITH SEVERAL ACFT, BUT DID NOT RESPOND TO ANY XMISSION MADE BY ME. AFTER 20 MINS OF ATTEMPTING TO GAIN A SQUAWK CODE, HIGHER ALT AND NOW 42KM E OF DCA AT 2500 FT, CTLR FINALLY ANSWERED ME AND ADMITTED HE HAD BEEN IGNORING ME. HE ANGRILY ADVISED TO REMAIN CLR OF CLASS B AND THE 'ZONE' AND STATED HE WOULD CALL ME. THE CTLR REFUSED TO ACKNOWLEDGE ME FOR A REQUEST FOR HIGHER ALT. AFTER A FEW TURNS IN HOLDING 10 KM E OF BAY BRIDGE ARPT, A DIFFERENT CTLR GAVE ME A SQUAWK CODE AND ALLOWED ME TO ENTER THE CORRIDOR TO GAI. WHILE ENRTE, THE CTLR ADVISED ME TO CALL UPON LNDG. LATER, THE ARTCC SUPVR ADVISED A PLT DEVIATION RPT WILL BE INITIATED. A CTLR HAD RPTED A VIOLATION OF AIRSPACE WITHIN THE 30 KM OF CLASS B AIRSPACE. SINCE I HAD REMAINED CLR OF THE 15 KM RADIUS OF DCA AND CLR OF CLASS B AIRSPACE, I WAS UNAWARE OF ANY PENETRATION OR INCURSION. A VFR SECTIONAL DEPICTED A 15 KM RADIUS OF DCA. HOWEVER, ON 03/THUR/03, THE AIRSPACE IN THIS CORRIDOR HAS BEEN EXTENDED TO 30 KM. I WAS UNAWARE OF THIS UNTIL THIS WRITING. SOMETIME AFTER 03/THUR/03 A SIGN HAD BEEN POSTED ON THE FRONT DOOR OF THE PRIMARY FBO. THIS SIGN NOTIFIES 60% OF THE PLTS AT GAI. HOWEVER, THE OTHER 40% OF PLTS GO THROUGH A CODED GATE ON THE NW SIDE OF THE FIELD. I FEEL THIS ERROR WAS MADE BY ME IN FAILING TO KNOW THE EXACT BORDER OF THE NEW ZONE AND THE REFUSAL OF COMMUNICATION BY ATC. I HAVE SOME SUGGESTIONS WHICH SHOULD IMPROVE THE SAFETY OF TRAVEL FROM GAI AND THROUGH THE DCA CORRIDOR. A VFR SECTIONAL SHOULD HIGHLIGHT THE NEW AIRSPACE CHANGE COVERING THE ENTIRE 30 KM OF CLASS B AIRSPACE. NO PLT SHOULD BE IGNORED BY ATC. I FEEL CTLRS ARE HABITUALLY IGNORING GENERAL AVIATION ACFT. AT GAI, A SIGN SHOULD BE POSTED ON THE GATE LEADING TO PERSONAL AND CLUB ACFT INDICATING THIS NEW AIRSPACE. THE AWOS SHOULD INDICATE THE RANGE OF THIS NEW AIRSPACE RATHER THAN JUST A SQUAWK CODE FOR TRANSITION.

Synopsis :

SR20 PLT, POLICE OFFICER, FOUND OUT HOW UNWORKABLE ATTEMPTING TO GET CLRNC INTO DC ADIZ. THE PLT PENETRATED THE ADIZ AFTER THE PCT APCH CTLR AND THE NHK MILFAC CTLR REFUSED TO RESPOND TO PLTS COM REQUEST.

Time

Date : 200304
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : I73.Airport
State Reference : OH
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 10000

Aircraft / 1

Controlling Facilities.TRACON : DAY.TRACON
Controlling Facilities.Tower : ILN.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Make Model : Fighting Falcon F16
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1805
Experience.Flight Time.Last 90 Days : 18
Experience.Flight Time.Type : 900
ASRS Report : 580651

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Supervisor

Person / 5

Function.Oversight : Airport Manager

Events

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

Supplementary

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

Narrative :

MY FLT BEGAN AT MORAIN AIRPARK (I73) DAYTON, OH, WITH A SHORT FLT TO MIDDLETOWN, OH. MIDDLETOWN IS LOCATED ABOUT 30 MI FROM DAYTON. AFTER LUNCH, I FLEW BACK TO I73. DURING THE FLT, MOST OF WHICH WAS CONDUCTED AT 2500 FT MSL, I FLEW THROUGH THE WILMINGTON CTL ZONE AND CONTACTED THEM FOR CLRNC. THEY HAD AN ACFT DEPART AFTER I PASSED THE CTR OF THEIR ARPT AND I CONTINUED ON THEIR FREQ UNTIL I DEPARTED THEIR AREA TO THE NW, ENRTE TO I73. I THEN CHANGED FREQ TO DAYTON TWR ATIS 125.8 AND LISTENED FOR ADVISORIES AND THE CURRENT DAYTON AREA WX. THEY ADVISED THAT DAYTON ARPT WAS CLOSED TO GA ACFT DUE TO THE TFR AND THAT THE ACR TFC WAS NOT EFFECTED BY THE TFR. THERE WAS NO MENTION OF THE SIZE OF THE TFR AND IT REALLY DID NOT OCCUR TO ME THAT I73 WAS INCLUDED IN THE TFR. WHEN I WAS APPROX 8 MI FROM I73, I NOTED AN F16 PASS OVER ME AND MAKE A R TURN IN THE DIRECTION OF WRIGHT PATTERSON AFB, WHICH WAS NOT REALLY UNUSUAL BECAUSE THEY SOMETIMES HAVE A LARGE PATTERN AT ABOUT 3500 FT. A FEW MINS LATER, WHEN I WAS ONLY A COUPLE MI FROM I73 AND BEGINNING MY DSCNT TO PATTERN ALT, A SECOND F16 PASSED OVER ME. I ANNOUNCED MY DOWNWIND ON UNICOM AND PROCEEDED WITH A NORMAL LNDG. THE ARPT MGR GREETED ME WITH THE NEWS THAT I HAD VIOLATED THE TFR AND ATC NEEDED TO SPEAK WITH ME. I HAD A SHORT INTERVIEW WITH THE DAYTON SUPVR. THE DAY AFTER MY TFR INFRACTIONS, I PHONED TO SEE IF THERE WAS ANYTHING I SHOULD KNOW ABOUT MY SIT AND ANY ADVICE THAT THEY MIGHT HAVE ABOUT ACTIONS I SHOULD TAKE. THEY ADVISED THAT I WAS ONE OF MANY WHO HAVE STUMBLED INTO A TFR AND THAT I WOULD BE GETTING NOTIFICATION FROM THE FAA OF WHAT PUNITIVE ACTION WOULD BE TAKEN. YESTERDAY, I73 HOSTED A FLY-IN. OUR CINCINNATI BASED FAA REPRESENTATIVE CONDUCTED A SEMINAR WHICH I ATTENDED. DURING THE SEMINAR, THE TFR IMPLEMENTATION WAS DISCUSSED. SHE ADVISED THAT IT WOULD BE WELL ADVISED TO SEND IN THIS NASA FORM. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT ADVISED THAT THE TFR WAS A 20 MI RADIUS OF DAY ARPT, 16000 FT AND BELOW. THE PLT RECALLED THAT HE WAS OUTSIDE THE 20 MI RADIUS WHEN INITIALLY LISTENING TO THE DAY ATIS, BUT SINCE HE WAS NOT LNDG AT DAY, AND NO SPECIFICS WERE XMITTED ABOUT THE TFR, HE FELT COMFORTABLE PROCEEDING TO I73. THAT IS, UNTIL THE SECOND F16 FLY-BY. THE RPTR ALLEGES THAT THE NEXT TFR THAT DAY WAS ONLY A 10 MI RADIUS. RPTR SUGGESTS THAT A STANDARD TFR RADIUS AND ALT BE IMPLEMENTED. THIS WOULD GIVE NON PARTICIPATING PLTS A 'RUNNING CHANCE' TO AVOID SUBSEQUENT TFR'S.

Synopsis :

C172 PLT, ENRTE TO I73 ARPT, TRANSITS DAY AIRSPACE IN VIOLATION OF A TFR.

Time

Date : 200304
Day : Mon
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Aircraft / 2

Make Model : Fighter
Mission : Tactical
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 89.8
Experience.Flight Time.Last 90 Days : 35.9
Experience.Flight Time.Type : 54.8
ASRS Report : 580671

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 50

Supplementary

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

Narrative :

I FLEW FROM BDR TO FME EARLIER THIS DAY, WITH FLT FOLLOWING. THE LAST ATC PERSON CLRING ME TO FME WAS QUITE RUDE TO ME. APPROX 3 HRS LATER, I DEPARTED FME, HEADING SE AT 1300 FT TO BDR VIA ANP. I WAS NOT ABLE TO MAKE CONTACT WITH BALTIMORE APCH UNTIL I WAS NEAR ANP. WHILE IN PROCESS OF CONTACTING BALTIMORE APCH, A FIGHTER JET CUT ACROSS MY PATH OF FLT, MISSING ME BY APPROX 50 FT. I INFORMED BALTIMORE APCH OF THE INCIDENT. THEY GAVE ME FLT FOLLOWING TO BDR. THEY TOLD ME I DID NOT CALL APCH CTL SOON ENOUGH FOR FLT FOLLOWING. THEY TOLD ME TO CALL AN FAA NUMBER WHEN I LANDED.

Synopsis :

AIRSPACE INCURSION WHEN C172 PVT PLT ENTERS THE DCADIZ AT 1300 FT 1 NM S OF ANP, MD, AND INCURS MIL INTERCEPT PROC.

Time

Date : 200305

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : FL

Altitude.MSL.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : MCO.TRACON

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 580729

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence.Other : TFR Airspace Restr

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 : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

LEFT ORL FROM RWY 25, PROCEEDED WNW PASSING (ALT OF 2500 FT) ABOUT 4 MILES N OF DISNEYWORLD. WHEN CLR, TURNED S TO BOW. UPON ARR AT BOW ARPT, ONE OF THE MECHANICS HANDED ME A NOTE TO CALL ATC, AS HE CALLED AND SAID I HAD TURNED INTO DISNEY AIRSPACE. I CALLED THE CTLR WHO WAS VERY PROFESSIONAL AND HE STATED HIS EQUIPMENT INDICATED I HAD MOVED N TO AVOID DISNEY, BUT WHEN I TURNED TOWARD BOW I CUT ACROSS A CORNER OF THE AIRSPACE. I EXPLAINED THAT THERE WERE TWO PLTS IN THE AIRPLANE AND WE HAD TWO GPS SYSTEMS OPERATING WHICH INDICATED WE WERE 4 MILES N OF DISNEY. HE MENTIONED EPCOT AND I TOLD HIM I WAS 7 MILES N OF EPCOT CTR. I THEN ASKED HIM WHERE THE EPICENTER OF THE DISNEY TFR WAS AND HE SAID HE DIDN'T KNOW IF IT WAS AT EPCOT, DISNEY, OR SOMEWHERE IN THE MIDDLE. HE SAID HE WANTED TO TALK TO ME TO BE SURE I KNEW ABOUT THE TFR. I ASSURED HIM I DID AS WE FLY INTO ORL OFTEN FOR PARTS. HE SAID THERE WAS NO OTHER ISSUE EXCEPT THE CUTTING ACROSS THE CORNER AND THAT WE WERE AWARE OF THE TFR. TOLD HIM IF UNIVERSAL DID NOT ALSO HAVE A TFR, WE COULD TURN SHORT OF DISNEY TO RETURN TO BOW. HE AGREED.

Synopsis :

A C172 THOUGHT THEY WERE CLR OF THE DISNEY AIRSPACE TFR, BUT UNINTENTIONALLY CUT THE CORNER OF IT.

Time

Date : 200305
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 2W5.Airport
State Reference : MD
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Baron 55/Cochise
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 720
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 20
ASRS Report : 580743

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

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

Narrative :

ON 05/SAT/03, I FLEW FROM W66 TO ESN. THE PLANNED RTE OF FLT WAS W66, BRV, WHINO, ESN. I ENTERED THE DC ADIZ APPROX 14 MILES S OF THE MARYLAND ARPT. I WAS MONITORING 121.5 AND HEARD TWO CALLS THAT AN ACFT HAD ENTERED THE ADIZ 14 MILES S OF MARYLAND ARPT. THE FIRST CALL RPTED THE TFC .25 MILE INTO THE ADIZ AND HDG E AT 2500 FT. I DID NOT THINK I WAS IN THE ADIZ AND THOUGHT THE CALL WAS FOR SOMEONE ELSE. THE SECOND CALL WAS FOR TFC 1 MILE INTO THE ADIZ AND HDG E AT 2300 FT. WHEN THE FIRST CALL WAS MADE I WAS AT 2500 FT MSL. WHEN THE SECOND CALL WAS MADE I WAS AT 2400 FT MSL. I WONDERED IF IT WAS ME THEY WERE CALLING AND TURNED S. NO MORE CALLS WERE MADE FOR THE TFC. AT THIS POINT I LOOKED AT THE TAC AND FOUND MARYLAND ARPT. BY MY CALCULATIONS I WAS ABOUT 14 MILES S OF THE ARPT AND PRETTY SURE I WAS THE TFC BEING CALLED OUT. I HAVE AN AUTOMATIC SUBSCRIPTION FOR MY SECTIONALS AND TACS, WHICH KEEP THEM CURRENT. THE EXTENDED AREA FOR THE ADIZ WAS NOT MARKED ON THE CHART. I KNEW ABOUT THE CLASS B BEING AN ADIZ AND TRIED TO STAY WELL CLR OF IT. HAD A SPECIAL ISSUE OF THE TAC BEEN ISSUED I WOULD HAVE HAD THE INFO IN THE COCKPIT TO AVOID THE ADIZ.

Synopsis :

SINGLE PLT OF BE55, UNAWARE OF THE PRECISE EXTENT OF THE TFR, PENETRATED DC ADIZ. OVERHEARD TRANSMISSIONS ON GUARD FREQUENCY REGARDING ROGUE ACFT WHOSE POSITION MATCHED HIS. TURNED S AND EXITED ADIZ.

Time

Date : 200304
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Experience.Flight Time.Total : 3526
Experience.Flight Time.Last 90 Days : 18
Experience.Flight Time.Type : 100
ASRS Report : 580785

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Supervisor

Person / 7

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

THE OWNER OF THE AIRPLANE WENT FLYING. HE FILED OUR FLT PLAN AND GOT OUR CLRNC. WE CHKED IN WITH ATC AND WERE VECTORED OUT OF THE TFR ON A SOUTHERLY HDG. AFTER WE WERE OUT OF THE TFR, WE WENT ON COURSE TO SHANNON ARPT AND UP TO 2500 FT. WHEN WE WERE ABOUT TWO THIRDS THE DISTANCE TO BROOK VOR WE BEGAN HAVING TROUBLE HEARING ATC. WE HAD TO HOLD IN THE TEST BUTTON ON THE RADIO TO BREAK SQUAWK SO THAT WE COULD HEAR HIM AT ALL. FINALLY, ANOTHER ACFT RELAYED TO US TO SQUAWK 1200 AND NOT COME BACK INTO THE TFR. WE SWITCHED TO THE ADVISORY FREQ FOR SHANNON AND HAD NO TROUBLE TALKING TO THEM. I DIDN'T REALIZE, WITH ALL THE CHANGES THAT HAD TAKEN PLACE WITH THE AIRSPACE, THAT THE 30 NM RULE WAS STILL IN EFFECT. WE MADE 3 TAKE OFF LNDGS AT SHANNON AND STARTED BACK WITH IDEA THAT WE WOULD LAND AT MARYLAND ARPT, CALL ATC AND GET OUR CLRNC BACK TO PCT. WHEN WE ARRIVED AT MARYLAND, I WAS TOLD I HAD A PHONE CALL. I WAITED FOR THE PERSON BUT, IT TURNED OUT THAT NO ONE WAS THERE. VERY SHORTLY, A CUSTOMS BLACKHAWK ARRIVED AND THE PEOPLE IN IT WANTED TO KNOW THE PLT IN COMMAND OF THE P28. I TOLD THEM IT WAS ME AND THEY TOLD ME I HAD VIOLATED THE ADIZ. THEY CALLED SOMEONE AT PCT APCH AND I REPEATED MY STORY AND WAS TOLD THAT A RPT WOULD BE MADE AND I WOULD BE NOTIFIED OF ANY ACTION. THEY THEN LEFT. I HAD THE RADIO IN QUESTION TESTED RIGHT THERE AND IT WAS FINE. I WAS THEN TOLD THAT ATC'S RADIO FAILED BELOW 3000/3500 FT. WE THEN FILED TO GET HOME, GOT OUR CLRNC AND RETURNED TO PCT ARPT WITHOUT ANYMORE PROBLEMS.

Synopsis :

PA28 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SMO.Airport
State Reference : CA
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.Tower : SMO.Tower
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 450
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 440
ASRS Report : 580865

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

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

Narrative :

I WAS TAKING A COUPLE OF FRIENDS FOR A FLT TO SMO FOR LUNCH. WE DECIDED TO AVOID THE SFR AREA AND THE ROUTES REQUIRING A CLRNC OVER LAX BY HEADING E AND EXPLORED THE LA DOWNTOWN BY FLYING UNDER THE CLASS B. WE RECEIVED A CLRNC TO GO THROUGH THE LGB CTL AREA OVER THE LA RIVER BASIN AT 1800 FT MSL. ONCE CLR OF LGB'S AIRSPACE, WE PROCEEDED TOWARDS DOWNTOWN WITH AN INTENT TO TURN W AFTER CLRING THE DOWNTOWN AREA. AS I ESTABLISHED CONTACT WITH SMO TWR AND RECEIVED CLRNC TO LAND, I NOTICED THAT THE DODGER STADIUM, WHICH WAS APPROX 2-3 MI AHEAD, TO THE R OF ME, HAD CARS AROUND IT AND THE JUMBOTRON WAS WORKING. I INSTANTLY TURNED AWAY FROM THE STADIUM WHILE CONTINUING TO THE W AND PROBABLY PASSED CLOSE TO WITHIN THE 3 MI RADIUS IF A TFR WAS PRESENT. I AM NOT SURE IF A TFR WAS PRESENT. SMO TWR ASKED ME TO IDENT AND MY LOCATION. I RPTED DOWNTOWN LA AND IDENTED. SMO TWR THEN CLRED ME TO LAND, AND DID NOT MENTION ANY TFR. WHEN I HAD CALLED THE FLT BRIEFER EARLIER IN THE DAY, HE DID NOT MENTION ANY TFR'S OVER THE LA AREA. SO, WHILE I AM NOT SURE IF THERE WAS A TFR OVER THE AREA, I WILL BE SURE TO AVOID ANY STADIUMS AS A MATTER OF COURSE AND WILL BE SURE TO DOUBLE-CHK IF THERE ARE ANY TFR'S ENRTE.

Synopsis :

C182 TRANSITIONING THE LAX AREA IS CONCERNED ABOUT POSSIBLE PENETRATION OF TFR.

Time

Date : 200305
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : W66.Airport
State Reference : VA
Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Silvaire Undifferentiated or Other Model
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 210
Experience.Flight Time.Last 90 Days : 3
Experience.Flight Time.Type : 120
ASRS Report : 580978

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : Supervisor

Events

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

Supplementary

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

Narrative :

WHILE CONDUCTING A VFR PLEASURE FLT FROM W66, ON 05/SUN/03, I WAS INTERCEPTED BY A BLACKHAWK HELI AND HAILED ON 121.5. THE CREW INFORMED ME THAT I HAD VIOLATED THE WASHINGTON DC ADIZ. THEY GAVE ME NUMBERS FOR THE PCT TRACON AND THE NCRC. I WAS JUST A FEW MILES S OF W66 WHEN HAILED. THE HELI CREW, TRACON PERSONNEL, AND NCRC STAFF WAS UNFAILINGLY PROFESSIONAL AND COURTEOUS DURING THE WHOLE PROCESS. THE TRACON CTLR WAS PARTICULARLY HELPFUL. SHE DISCUSSED THE ADIZ WITH ME AND THEN INFORMED ME THAT SHE WOULD NOT FILE A PLT DEVIATION BASED ON THIS INCIDENT. MY INTENDED RTE WAS A SHORT ROUNDTRIP XC, AND THIS IS WHAT I HAD BRIEFED AND PLANNED. THIS TRIP TAKES YOU AWAY FROM THE ADIZ, TAKES JUST OVER AN HOUR TO COMPLETE. I HAD THE ACFT FROM XA00 TO XC00, BUT IT WAS ALMOST AN HOUR LATE RETURNING FROM ITS PREVIOUS FLT. IN ORDER TO ACCOMMODATE THE SCHEDULE I SWITCHED MY PLANS TO A LCL FLT. I DID NOT TAKE THE TIME TO REVIEW THE CHART FOR THIS LCL FLT SINCE I HAD MADE IT MANY TIMES, BUT NOT SINCE THE INTRODUCTION OF THE ADIZ, WHICH CUTS RIGHT THROUGH MY TOWN. SECOND MISTAKE WAS TO NAVIGATE PURELY VISUALLY. LEAVING W66 TO FIND WARRENTON, YOU FLY TOWARDS A BLUE WATER TWR. I FLEW TOWARDS A BLUE WATER TWR, BUT UPON CHKING MY HDG, IT WAS LEADING ME TOWARDS (AND, APPARENTLY, INTO) THE ADIZ. WHEN I RECOGNIZED THIS, I TURNED BACK TOWARD THE SW AND SPOTTED THE CORRECT BLUE WATER TWR AND THE TOWN. NEXT MISTAKE: I WAS FLYING AN ACFT EQUIPPED WITH A LARGE COLOR MOVING MAP GPS, BUT I DID NOT ACTIVATE IT SINCE THE WX WAS GREAT AND I 'KNEW THE AREA' QUITE WELL. I ORBITED THE TOWN A COUPLE OF TIMES AND PROCEED S AND FINALLY BACK TO LAND AT W66. I OBSERVED THE HELI ON A INTERCEPT MANEUVER AND HEARD THE CALL ON 121.5. BY THIS TIME I HAD BEEN WELL CLR OF THE ADIZ FOR SOME TIME. I THINK THIS ACCOUNTS FOR THE NICE TREATMENT BY THE HELI CREW, TRACON AND TSA. LESSONS LEARNED: WHEN CHANGING THE PLAN FOR A FLT, BE SURE TO GIVE THE NEW PLAN THE SAME ATTENTION AS THE ORIGINAL, DON'T DEPEND PURELY ON WHAT YOU THINK YOU KNOW ABOUT THE AREA, AND USE ALL OF THE RESOURCES AVAILABLE (THAT MOVING MAP)!

Synopsis :

LOTS OF LESSONS LEARNED DUE TO COMPLACENT AND POOR FLT PLANNING.

Time

Date : 200305
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JYO.Airport
State Reference : VA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Controlling Facilities.Tower : JYO.Tower
Operator.General Aviation : Personal
Make Model : PA-24 Commanche
Mission : Business

Aircraft / 2

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 4950
ASRS Report : 581357

Person / 2

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

I HAVE FLOWN INTO THE DC AREA MANY TIMES AND KNOW HOW BUSY THE TFC AREA IS, SO I PLANNED TO LAND AT JYO TO AVOID THE CONGESTION OF THE MAIN DC ARPTS. I FAILED TO CHK NOTAMS WHEN GETTING THE WX. I WILL BE CAREFUL TO CHK NOTAMS IN THE FUTURE. I LANDED AT JYO ARPT WITHOUT A SQUAWK CODE. I DIDN'T CHK THE NOTAM WHICH REQUIRED A DISCRETE XPONDER CODE FOR LNDG WITHIN THE WASHINGTON DC TFC AREA. I DIDN'T KNOW ABOUT THE SURFACE TO 18000 FT SPACE RESTR OF FDC NOTAM 3/2126 FOR ZDC. I WILL BE CAREFUL TO CHK NOTAMS IN THE FUTURE.

Synopsis :

PA24 PLT DISCOVERS AFTER LNDG AT JYO THAT HE HAS VIOLATED THE DC ADIZ.

Time

Date : 200305
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 77T.Airport
State Reference : TX
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.General Aviation : Personal
Make Model : Other
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZHU.ARTCC
Make Model : Fighting Falcon F16
Mission : Tactical

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 950
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Type : 85
ASRS Report : 581358

Person / 2

Function.Flight Crew : Single Pilot

Events

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

Supplementary

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

Narrative :

THE ACFT, A NANCHANG CJ6-A IS A CHINESE PRIMARY TRAINER. I WAS IN THE PROCESS OF INSTALLING A RADIO, XPONDER, AND ENCODER. THE FLT WAS TO BE A PLEASURE FLT. WE ARRIVED AT KITTIE HILL ARPT AROUND XA00 TO PREPARE THE ACFT FOR FLT. THE WX WAS HAZY, WITH BROKEN CLOUDS AT ABOUT 1500 FT AGL. I CALLED THE ARPT IN TEMPLE, AND ASKED ABOUT ARR WITH NO RADIO, AS THE INSTALLATION WAS NOT YET COMPLETE. THE WX WAS GOOD, CLOUDS BREAKING UP AND SHOULD BE CLRING BY THE TIME WE GOT THERE. I ASKED IF THERE WERE ANY NOTAMS ISSUED, AND WAS TOLD 'NOT THAT I KNOW OF.' I TOOK OFF AT ABOUT XA45 AND PICKED UP I-35 TO FOLLOW TO TEMPLE. I CLBED ON TOP TO ABOUT 2500 TO 3000 FT MSL AND CONTINUED TOWARD MY DEST. AS WE NEARED APPROX HALF WAY, WE COULD SEE I-35 MOST OF THE TIME THROUGH THE CLOUDS. AS I CONTINUED THE CLOUDS THICKENED, AND WE COULD SEE LESS AND LESS OF THE GND. I KNEW THAT TEMPLE WAS CLRING, SO I MAINTAINED MY COMPASS HDG, EXPECTING TO SEE THE ARPT WITHIN A FEW MINS. I CONTINUED ON UNTIL I FELT WE HAD PASSED THE ARPT, DID A 180 DEG TURN AND HEADED BACK TOWARD KITTIE HILL. ABOUT THIS TIME, WE SAW AN F16 IN THE DISTANCE, BUT HE NEVER CAME CLOSER THAN A QUARTER TO HALF MILE FROM US. I ASSUMED HE WAS WATCHING OVER P49, AND DID NOT REALIZE I WAS CLOSE TO THE RANCH. I CONTINUED S, OCCASIONALLY SEEING THE F16 IN THE DISTANCE. HE NEVER CAME CLOSE OR ACTED AGGRESSIVE TOWARD ME. AFTER NEARING BELTON, I FOUND A HOLE IN THE CLOUDS, DESCENDED, AND RETURNED TO KITTIE HILL ARPT. UPON LNDG AT KITTIE HILL ARPT, I WAS MET BY THE CITY POLICE AND WAS ASKED TO REMAIN UNTIL A SECRET SERVICE AGENT ARRIVED. I WAS THEN INFORMED THAT I HAD PENETRATED THE PROHIBITED AREA. I TOLD THE AGENT WHAT HAD HAPPENED, AND THEN HE LEFT

Synopsis :

ATTEMPTING TO AVOID ENRTE WX, PLT RETURNS TO LAND AT DEP ARPT AND IS ADVISED OF P49 VIOLATION.

Time

Date : 200305
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MRB.Airport
State Reference : WV
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Controlling Facilities.Tower : MRB.Tower
Operator.General Aviation : Personal
Make Model : Small Aircraft, High Wing, 1 Eng, Retractable Gear
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 24000
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 1500
ASRS Report : 581408

Person / 2

Function.Controller : Flight Data

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : Supervisor

Events

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

Supplementary

Problem Areas : Airspace Structure
Problem Areas : FAA

Narrative :

I OBTAINED WX AND NOTAM BRIEFING FROM LCL FLT SERVICE STATION, AT APPROX XA00 TO XB00, AT RZZ. I INQUIRED ABOUT THE NO-FLY ZONE AT CAMP DAVID AND TOLD THE CTLR I WAS GOING FROM RZZ, N BND TO HAG, W OF IAD AND NO MENTION WAS MADE TO ME OF THE NO-FLY ZONE W OF DULLES. I WAS NOT AWARE OF THIS UNTIL I LANDED AT MARTINSBURG, AND THE TWR INFORMED ME OF THE AIRSPACE VIOLATION AND GAVE ME A PHONE NUMBER TO CALL, WHICH I DID. I WAS NOT AWARE OF THIS NO-FLY ZONE AND FEEL THE FSS SPECIALIST SHOULD HAVE BRIEFED ME ON THIS MATTER. I HAD A CURRENT WASHINGTON SECTIONAL.

Synopsis :

STINSON 108-3 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

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

Place

Locale Reference.Airport : ME64.Airport
State Reference : ME
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Experimental Aircraft
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1800
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 1575
ASRS Report : 581550

Events

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

Supplementary

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

Narrative :

I WAS FLYING FROM GFL TO ME64 AT 9500 FT MSL THE MORNING OF 10/SUN/02. I TAKE THIS TRIP QUITE OFTEN TO ME64 WHICH IS A SKYDIVING DROP ZONE. I WAS USING A GPS HOOKED UP TO A PDA FOR NAVIGATION. THIS UNIT IS CAPABLE OF TFR DOWNLOADS AND SPECIAL USE AIRSPACE ALERTS. THE UNIT WAS DOWNLOADED AND UPDATED BEFORE THE FLT WITH SPECIAL USE AIRSPACE ALERTS. ONCE AT THE ACFT THE UPDATED PDA IS SWAPPED WITH THE BACKUP PDA IN THE ACFT. THIS MAKES THE SYSTEM CURRENT FOR THAT DAY. BECAUSE OF MY OVERSIGHT AT THE ACFT I FORGOT TO SWAP OUT THE PDA, WHICH MEANS I WAS FLYING WITH OLD TFR INFO. UPON LNDG AT ME64 A NATIONAL DEFENSE OFFICER HAD CALLED THE ARPT, SPOKE WITH ME, AND ADVISED ME THAT I HAD LANDED AT AN ARPT THAT WAS WITHIN THE NEWLY EXPANDED TFR IN KENNEBUNKPORT. THE TFR WAS LOWERED LATE THAT DAY AFTER WHICH I FLEW BACK TO GFL.

Synopsis :

HOME BUILT SMA PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 50
ASRS Report : 581673

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

THE FLT WAS AN INSTRUMENT CHK FLT FOR OUR SR22 EXPERIMENTAL RESEARCH ACFT. THE ACFT HAD BEEN EXTENSIVELY MODIFIED OVER PAST 6 MONTHS. MISSION WAS TO CHK RECEPTION OF ADSB/TIS TFC INFORMATION DATA LINKED FROM ZZZZ SUBSEQUENT TO COMPASS SWING AT ZZZ1. PREFLT BRIEF INDICATED THAT RECEPTION SHOULD OCCUR AT LOCATION JUST N OF RICHMOND, VA. UNFORTUNATELY, WE WERE UNABLE TO RECEIVE SIGNAL, SO WE PROCEEDED N TOWARDS THE DC AREA. SINCE I HAD NOT ANTICIPATED HAVING TO FLY NEAR DC, I HAD NOT CHKD TFR AIRSPACE BEFORE FLT. I KNEW FROM PRIOR CHKING THAT AT TIMES, TFR AIRSPACE EXTENDED AS FAR AS TRI-AREA CLASS B AIRSPACE BOUNDARIES. AS WE APCHED THE DCA AREA AT 9500 FT MSL, SQUAWKING 1200, I INFORMED ENGINEERS THAT WE WOULD HAVE TO TURN BACK NO FURTHER THAN 5 NM FROM CLASS B AIRSPACE HORIZONTAL LIMIT NEAR QUANTICO MCAF. I CHKD BOTH MY CURRENT LOW ALT ENRTE CHART (L27-28) AND WASHINGTON SECTIONAL. THE ONLY NOTE ON EITHER CHART ONLY MENTIONED SFAR 94 AIRSPACE INCLUDING AIRSPACE ESSENTIALLY WITHIN 13 DME OF DCA VOR. THE CLASS B LIMIT WAS ALMOST 10 NM OUTSIDE OF THAT. I REVERSED COURSE 5 MILES OUTSIDE OF THE CLASS B BORDER, BUT 5 NM INSIDE THE 30 NM MODE C VEIL BOUNDARY. UNKNOWN TO ME, THE 30 NM MODE C VEIL BOUNDARY WAS NOW THE WASHINGTON DC ADIZ LIMIT. WE HAD 5 GPS RECEIVERS ON BOARD, 3 WITH UPDATED DATA BASES (28 DAY CYCLE) AND IFR CERTIFIED. CONTRIBUTING FACTORS: PART OF THE CHK FLT INCLUDED ELECTROMAGNETIC INTERFERENCE (EMI) CHKS ON BOTH RADIOS SO WE WERE NOT TALKING TO ATC. I WAS ASKED TO CALL PCT TRACON ON LNDG BACK. I WAS INFORMED THAT A PLT DEVIATION RPT WAS BEING FILED ON MY ADIZ VIOLATION. I AM ONLY ONE OF NOW THOUSANDS OF PLTS BEING VIOLATED FOR TFR PENETRATIONS. SOMEHOW IN THIS AGE OF ELECTRONIC DATA BASES, WE NEED TO UPDATE TFR AIRSPACE. THE ACFT WAS EQUIPPED WITH DUAL GPS NAV COMS AND A BRAND NEW LARGE FORMAT INTEGRATED MFD WITH GPS NAV. NONE OF THESE SHOWED ANY TFR'S. THE ONLY INFO CONTAINED IN THE PCT/FAA MONTHLY NOTAM BOOK IN ONE UNLABELED COPIED CHART THAT IS IMPOSSIBLE TO READ OR INTERPRET. NO TEXT DESCRIBING THE ADIZ BOUNDARIES OR PROCEDURE IS INCLUDED. RECOMMENDATION: THE FAA MUST FIND A BETTER WAY TO DEPICT TFR AIRSPACE ON CHARTS AND IN ELECTRONIC DATA BASES. PLTS RARELY VIOLATE RESTR AREAS BECAUSE THEY ARE CLRLY MARKED ON CHARTS AND IN DATA BASES. PERHAPS TFRS SHOULD BE HANDLED MORE LIKE RESTR AREAS. THE SAFETY ISSUE HERE IS THE REAL DANGER OF BEING INTERCEPTED/FIRED ON FOR UNINTENTIONAL AIRSPACE VIOLATIONS.

Synopsis :

SR22 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : W29.Airport
State Reference : MD
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : M-20 B/C Ranger
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 210
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 20
ASRS Report : 581675

Person / 2

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

ON 05/WED/03, ACFT X WAS FOUND TO HAVE ENTERED THE DC ADIZ WITHOUT A DISCRETE XPONDER SQUAWK CODE OR VFR FLT PLAN. THE PLT WAS AWARE OF THE ADIZ, HOWEVER WAS NOT AWARE THAT THE DEST ARPT W29, FELL UNDER THE AFFECTED AREA. THE PLT HAD FLOWN THIS RTE, ILG TO W29, SEVERAL TIMES PRIOR TO THE ISSUANCE OF THE DC ADIZ, ALL FOR THE PURPOSE OF PLEASURE, WHICH WAS ALSO THE PURPOSE OF THIS FLT. DAY VMC PREVAILED AT THE TIME OF THE INCIDENT. UPON ARR AT W29, THE PLT WAS NOTIFIED TO CALL PCT TRACON. UPON CALLING, THE PLT WAS NOTIFIED OF THE VIOLATION, AND THAT PAPERWORK WOULD BE FILED ABOUT THE INCIDENT TO THE FAA. TO CONCLUDE, IF THE PLT WOULD HAVE BEEN AWARE THAT HIS PATH OF FLT WOULD HAVE TAKEN HIM THROUGH THE ADIZ, APPROPRIATE CONTACT WITH FSS AND ATC WOULD HAVE TAKEN PLACE.

Synopsis :

A MOONEY PLT IS UNAWARE THAT HIS DESTINATION ARPT IS UNDER THE WASHINGTON ADIZ AND ACCIDENTALLY ENTERS IT.

Time

Date : 200305

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IAD.Airport

State Reference : VA

Altitude.MSL.Single Value : 2700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON

Operator.General Aviation : Personal

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

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1580

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 1400

ASRS Report : 581733

Events

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED 58N VFR WITH FLT FOLLOWING TO FDK, WHERE I STOPPED FOR FUEL. MY DEST WAS EQY, AROUND 300 NM TO THE SW. ALTHOUGH I ALWAYS PREFER TO USE FLT FOLLOWING ON THIS OCCASION THE HEAD WIND RPTED AT MY USUAL CRUISING ALTS (6 TO 12000 FT) WAS 45 TO OVER 60 KTS, SO I ELECTED TO STAY LESS THAN 3000 FT MSL UNTIL TERRAIN REQUIRED A HIGHER ALT. OFTEN AT THESE LOWER ALTS, ATC IS UNABLE TO PROVIDE RADAR SERVICE SO I DID NOT PLAN TO CALL THEM UNTIL I WAS AT A HIGHER ALT. I KNEW THAT THERE WERE ADDITIONAL FLT RESTRS IN THE AREA OF WASHINGTON DC (ADIZ) AND CONSULTED MY CURRENT VFR SECTIONAL TO AVOID VIOLATING THEIR AIRSPACE. ALTHOUGH MY SECTIONAL DESCRIBED UP TO 15 NM RESTRS FROM THE WASHINGTON VOR, I KNEW FROM MY BRIEFINGS THAT DAY (AND OTHER RECENT TRIPS ALONG THE SAME ROUTE), THAT THIS WAS EXTENDED TO 30 NM. I BELIEVE I HAD CAREFULLY PLANNED TO REMAIN MORE THAN 30 NM FROM THE VOR. I DEPARTED VFR WITHOUT ATTEMPTING TO OBTAIN FLT FOLLOWING AND USED MY RECENTLY INSTALLED GPS TO AVOID THE CLASS B AIRSPACE. MY PLANE HAS DUAL COMS, ONE WITH A VOR RECEIVER. ON THE FLT FROM 58N TO FDK, HARRISBURG APCH INFORMED ME THAT MY #1 RADIO WAS HARD TO READ, THOUGH RECEPTION SEEMED FINE. I USED MY #2 RADIO TO COMMUNICATE AND #1 TO MONITOR 121.5, THOUGH I WAS HEARING ONLY STATIC ON THAT FREQUENCY. I WAS ABLE TO RECEIVE ATIS WELL AND THOUGHT THE STATIC I HEARD WAS FROM THE SOURCE. ONCE CLR OF THE TFC PATTERN AND ENRTE 15 OR 20 MINS, I DECIDED TO TRY TO DETERMINE IF MY #2 RADIO ALSO RECEIVED STATIC ON 121.5. I WAS SHOCKED TO HEAR THAT THE XMISSION ON GUARD SEEMED TO BE DIRECTED AT ME AND IMMEDIATELY FOLLOWED THEIR COMMAND TO FLY W, AWAY FROM THE DC AREA. CONTRIBUTING FACTORS: MY MISINTERPRETATION OF THE BOUNDARIES OF THE ADIZ. MY SENSE OF NOT BEING IN VIOLATION AS I HAD DONE THIS TRIP A NUMBER OF TIMES WITHOUT INCIDENT (BUT ALWAYS WITH FLT FOLLOWING). FAILURE TO FILE A FLT PLAN. MALFUNCTION OF #1 RADIO, INITIALLY UNRECOGNIZED. CORRECTIVE ACTIONS: A MORE THOROUGH REVIEW OF AIRSPACE AND FLT PLANNING AND CORRECTION OF ALL FACTORS ABOVE. PERHAPS THE VFR SECTIONAL SHOULD BE MORE CLR IN A WARNING REGARDING THE ADIZ.

Synopsis :

PA28 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : MD
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Controlling Facilities.Tower : BWI.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1993
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 1508
ASRS Report : 581799

Person / 2

Function.Controller : Supervisor

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

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

Narrative :

FLEW FROM 2W2 TO 0W3 FOR THE PURPOSE OF REMAINING OUTSIDE THE DC ADIZ. CROSS WIND MUST HAVE PUSHED THE TRACK TO THE S TO CAUSE A RPTED QUARTER OF A MILE INCURSION. DISCOVERED THE PROB UPON LNDG AT MDI. A WAITING PHONE CALL FROM NCRCC INDICATED SAME. FUTURE FLT WILL BE AT LEAST 5 MILES AWAY FROM ANY RESTR OR PROHIBITED BOUNDARIES.

Synopsis :

C172 PLT IS ACCUSED OF ENTERING DC ADIZ, BY 1500 FT WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower
Make Model : Jet Ranger/Kiowa
Mission.Other : Patrol
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 10000
ASRS Report : 581827

Person / 3

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

ON MAY/THU/03, AFTER COMPLETION OF A PWR LINE PATROL, I WAS CONTACTED BY MR X, A FORMER COMPANY EMPLOYEE. HE INFORMED ME THAT I HAD VIOLATED 'PVT PROPERTY' AIRSPACE AND HAD ENDANGERED PERSONNEL ON THE GND NEAR THE PWR LINE, THAT WE WERE PATROLLING. FURTHERMORE I HAD HARASSED AN ENDANGERED SPECIES (BALD EAGLE) THAT WAS NESTING ON THAT PORTION OF PWR EASEMENT. THAT THIS NESTING SITE WAS REGISTERED WITH THE UNITED STATES FISH AND WILDLIFE SVC AS AN AVOIDANCE AREA. THIS VIOLATION WAS DISCOVERED BY MR X PERSONAL OBSERVATION AND HIS FELLOW WORKERS. I CHKED NOTAMS FOR THE ZZZ AREA, ALSO TALKED TO ZZZ TWR AND COULD NOT FIND ANY INFO ON THIS AVOIDANCE AREA. I ALSO CONTACTED DISPATCH PRIOR TO FLT AND ALSO FLT FOLLOWED WITH NATIONAL PARK DISPATCH DURING MY PATROL. NO ONE MENTIONED AN AIRSPACE RESTR. AS FOR OVERFLT OF PEOPLE ON THE GND, I DID NOT SEE ANYONE DIRECTLY BELOW MY FLT PATH. I DID SEE PEOPLE IN THIS AREA JUST TO THE SIDE OF OUR FLT PATH AFTER PASSING BY THEM. THEY WERE NOT VISIBLE FROM A DISTANCE BECAUSE OF THE TREES. THIS AREA HAS NO HOMES OR STRUCTURES OTHER THAN THE PWR LINE NEAR OUR FLT PATH. THIS PWR LINE SURVEY WAS CONDUCTED AT SPDS BTWN 60-80 KTS. OUR PRIMARY OBJECTIVE WAS LOCATION OF ANY POTENTIAL IGNITION SOURCES SUCH AS DEAD TREES, ETC, THAT MAY BE IN CONTACT WITH THE PWR LINE. DUE TO EXTREME DROUGHT CONDITIONS LOWER VALLEY PWR AND LIGHT INC, IS CONDUCTING THESE FLTS PRIOR TO FIRE SEASON. THE AREA WE WERE PATROLLING IS IN A CANYON AND IS HEAVILY FORESTED. ONE OTHER SUBJECT THAT I HAVE DISCOVERED ON MY OWN WHICH, I WAS NOT AWARE OF WAS, EVEN THOUGH I AM WORKING IN A NON RADAR ENVIRONMENT THAT I MUST CONTACT ATC TO INFORM THEM OF MY PROPOSED PIPELINE/PWR LINE PATROL RTE SO THAT I WILL HAVE A SPECIAL XPONDER CODE FOR AWACS PLANES TO IDENT MY MISSION ASSIGNED. MY SUGGESTIONS FOR CORRECTIVE ACTIONS WILL BE THAT ANYTIME THE UNITED STATES FISH AND WILDLIFE DESIGNATES A NESTING SITE FOR ENDANGERED SPECIES AS AN AVOIDANCE AREA, THAT THEY NOTIFY ATC TO ESTABLISH A TFR AND ALLOW THE AVIATION SYS TO EMPLOY THE NOTAM SYS. ALSO, SUGGEST THAT PUBLIC UTILITIES THAT INTEND TO CONDUCT PWR LINE PATROLS NOTIFY THE PUBLIC IN ADVANCE AS TO THE DATE AND TIME AS WELL AS RTES TO BE FLOWN. I WILL ALSO INFORM THE OTHER PLTS I WORK WITH OF THIS SERIES OF INCIDENTS SO THAT WE ALL CAN BE BETTER INFORMED. IN RETROSPECT, THE MOST SERIOUS PORTION OF THIS FLT PLANNING THAT I MISSED WAS THE SQUAWK CODE OVERSIGHT. THIS WILL NOT HAPPEN AGAIN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR INDICATED THAT THIS OP IS PERFORMED AT LEAST TWICE A YR. THE NATIONAL PARK SVC CONTRACTS HIS COMPANY THROUGH THE OWNERS OF THE PWR LINES TO ENSURE THAT NO GROWTH SUCH AS TREES OR BRUSH CONTACT THE PWR LINES AND CAUSE A FIRE. THE ACFT IS FLT FOLLOWED BY THE NATIONAL PARK SVC DISPATCHER AND THE PLT INDICATED HE CHKS IN EVERY 15 MINS. THERE HAS NEVER BEEN ANY NEGATIVE RPTS CONCERNING THE FLTS IN THE PAST AND IT IS COMMON PRACTICE FOR THE NATIONAL PARK SVC TO USE THIS METHOD TO PREVENT FOREST FIRES ALONG THE PWR LINE EASEMENT. THE RPTR ALSO INDICATED THAT THE INDIVIDUAL WHO RPTED THAT THE ACFT HAD ENTERED A WILDLIFE PRESERVE HAD BEEN TERMINATED BY HIS COMPANY DUE TO A PERSONAL PROB AND MAY HAVE BEEN ATTEMPTING TO CAUSE THE COMPANY PROBS. NORMAL ALT FOR THE PWR LINE PATROL IS 200-300 FT. HE INDICATED THAT THERE WERE NO NOTAMS OR WARNINGS THAT A TFR WAS IN EFFECT. HE DID INDICATE THAT HE WOULD ACQUIRE A DISCRETE XPONDER CODE FROM ARTCC FOR FUTURE FLTS FOR SECURITY REASONS.

Synopsis :

BELL 206 PLT FLIES INTO A WILDLIFE PRESERVE DURING A PWR LINE PATROL.

Time

Date : 200305
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FWS.Airport
State Reference : TX

Environment

Ceiling.Bound Lower : 2.5
Ceiling.Bound Upper : 3

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : D10.TRACON
Make Model : Fighting Falcon F16
Mission : Tactical
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 100
Experience.Flight Time.Last 90 Days : 32
Experience.Flight Time.Type : 33.8
ASRS Report : 581847

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

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

Supplementary

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

Narrative :

ON 05/SAT/03, I MADE A VFR PRACTICE CROSS COUNTRY IN MY SKYLANE 182. A RTE I HAD FLOWN BEFORE, I LEFT FWS AT XA40, FLEW SW TO MNZ USING MY GPS FOR NAVIGATION. I MADE A TOUCH-AND-GO LNDG AND RETURNED DIRECTLY TO FWS. ON THE RETURN LEG AN F16 DESCENDED FROM THE CLOUDS (CEILING 2500 FT AGL TO 3000 FT), CROSSED MY PATH FROM R TO L, ASCENDED AND DISAPPEARED INTO THE CLOUDS. MY FIRST REACTION WAS, 'WOW! COOL!' MAYBE 30 TO 60 SECONDS LATER, ANOTHER F16 (OR PERHAPS THE SAME ONE) DID THE SAME THING. AT THAT MOMENT I REALIZED I MIGHT HAVE 'TANGENTIALLY' ENTERED THE AIRSPACE FOR A TFR OF THE PRESIDENT'S RANCH IN CRAWFORD. I CONTINUED TO FWS WITHOUT INCIDENT. I WAS UNAWARE THE PRESIDENT WAS IN CRAWFORD AT THE TIME. PRIOR TO THE FLT, I FAILED TO CHK SPECIFIC NOTAMS THAT WOULD HAVE INFLUENCED MY PLANS. ALSO WHILE I GATHERED WEATHER INFORMATION FROM THE COMPUTER AND INTERNET RESOURCES AT FWS DURING PREFLT, I DID NOT OBTAIN A WEATHER BRIEF FROM THE FSS. HAD I TAKEN EITHER OF THE TWO STEPS JUST MENTIONED, I WOULD HAVE KNOWN OF THE TFR AND PLANNED A DIFFERENT FLT. ALTERNATIVELY, HAD I FILED A VFR FLT PLAN OR UTILIZED FLT FOLLOWING I WOULD HAVE AVOIDED THIS PROBLEM. THE DIFFICULTY WITH THESE LAST OPTIONS WAS MY RELATIVELY LOW ALT WHICH WOULD HAVE MADE RADIO COM WITH APCH AND CTR DIFFICULT OR IMPOSSIBLE. SINCE THIS FLT, I HAVE LEARNED TO CONTACT 121.5 ON MY RADIO IF I ENCOUNTER AN F16 AGAIN.

Synopsis :

C182 PLT ENTERED A TFR IN ZFW CLASS E.

Time

Date : 200305
Day : Mon
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Instructional
Make Model : PA-44 Seminole Turbo Seminole
Mission : Repositioning

Aircraft / 2

Controlling Facilities.TRACON : PCT.TRACON
Make Model : Cessna Citation Undifferentiated or Other Model
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1665
Experience.Flight Time.Last 90 Days : 79
Experience.Flight Time.Type : 11
ASRS Report : 581857

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.Controller : Issued New Clearance
Resolutive Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

WE DEPARTED MTN IN A PA44-180. WX PROVED TO BE A FACTOR ON MY RTE AND FSS SUGGESTED A SOUTHERN DEP THROUGH THE DC AREA. A VFR FLT PLAN WAS FILED AS WELL AS AN ADIZ FLT PLAN TO GET TO THE BRV VOR TO END THE ADIZ FLT PLAN. THIS WAS MY FIRST TIME FLYING ANYWHERE ON THE EAST COAST. WE WERE PICKING UP THE ACFT FOR DELIVERY TO BJC. I SPENT QUITE A WHILE WITH THE BRIEFER. THE ADIZ WE FILED OTT VOR AND BRV VOR TO END THAT FLT PLAN. THE VFR FLT PLAN CONTINUED ON TO LOZ. FSS INFORMED ME THAT THE OTT VOR WAS OUT OF SERVICE AND THE GPS NAVIGATION IN THAT AREA WAS UNRELIABLE. WE DEPARTED, AND I REQUESTED TO FLY TO THE EAST SIDE OF THE CHESAPEAKE BAY, S TO AVOID CLASS B, THEN TO BRV. I WAS APPROVED BY PCT ATC. WE CONTINUED S UNTIL RAGGED ISLAND ARPT 40 NM SE ON THE DCA 125 DEG RADIAL. I NOTICED MULTIPLE RESTR AREAS AHEAD AND ASKED ATC FOR 'DIRECT TO BROOKE.' ATC RESPONDED WITH 'SORRY I LET YOU GO SO LONG,' THEN SAID APPROVED DIRECT BROOKE, SQUAWK VFR AND FREQUENCY CHANGE APPROVED. I SQUAWKED VFR 1200, TURNED DIRECT BROOKE AND REMAINED OUTSIDE OF THE RESTR AIRSPACE CHARTED. AT BRV, I THOUGHT THE ADIZ FLT PLAN PORTION WAS CLOSED. SHORTLY PAST BRV, A US CUSTOMS SERVICE CITATION WAS OFF MY LEFT REAR AND I REALIZED THAT I WAS BEING INTERCEPTED, BUT HAD NO IDEA WHAT I HAD DONE WRONG. I WAGGED MY WINGS, WENT TO 121.5. HE STATED THAT I HAD VIOLATED THE ADIZ AND WOULD BE ESCORTED EITHER BACK TO A DC AREA ARPT OR CONTINUE ON MY FLT. AFTER CONSIDERABLE TIME BEING ESCORTED SW, THEY SAID THAT THEY WERE 'SATISFIED WITH MY FLT' AND I COULD GO ON MY WAY. ONCE ARRIVING AT LOZ, I WAS INFORMED TO CALL THE 'COMMAND CTR.' THEY ADVISED ME OF WHAT I HAD DONE AND SAID TO CONTACT PCT TRACON. PCT SAID THEY HAD FILED THE RPT AND THAT MY FLT PATH AND TAPES WERE PULLED. THEY SAID THAT MY LCL FSDO WOULD BE CONTACTING ME. I STATED THAT I WAS TOLD TO SQUAWK VFR AND DIRECT BROOKE. TRACON WAS SURPRISED AND SAID IF THAT WAS THE CASE, IT WOULD NEED TO BE REVIEWED, BUT MY RPT HAD ALREADY BEEN SENT. IT APPEARS THE PROB OCCURRED WHEN I WAS TOLD TO SQUAWK VFR AND DIRECT BRV. THAT PUT ME BACK INTO AN ADIZ WITHOUT A DISCRETE CODE. I ASSUMED THAT WHEN I WAS CLRED DIRECT BRV, I WAS IN ACCORDANCE WITH THEIR AIRSPACE REQUIREMENTS SINCE ATC GAVE THAT TO ME. I REMAINED ON FREQUENCY AND HEARD NOTHING FROM THEM. HAD I KNOWN THE EXACT ADIZ BOUNDARIES, I WOULD HAVE FLOWN THE FLT JUST AS I DID BECAUSE I WAS TRYING TO COMPLY SPECIFICALLY WITH WHAT I HEARD ATC TELL ME. UPON REVIEWING AND PLOTTING THE SPECIFIC ADIZ I SAW EXACTLY WHERE WE RE-ENTERED THE ADIZ. HOWEVER, BEING APPROVED DIRECT TO BROOKE GAVE ME NO OPTION BUT TO FLY THROUGH THE ADIZ. THE OTHER PLT IN THE AIRPLANE ALSO CONFIRMED THE ATC INSTRUCTIONS WITH ME. PCT TRACON SAID THAT EVEN IF I WAS TOLD TO SQUAWK VFR, AS PIC, I WAS RESPONSIBLE ULTIMATELY TO REMAIN OUTSIDE OF AN ADIZ WITHOUT A DISCRETE CODE, BUT IT SEEMS CONTRARY TO NOT COMPLY WITH ATC. I MAY HAVE BEEN INTIMIDATED BY THE RESTRS AND RELIED TOO HEAVILY ON ATC TO HELP ME NAVIGATE THROUGH THE AREA. I ASSUMED THAT THEY APPROVED WHAT WAS CORRECT FOR THEIR AIRSPACE AND I WANTED TO DO EXACTLY WHAT I WAS TOLD TO DO. HAD I REMAINED ON THE DISCRETE CODE, I WOULD HAVE BEEN FINE. I MAY HAVE ALSO WAITED FOR BETTER WEATHER TO DEPART THE BWI AREA TO THE NW WITH MUCH FEWER RESTR AREAS.

Synopsis :

PA44 PLT WAS INTERCEPTED IN DC ADIZ AFTER THE PCT CTLR INSISTED HE SQUAWK VFR WHILE STILL IN DC ADIZ AIRSPACE. HE WAS INTERCEPTED BY A US CUSTOMS BUSINESS JET AS A RESULT.

Time

Date : 200305
Day : Sun

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 1500

Aircraft / 1

Operator.General Aviation : Personal
Make Model : M-20 J (201)
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 1000
ASRS Report : 581877

Person / 3

Function.Oversight : Supervisor

Events

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

Supplementary

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

Narrative :

I WAS RETURNING FROM MIV TO EZF VFR. I HAVE A GPS IN MY PLANE WITH CURRENT CARD AND BEING LCL AM VERY CAREFUL WITH ALL OF THE VARIOUS RESTRS. IN PARTICULAR I MONITORED THE 30 MILE SEPARATION FROM WASHINGTON NATIONAL CLOSELY -- THE DME DOES NOT REGISTER AT LOW ALTS IN THAT SECTOR SO I USED GPS AND HAD GREATER THAN 30 MILES SEPARATION WHEN IT WAS ABEAM. KNOWING THAT OTHER PLTS HAD TROUBLE WITH THE ADIZ OVER THE WATER NEAR QUANTICO, I CONTINUED W AND S OF BRV VOR AND APCHED EZF FROM THE S OVER THE RAPAHANNOCK RIVER. UPON LNDG I WAS TOLD TO CALL CUSTOMS AND THEN THE PCT FAA WHO SAID I HAD BEEN FOUR OR FIVE MILES INSIDE THE ADIZ TO WHICH I POLITELY BUT FIRMLY EXPRESSED SHOCK AND DISBELIEF AND EXPLAINED THE ABOVE. I HAVE BEEN FLYING IFR TO THE MAXIMUM EXTENT FEASIBLE IN THE DC AREA INCLUDING FLTS INTO FME AND W29 (AND INCIDENTALLY THE 05/SUN/03 MORNING FLT FROM EZF TO MIV). I DID NOT DO SO THIS TIME AS THERE WERE SOME 20 PLUS DEPARTING AT MIV AND FELT COMFORTABLE WITH THE RTE. I WILL DO SO IN THE FUTURE.

Synopsis :

M20P PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200305
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HUF.Airport
State Reference : IN
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : HUF.TRACON
Operator.General Aviation : Personal
Make Model : Bonanza 35
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 25000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 350
ASRS Report : 581910

Person / 2

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

DEPARTED VERMILION COUNTY ARPT (DANVILLE, IL) ENRTE TO TULLAHOMA REGIONAL (TULLAHOMA, TN). THIS WAS SECOND LEG OF 2 LEG TRIP ORIGINATING AT OSHKOSH, WI. ENRTE STOP AT DANVILLE WAS MADE FOR FUEL AND WX UPDATE. FLT WAS BEING CONDUCTED VFR WITH FLT FOLLOWING. 2 SEPARATE BRIEFS HAD BEEN GIVEN BY FLT SVC PRIOR TO DEPARTING OSHKOSH. WHEN DEPARTING DANVILLE THE WX WAS VFR BUT APPEARED TO BE LOWER CEILINGS AND VISIBILITY TO THE S ON MY INTENDED COURSE. I DEVIATED E INTO WHAT APPEARED TO BE BETTER CONDITIONS. ONCE ESTABLISHED AND WITH THE DECISION MADE TO CONTINUE S ON MY RTE I WAS APPROX 25 MI NNE OF HULMAN INTL (TERRA HAUTE, IN) AND CONTACTED THEM TO INITIATE MY FLT FOLLOWING. THEY ADVISED ME I WAS JUST INSIDE A TFR AND GAVE ME A VECTOR TO EXIT THE AREA. THE CTLR ASKED IF I HAD OBTAINED A FLT BRIEF AND I ANSWERED IN THE AFFIRMATIVE BUT THAT NO MENTION HAD BEEN MADE ON EITHER OF THE 2 BRIEFS CONCERNING TFR'S. I WAS GIVEN A NUMBER TO CALL WHICH I DID UPON REACHING MY DEST APPROX 3 HRS LATER. THIS FLT WAS BEING CONDUCTED WITH RECOMMENDED VFR PROCS UTILIZING FLT FOLLOWING AND FAA BRIEFING SVCS.

Synopsis :

A BE35 PLT WHILE TRYING TO AVOID WX INADVERTENTLY ENTERS A TFR.

Time

Date : 200304
Day : Tue
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1725
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Type : 800
ASRS Report : 581932

Person / 2

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

ON APR/TUE/03, DEPARTED CYX APPROX XA40 FOR PRACTICE APCHS AT THV AND DMW VOR RWY 34 VIA EMI. COMPLETED NDB AND MISSED APCH AT THV. HBG APCH ADVISED I CONTACT POTOMAC APCH FOR THE SBOUND LEG ON FREQ 125.52. I DID, AND WAS ASSIGNED CODE (IF MEMORY SERVES). UPON APCHING PROX OF EMI (ABOUT 5 NM N), I WAS INSTRUCTED TO MAINTAIN 4300 FT UNTIL ESTABLISHED, 'CLRED FOR THE APCH, FREQ CHANGE APPROVED, SQUAWK 1200.' I WAS DISSATISFIED WITH MY INBOUND COURSE ENTRY WHICH IS PUBLISHED AS 358 DEGS, SO I DID A COURSE REVERSAL TO TRY AGAIN. THE 178 DEG LEG WAS EXTENDED APPROX 8 NM S OF EMI TO GIVE PLENTY OF TIME TO SET UP INBOUND. I REMAINED AT 3000 FT, CROSSED THE VOR, AND COMPLETED THE APCH TO A CIRCLE-TO-LAND RWY 16. THEN I WAS CALLED ON UNICOM TO LAND AND CALL A PHONE NUMBER. THEY HAD ME CALL POTOMAC TRACON. MR X INFORMED ME I HAD ENTERED THE WASHINGTON ADIZ. AFTER THE CALL, I COULD SEE THAT I HAD PENETRATED THE VEIL (THOUGH BELOW CLASS B FLOOR ALT.) UPON REFLECTION, IT IS MY BELIEF THAT THE CTLR WHO TOLD ME TO SWITCH FROM THE DISCRETE CODE TO 1200 BEFORE I WAS ESTABLISHED INBOUND WAS A CONTRIBUTING FACTOR TO THE ALLEGED INFRACTION.

Synopsis :

PA28 PLT WAS DUMPED TO A VFR XPONDER CODE WHEN FLYING TO AN ARPT ON THE EDGE OF DC ADIZ AIRSPACE.

Time

Date : 200305
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ANP.Airport
State Reference : MD
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : M-20 B/C Ranger
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1379.7
Experience.Flight Time.Last 90 Days : 73
Experience.Flight Time.Type : 303.9
ASRS Report : 582090

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : ADIZ Entry
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

ON 05/WED/03, I TRIED TO CONTACT CLRNC VIA TELEPHONE FROM THE GND AS THERE IS NOT A RADIO FREQUENCY FROM ANP. AFTER REPEATED CALLS ONLY TO GET A BUSY SIGNAL I DECIDED TO FLY OUT VFR AND PICK UP MY CLRNC IN THE AIR. DURING THIS TIME I SQUAWKED 1200 AND FLEW STRAIGHT OUT OVER THE BAY. I THOUGHT I WAS CLR OF ALL SPECIAL AIRSPACE. I WAS LATER INFORMED THAT I HAD STRAYED INTO THE ADIZ. I AM TYPICALLY A CONSERVATIVE AND CAREFUL PLT SO THIS CAME AS A SURPRISE AND WILL NOT HAPPEN AGAIN.

Synopsis :

A MOONEY M20 PLT DEPARTS ANP AND INADVERTENTLY ENTERS THE WASHINGTON DC ADIZ.

Time

Date : 200305
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : Robinson R22
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 800
ASRS Report : 582222

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : Entered ADIZ
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WAS FLYING LOW LEVEL VFR CHO TO FDK UNDERNEATH CLASS B AIRSPACE (IAD). CONFIRMED LOCATION OF ADIZ ON CURRENT SECTIONAL BEFORE FLT. THOUGHT I WAS WELL CLR OF ADIZ. UNAWARE OF NOTAM ADDING ALL OF IAD AIRSPACE TO ADIZ GND TO FL180. AFTER OBTAINING SQUAWK CODE, WAS INFORMED TO CONTACT POTOMAC APCH BY TELEPHONE. CURRENT SECTIONAL DID NOT PROPERLY IDENT ADIZ. I SHOULD HAVE CHKED NOTAM THOUGH I WAS NOT LNDG AT DULLES. WOULD SUGGEST ADDING THIS IMPORTANT INFO TO SECTIONALS.

Synopsis :

AN R22 PLT INADVERTENTLY ENTERED THE WASHINGTON, DC, ADIZ WITHOUT CLRNC.

Time

Date : 200305

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ACT.TRACON

Operator.General Aviation : Personal

Make Model : Bonanza 35

Mission : Pleasure

Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Fighting Falcon F16

Mission.Other : Intercept

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 4500

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 800

ASRS Report : 582407

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

THE TRIP BEGAN FROM DMO AND ENDED AT T89. I HAD BOTH MY WIFE AND 2 YR OLD SON ON BOARD. I HAVE MADE THIS TRIP SEVERAL TIMES IN THE PAST, BOTH IFR AND VFR. I HAD THE FLT PLANNING COMPLETE SAVE WX AND NOTAMS. I AM A MIL PLT. I CHKED WX WITH MIL WX BRIEFERS AND I CHKED NOTAMS THROUGH THE DOD NOTAM SYS. THE WX WAS CLR AND P49 WAS EXPANDING OUT TO 30 NM AND UP TO FL180 -- COULD FLY BTWN 10-30 NM AS LONG AS YOU WERE ON A VFR FLT PLAN AND TALKING TO APCH. I HAD A SAN ANTONIO SECTIONAL WITH THE TFR ON IT. DUE TO SOME LAST MIN WORK, I DEPARTED SEDALIA ABOUT 2 HRS LATER THAN I WOULD HAVE LIKED. I DECIDED NOT TO FILE A VFR FLT PLAN IN THE INTEREST OF TIME AND TOOK OFF GPS DIRECT. I FLEW VFR AT 8500 FT MSL UNTIL 40 NM N OF THE TEXAS BORDER, WHERE I STARTED A CLB TO 12500 FT TO FLY OVER DALLAS FORT WORTH CLASS B AIRSPACE. MY PLAN WAS TO DSND TO 10500 FT AND DEVIATE TO THE E AROUND P49 TFR BY TURNING TOWARD GNL VOR. ABOUT 5 MINS PRIOR TO MY DSCNT, MY SON BEGAN VOMITING ALL OVER ME AND MY WIFE. NEEDLESS TO SAY, WE HAD OUR HANDS FULL. I BEGAN A DSCNT AT THE SOUTHERN EDGE OF DFW'S AIRSPACE, BUT I DID NOT MAKE THE TURN TO THE E TO CIRCUMNAV THE 30 NM TFR. I WAS STILL WIPING VOMIT OFF WHEN I SAW AN F16 FLY BY ON MY L SIDE AND PITCH OVER MY NOSE. I IMMEDIATELY REALIZED MY MISTAKE AND TOOK UP AN EASTERLY HDG OUT OF THE TFR. THE F16 STAYED WITH ME UNTIL I WAS CLR AND THEN DISAPPEARED. I CONTINUED TO MY DEST AND WAS MET ON THE GND AT CASTORVILLE BY THE POLICE. I WAS LATER INTERVIEWED BRIEFLY BY THE SECRET SVC. A COUPLE OF SIDE NOTES: I SQUAWKED VFR THE ENTIRE FLT. BY MY GPS TRACK, I CALCULATE THAT I WAS 13-14 NM AWAY FROM THE RANCH. THINGS THAT I SHOULD HAVE DONE TO PREVENT THIS INCIDENT: 1) TAKE THE TIME TO FILE A VFR FLT PLAN. 2) USE FLT FOLLOWING. 3) USE FLT PLAN FUNCTION ON MY GPS. 4) I SHOULD HAVE CALLED NEAREST CTR/APCH AND MADE RADIO CONTACT AFTER F16 INTERCEPT. I HAVE NEVER HAD A DISTR OF THIS MAGNITUDE IN THE COCKPIT (EMERS IN SINGLE SEAT JETS DO NOT STACK UP TO A WIFE'S REACTION). THIS INCIDENT WAS ENTIRELY PREVENTABLE. THE CHAIN COULD HAVE BEEN BROKEN HAD I BEEN TALKING TO WACO APCH OR USING FLT PLAN MODE ON MY GPS. ANOTHER SET OF EYES (CTR/APCH) CAN SAVE YOU -- USE ALL TOOLS AVAILABLE TO YOU IN THE COCKPIT.

Synopsis :

BE35 PLT BECOMES DISTR, ENTERS P49 RESTR AREA, IS INTERCEPTED BY F16, EXITS P49 TO LAND AND EXPLAIN ACTIONS.

Time

Date : 200305
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HEF.Airport
State Reference : VA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Trojan (T28)
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 13800
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 90
ASRS Report : 582566

Person / 2

Function.Controller : Flight Data

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

DEPARTED LBT, VFR TO HEF. PREFLT WITH COMPUTER WX AND CALL TO GSO FSS PREVIOUS DAY. REQUESTED INFO REGARDING ANY NEW TFR'S, ETC. HAD NEW CHARTS (FEB/03). AT NO TIME WAS ADVISED OF ANY TFR'S OR ADIZ. CONTACTED TWR 10 MI S. WAS CLRED IN, XPONDER ON 1200. ON LNDG, WAS ADVISED TO CALL POTOMAC TRACON AND WAS INFORMED OF ADIZ AREA. PROB WAS LACK OF COM FROM FSS ON APPLICABLE ADIZ, ETC.

Synopsis :

T28 PLT IS ADVISED, UPON LNDG AT HEF, OF DC ADIZ VIOLATION. PLT QUESTIONS WHY GSO FSS, DURING PREFLT COORD, DID NOT ALERT PLT TO ADIZ RESTRS AND REQUIREMENTS.

Time

Date : 200305
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC
Operator.General Aviation : Personal
Make Model : Super King Air 200 Hdc
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 356
ASRS Report : 582598

Person / 2

Function.Controller : Supervisor

Person / 3

Function.Oversight : PIC

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I WAS WORKING THE ACT LOW SECTOR. THE TFR FOR THE ENLARGED AREA AROUND P49 WAS IN EFFECT. I HAD 2 F16'S ORBITING IN THE AREA, AND A TANKER ORBIT AREA IMPACTING MY SECTOR. SHORTLY BEFORE THE INCIDENT, I RECEIVED 3 HDOFS ON ACFT LNDG AT AUS. HIGH ALT HAD STARTED TO TRY TO SEQUENCE THESE ACFT, BUT INCLUDING THE AUS LANDER, I HAD IN LOW, I HAD 4 ACFT WITHIN 40 MI OF BLEWE INTXN -- THE POINT THAT I SEQUENCE FOR ZHU -- AND ALL 4 JETS WERE WITHIN 10 MI OF EACH OTHER. I HAD AN ACFT CLBING OUT ON THE TTT 156 DEG RADIAL GOING TO FL230. BTWN HE AND THE TANKER, I HAD A FAIRLY SLIM CORRIDOR IN WHICH I COULD SEQUENCE. IN ORDER TO GIVE BSM LOW, I HAD TO GIVE THESE ACFT SOME MASSIVE TURNS, BUT I HAD LITTLE ROOM TO WORK AND SO I HAD TO PAY CLOSE ATTN TO WHAT I WAS DOING. MEANWHILE, I HAD A KING AIR CHK ON MY FREQ CLBING TO 12000 FT. I COULD ONLY CLB THE KING AIR TO 13000 FT BECAUSE OF THE MIL CAP. I WAS NOT TOO WORRIED ABOUT THE KING AIR BECAUSE I HAD BIGGER FISK TO FRY, AND SO I DID NOT NOTICE HIS UNUSUAL RTE. I THINK THAT I MISSED HIS RTE FOR 4 REASONS: 1) I WAS EXTREMELY PREOCCUPIED BY MY SEQUENCING. 2) I WAS NOT BRIEFED THAT THE 10 MI PROHIBITED AREA EXTENDED UP TO FL180 (NORMAL STANDARD IS CONTAINED WITHIN ACT APCH AIRSPACE). 3) I ASSUMED THAT ACT DIRECT ALMOST ANYWHERE WOULD KEEP THE ACFT CLR OF P49. 4) SINCE ACT APCH IS THE CTILING FACILITY (P49) I EXPECTED -- RATHER THAN VERIFIED -- THAT THEY WOULD HAVE RERTED ANY ACFT THAT THEY WORKED AROUND P49 IF THEIR ROUTING WOULD VIOLATE THE PROHIBITED AREA. THE INCIDENT WAS DISCOVERED BY SOMEONE MONITORING P49 AT ACT APCH AND WAS BROUGHT TO MY ATTN AFTER THE ACFT HAD CLRED THE AREA.

Synopsis :

TFC SATURATED ZFW CTLR FAILS TO COORD WITH ACT TRACON BE20, P49 AIRSPACE PENETRATION.

Time

Date : 200305
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ACT.Airport
State Reference : TX
Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 295
Experience.Flight Time.Last 90 Days : 52
Experience.Flight Time.Type : 220
ASRS Report : 582753

Person / 2

Function.Controller : Flight Data

Person / 3

Function.Controller : Flight Data

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT XA30 ON MAY/FRI/03, I RECEIVED STANDARD WX BRIEFING FROM COLUMBIA FSS FOR VER DIRECT AUS WITH PROPOSED DEP TIME OF XG00Z. ON NOTAMS, THE BRIEFER ASKED IF I WAS FAMILIAR WITH P49. I STATED THAT I WAS, BUT THAT THE PRESIDENT WAS 'NOT IN TOWN THIS WK.' BRIEFER NOTED AN UNLIT TWR NEAR AUS, BUT MADE NO MENTION OF P49 BEING IN ITS 'EXPANDED' STATUS. UPON LNDG AT AUS, I WAS GREETED WITH A PHONE CALL FROM MR X AT THE WACO FAA THAT RELAYED MY BUSTING THE EXPANDED TFR P49 BY 'A MI OR TWO' ALONG ITS EASTERN EDGE. HE ASKED IF I HAD RECEIVED MY NOTAMS. I EXPLAINED THAT THE BRIEFER HAD NOT DISCLOSED AN 'EXPANDED P49' AND I HAD CONSEQUENTLY FLOWN A DIRECT, GPS, AUTOPLT RTE TO AUS. I TOLD HIM I WAS SORRY AND THAT I WOULD AMEND MY FUTURE ROUTING TO AVOID A REPEAT INCURSION.

Synopsis :

C206 PLT ENTERED THE EXPANDED TFR AREA OF P49.

Time

Date : 200305
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ACT.Airport
State Reference : TX
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : ACT.TRACON
Operator.General Aviation : Personal
Make Model : M-20 B/C Ranger
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : ACT.TRACON
Make Model : Fighting Falcon F16
Mission.Other : Intercept

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2300
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 400
ASRS Report : 582776

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Flight Data

Person / 4

Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : FAA

Narrative :

I GOT AN IN-PERSON BRIEFING AT THE CASPER FSS. THIS WAS AT ABOUT XA00. 1 HR LATER, LEFT CASPER ARPT FOR IWS ARPT, MAKING A FUEL STOP AT LBL, KS. THEN ABOUT 1 HR LATER, PROCEEDED DIRECT FOR IWS ARPT, MAKING DEVS FOR SEVERAL TSTMS AND FOR MOA'S IN THE VICINITY OF SPS, TX. NE OF WACO, TX, AT 9500 FT, I WAS INTERCEPTED BY 2 F16'S AND WHEN I CONTACTED WACO APCH, WAS INSTRUCTED TO LAND AT WACO REGIONAL ARPT. I DID GET A COMPLETE BRIEFING AT THE CASPER FSS FOR WX, NOTAMS, AND THE LIKE. I HAD ASKED ABOUT RESTR AREAS ALONG THE RTE OF FLT. I WAS TOLD THAT A RESTR AREA EXISTED AT COLORADO SPRINGS, BUT THAT I WOULD BE WELL TO THE E. I SPECIFICALLY ASKED ABOUT THE WACO-CRAWFORD AREA AND WAS TOLD THAT THE AREA AROUND CRAWFORD WAS A 3 MI RADIUS. I ASKED IF I'D BE OK TO THE E OF WACO AND I WAS TOLD THAT I SHOULD BE OK. MY WAC CHART (CURRENT ISSUE) SHOWS NO RESTR ZONE AT ALL -- THOUGH I THOUGHT ONE EXISTED. AT THE TIME OF THE INCIDENT, I THOUGHT I WAS CLR. I WAS LISTENING TO 122.8 ON ONE RADIO AND TO 122.0 ON THE OTHER AND SQUAWKING 1200. I WAS AT 9500 FT ON A DIRECT HDG FOR WEST HOUSTON ARPT, AND WAS VFR. IN RETROSPECT, HAD I BEEN ON A VFR FLT PLAN, THE ENRTE CTLR WOULD PROBABLY HAVE KEPT ME FURTHER TO THE E OF WACO, TX.

Synopsis :

M20P PLT WAS INTERCEPTED BY MIL F16'S AFTER THE FSS SPECIALIST TOLD THE PLT HE WOULD NOT BE IN THE VICINITY OF TFR AIRSPACE.

Time

Date : 200305
Day : Fri
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Bonanza 36
Mission : Business
Flight Phase.Cruise : Enroute Altitude Change
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5800
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 2850
ASRS Report : 582925

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 : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

I PENETRATED ADIZ VFR ON A FLT FROM CXY TO JYO FOR MAINT WITHOUT PROPER CLRNC. I FLY IFR 98% OF THE TIME WHICH USUALLY KEEPS ME OUT OF TROUBLE. THIS CLR DAY, I MADE AN EXCEPTION AND MADE THE 30 MIN FLT AND FORGOT WE WERE STILL UNDER CODE ALERT WITH SPECIAL RESTRS FOR THAT AREA.

Synopsis :

BE36 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE.

Time

Date : 200306
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ESN.Airport
State Reference : MD
Altitude.MSL.Single Value : 2500

Environment

Ceiling.Single Value : 12000

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 27000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 20
ASRS Report : 583298

Person / 2

Function.Controller : Departure

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Supervisor

Person / 5

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

DEPARTED EASTON ARPT, MD. CONTACTED POTOMAC APCH ON 126.55 FOR ADIZ SQUAWK. CTLR SWITCHED ME TO SECOND CTLR ON 124.55 WHO GAVE ME CODE TO ENTER ADIZ. ON LNDG AT ANP (LEE, ANNAPOLIS) GOT MESSAGE TO CALL POTOMAC APCH. APCH SAID I ENTERED ADIZ WITH NO CODE.

Synopsis :

PA28 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE WHEN HE CONTACTED THE PCT DEP CTLR ON THE WRONG FREQ.

Time

Date : 200306
Day : Mon
Local Time Of Day : 0601 To 1200

Place

State Reference : VA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Helicopter
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2900
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Type : 350
ASRS Report : 583466

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

ON JUN/MON/03 AT XA30, I DEPARTED HUMMEL FIELD (W75), TOPPING, VA, IN A C172. MY INTENTION WAS TO FLY FOR ABOUT 1 HR IN THE LCL AREA CONSISTING OF THE NORTHERN NECK AND MIDDLE PENINSULA OF VIRGINIA. I DID NOT FILE A FLT PLAN. 5 MINS AFTER TKOF, I CHANGED MY MIND AND DECIDED TO GO N OVER THE CHESAPEAKE BAY TO CHK OUT AN AREA AROUND POPLAR ISLAND AND NORTH BEACH, APPROX LATITUDE 38.8 DEGS N. MY RTE OF FLT WAS N, KEEPING CLR OF THE PATUXENT RIVER RESTR AREAS, AND THEN NE TO POPLAR ISLAND, ALT WAS 1500 FT. MY SECTIONAL CHART INDICATED I WOULD BE UNDER THE WASHINGTON CLASS B AIRSPACE AND IN FACT COULD ASCEND AS HIGH AS 3500 FT WITHOUT PENETRATING THE CLASS B AIRSPACE. AFTER CIRCLING POPLAR ISLAND, I FLEW W TO THE TOWN OF NORTH BEACH.

Synopsis :

C172 PLT ENTERED DC ADIZ WITHOUT CLRNC OR A DISCRETE XPONDER CODE. HE WAS INTERCEPTED BY A CUSTOM'S HELI AND ORDERED TO LAND AT THE NEAREST SUITABLE ARPT.

Time

Date : 200306
Day : Mon
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Bell 47
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 560
ASRS Report : 583471

Person / 2

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2

Supplementary

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

Narrative :

NORAD IS CLAIMING I ENTERED THE WASHINGTON, DC, ADIZ BEFORE I RECEIVED MY XPONDER CODE FROM QUANTICO APCH. IT IS MY POS THAT I DID NOT ENTER THE ADIZ BEFORE RECEIVING MY CODE. AFTER RECEIVING MY CODE FROM QUANTICO APCH, I CONTINUED FOR LNDG AT HEF, WHICH TOOK APPROX 15 MINS. UPON LNDG, I WAS TOLD TO CONTACT POTOMAC TRACON. THE PERSON ON THE LINE SAID NORAD HAD CALLED AND SAID I ENTERED THE ADIZ BEFORE GETTING MY BEACON CODE. I TOLD HIM I WAS FAIRLY SURE THAT WAS NOT CORRECT BECAUSE I CALLED AND RECEIVED THE CODE BEFORE XING THE RTE 301 BRIDGE, WHICH IS AT THE BOUNDARY OF THE ADIZ. THE MAN THOUGHT THAT I MIGHT BE CORRECT. HE SAID HE WOULD CALL ME BACK AFTER CHKING THE RADAR TAPES. TO DATE, 2 DAYS LATER, I HAVE NOT RECEIVED A CALL BACK. CONTRIBUTING FACTORS: THE AIRSPACE SYS IS NOT DESIGNED TO HANDLE THE TREMENDOUS ADDED BURDEN OF TRACKING ALL THE VFR ACFT AROUND 4 CLASS B ARPTS. RADAR COVERAGE IS NOT SUFFICIENT TO COVER LOW ALTS -- ESPECIALLY FOR HELIS. THIS IS ESPECIALLY TRUE UNDER MVFR IN CLASS G AIRSPACE WHEN HELIS ARE STILL FLYING, BUT YET CANNOT BE IDENTED ON RADAR. IN SOME CASES ARE DENIED ENTRY AND PREVENTED FROM COMPLETING OUR MISSIONS BECAUSE OF POOR RADAR COVERAGE.

Synopsis :

B407 PLT CHALLENGES ACCUSATION OF DC ADIZ VIOLATION WITHOUT PROPER XPONDER CODE ACTIVATION PRIOR TO ADIZ ENTRY.

Time

Date : 200306
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HEF.Airport
State Reference : VA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HEF.Tower
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Training
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1100
Experience.Flight Time.Last 90 Days : 1
Experience.Flight Time.Type : 1100
ASRS Report : 583497

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WASHINGTON ADIZ CLRNC FOR TFC PATTERN WORK REQUIRES A DISCRETE SQUAWK. MANASSAS TWR ASSIGNED THE CODE OF XXXX. I WAS TEST FLYING MY NEWLY ACQUIRED ACFT. ADDITIONALLY, I WAS RUSTY AS I HADN'T FLOWN IN 4 MONTHS (OTHER THAN ONCE AROUND THE PATTERN WHEN I RECEIVED THIS ACFT A COUPLE OF WKS AGO). I SET THE CODE OF XXXX INTO THE XPONDER. HOWEVER, I NEGLECTED TO TURN THE XPONDER FROM STANDBY TO ALT RPTING DURING THE ENTIRE TIME I WAS IN THE PATTERN (APPROX 30-45 MINS). TWR DIDN'T SAY ANYTHING. NEXT TIME, I'LL BE SURE TO COVER THIS ITEM IN MY BEFORE TKOF CHKLIST.

Synopsis :

C182 PLT SHOT LNDGS FOR 45 MINS AT HEF, WITHIN DC ADIZ. HE FORGOT TO TURN ON HIS XPONDER WITH HIS DISCRETE CODE. NO ONE NOTICED.

Time

Date : 200306
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1000

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Caravan 1 208A
Mission.Other : Pipeline Watch
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 23500
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1300
ASRS Report : 584256

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 : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS TOLD I ENTERED A TFR THAT WAS PLACED OVER CHICAGO ON JUN/WED/03. THIS WAS DUE TO A VISIT FROM GOV OFFICIAL. I WAS AWARE OF THE TFR FROM READING THE NOTICE ON INTERNET WX SVC, WHEN I CHKED MY WX AND TFR'S. INTERNET WX SVC I THOUGHT HAS ABOUT THE BEST FORMAT FOR CHKING A PLT'S PREFLT WX, AND ENRTE CONDITIONS. I UNDERSTOOD THAT THERE WAS A 30 MI RESTR FROM ORD (O'HARE). I WAS TOLD BY THE AGENCY I TALKED WITH THAT IT WAS 30 MI FROM THE CTR OF DOWNTOWN CHICAGO. THEN ANOTHER PERSON SAID FROM THE CTR OF MIDWAY ARPT. MY RTE IS OUTSIDE THE 30 MI MODE C RING S OF CHICAGO'S CLASS B AIRSPACE. I ASSUMED I WAS WELL CLR OF THE TFR. LATER I DOWNLOADED MY TRACK FROM MY GPS TO DELORME TOPO. IT SHOWED ME BTWN 36-39 MI S OF ORD, 28 MI S OF DOWNTOWN, 24-26 MI S OF MDY. AS OUR COMPANY CHK PLT I STRESS CHKING TFR'S ON A DAILY, FLT BASES. THE GOV EMPLOYEE THAT I HAD TO SPEAK WITH MADE THE COMMENT THAT THIS TFR WAS CONFUSING TO HIM ALSO.

Synopsis :

THE CTR OF A 30 MI RADIUS THAT WAS TO DEFINE A TFR FOR A GOV OFFICIAL VISIT WAS NOT DEFINED SO THAT IT WAS CLR TO BRIEFERS AND PLTS.

Time

Date : 200306
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OKV.Airport
State Reference : VA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Cessna 150
Mission : Pleasure
Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Cessna Citation Undifferentiated or Other Model
Mission.Other : Intercept
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2410
Experience.Flight Time.Last 90 Days : 48
Experience.Flight Time.Type : 42
ASRS Report : 584302

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Published Procedure
Resolutory Action.Flight Crew : Overcame Equipment Problem

Supplementary

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

Narrative :

THIS FLT ORIGINATED FROM DAN ARPT, TO TERMINATE AT OKV. THE FLT WAS TO GO NE STAYING TO THE R OF LYH. I GAVE MYSELF A NARROW PASSAGE BTWN THE MOUNTAINS TO MY L AND 30 MI ARC OF WASHINGTON ADIZ. MY PARTNER AND I DECIDED TO USE OUR SECOND HAND-HELD GPS TO KEEP US ON COURSE. I DID NOT REALIZE WHEN MY PARTNER HUNG THE HANDHELD GPS ON THE REARVIEW MIRROR, HE UNKNOWINGLY TURNED OFF THE MASTER SWITCH, WHICH IS A PUSH/PULL SWITCH DIRECTLY BELOW THE REARVIEW MIRROR. WHEN NEARING OKV, I REALIZED THE RADIO AND XPONDER WERE NOT WORKING AT ABOUT THE SAME TIME I WAS INTERCEPTED BY THE UNITED STATES CUSTOMS CITATION. I CHKED AND TURNED THE MASTER BACK ON! I WAS TOLD TO LAND AT OKV AND WAS TOLD I HAD ENTERED THE WESTERLY EDGES OF THE ADIZ. IN MY EFFORT TO STAY CLR OF THE MOUNTAINS, AND THE ADIZ AND NAV THIS AREA I APPARENTLY DID NOT ALLOW FOR THE CHANGING WINDS WHILE FLYING CLOSE TO THE MOUNTAIN RIDGES. KNOWING FULL WELL OF THE TFR AREAS, I DID NOT PURPOSELY IGNORE ANY OF THE FAA RESTR. THIS IS SOMETHING THAT I DO NOT TAKE LIGHTLY, AND I UNDERSTAND THE NEED FOR THE SECURITY AND WOULD NOT DELIBERATELY VIOLATE OR IGNORE THEM. I REGRET THIS OVERSIGHT AND WILL NOT UNDER ANY CIRCUMSTANCES ALLOW THIS TO HAPPEN AGAIN. I WAS INSTRUCTED BY THE CUSTOMS AGENT TO CALL POTOMAC TRACON. I DID SO IMMEDIATELY.

Synopsis :

PLT OF C150 TRANSGRESSED W EDGE OF DC ADIZ. FORCED TO LAND BY CUSTOMS ACFT.

Time

Date : 200306
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Ceiling.Single Value : 9000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Experimental Aircraft
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 11250
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 300
ASRS Report : 584331

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Chart Or Publication
Problem Areas : Environmental Factor
Problem Areas : FAA

Narrative :

I RECEIVED A BRIEF CONCERNING A FLT PLANNED TO SWF FROM RMG. THE FLT WAS PLANNED AND BRIEFED WITH MY FLT CREW AND WX, AIRSPACE AND DEV PROCS WERE DISCUSSED. DURING THE INFO GATHERING PROCESS FOR THE FLT PAN, I WAS ADVISED OF FLT RESTRS 'AROUND WASHINGTON, DC.' I WAS ADVISED BY THE FAA BRIEFER TO 'BASICALLY STAY OUT OF THE METRO WASHINGTON, DC, AIRSPACE.' THE NOTAM WAS DESCRIBED AS 'LONG AND COMPLICATED' BUT IF I STAYED OUT OF THE METRO DC AIRSPACE I WOULD BE 'OK.' I CONSULTED THE CURRENT WASHINGTON SECTIONAL CHART (EXPIRATION 9/03) AND NOTED SPECIAL AIRSPACE SURROUNDING DCA AND USING THE JAGGED LINES OF AN ADIZ. BASED UPON THE INFO PRESENTED, I CONCLUDED THAT THE CLASS B AIRSPACE AROUND WASHINGTON, DC, WAS OFF LIMITS TO A VFR FLT AND THAT THE AIRSPACE DEPICTED AROUND DCA WAS AN ADIZ. I NAVED WELL TO THE W OF WASHINGTON, DC, AND MAINTAINED AN ARC HEADING N UNDER THE OUTERMOST RING OF THE IAD CLASS B AIRSPACE. BY ITS DEPICTION ON THE CHART, IT APPEARS AS ORDINARY CLASS B AIRSPACE. SUBSEQUENTLY, I LEARNED THAT THIS AIRSPACE IS DEFINED AS AN ADIZ ALL THE WAY TO THE SURFACE. THE FACTORS INVOLVED ARE UNCLR COM AND INTERP OF NOTAMS. RATHER THAN EXPLAIN THE BOUNDARIES OF THE AIRSPACE CLRLY, I WAS ADVISED TO 'STAY OUT OF THE AIRSPACE.' AVIATION CHARTS NEED TO CLRLY DEFINE AIRSPACE BOUNDARIES AND FAA BRIEFERS NEED A BETTER UNDERSTANDING OF THE NOTAMS. I HAVE RECEIVED AN ENORMOUS AMOUNT OF CONFLICTING INFO IN THE PAST YR CONCERNING AIRSPACE. IT IS NOT A WELL UNDERSTOOD SUBJECT TO CTL BY NUMEROUS AGENCIES AND SUBJECT TO CHANGE BASED ON INFO AND REASONS THE USERS OF THE AIRSPACE DO NOT HAVE ACCESS TO. THIS FACTOR CONTRIBUTES TO MISINTERP BY THE USERS AND BY THOSE WHO COMMUNICATE INFO BECAUSE THERE IS NO FACTUAL BASIS TO CORRELATE THE PURPOSE OF THE CHANGE. EFFECTIVELY BLOCKING THE AIRSPACE AROUND WASHINGTON WILL FORCE VFR ONLY CAPABLE AIRPLANES TO FLY IN MOUNTAINOUS AREAS OR OUT OVER OPEN WATER. THIS IS UNSAFE AND SOME PROVISION SHOULD BE MADE TO CREATE AN 'ADIZ CORRIDOR' FOR N/S FLTS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED HE LEARNED OF HIS DEV AFTER LNDG AT HSI DEST, SWF. AN FAA 'PERSON' HAD MONITORED HIS PROGRESS AND LNDG AND CALLED. HE RE-EMPHASIZED THE LACKLUSTER PERFORMANCE OF HIS BRIEFER AND THE USE OF THE PHRASE 'KEEP OUT OF WASHINGTON AIRSPACE' AND 'YOU'LL BE OK.' HE HAD ALSO MISINTERPED THE BRIEFER'S WORDS BY ASSESSING THE 'WASHINGTON AREA' AS BEING INDICATED ON THE WASHINGTON SECTIONAL CHART BY THE FLT RESTR ZONE SYMBOLOGY SURROUNDING DCA VOR.

Synopsis :

AFTER RECEIVING A LESS THAN COMPREHENSIVE BRIEFING FROM AN FSS, THE RPTR ENTERED THE DC ADIZ.

Time

Date : 200307
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GON.Airport
State Reference : CT

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : PVD.TRACON
Controlling Facilities.Tower : GON.Tower
Operator.General Aviation : Corporate
Make Model : Helicopter
Mission : Business
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 6000
ASRS Report : 586659

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

WE WERE CIRCLING BETWEEN 6-10 MILES W OF GON 'OFFSHORE' IN CONTACT WITH GON TWR AND PVD APCH, WHO KNEW OUR POSITION. WE CIRLED FOR ABOUT 15 MINS TRYING TO GET A CLRNC TO LAND AT GON, WHICH WAS UNSUCCESSFUL. THEN WE TURNED WBOUND TO RETURN TO HVN. LATER ON, GON TWR TOLD US THAT A NUCLEAR PLANT CALLED GON TWR, SERIOUSLY THREATENING TO SHOOT US DOWN FOR LOITERING. WE WERE ALWAYS OFFSHORE NOT CIRCLING IN THE SAME SPOT. THE PLANT IS NOT MARKED ON THE NY SECTIONAL. WEATHER BRIEF HAD NO SPECIFIC NAMES AND LOCATIONS OF ANY PLANTS. SECTIONALS SHOULD HAVE THERE PLANTS MARKED PROPERLY.

Synopsis :

ROTARY WINGED TFC RPTR AS CIRCLING AN 'XXXXX' PWR PLANT, LOITERING, AT TOO LOW AN ALT BY A 'XXXXX' PLANT AND GND OBSERVER TO TWR AT GON, CT.

Time

Date : 200308
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Mission : Test Flight
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 20
ASRS Report : 590615

Person / 3

Function.Controller : Radar

Person / 5

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

I JUST RECEIVED MY VACUUM DIRECTIONAL GYRO AND AUTOPLT WHICH HAD BEEN OVERHAULED AND REINSTALLED IN MY ACFT. ON AUG/FRI/03, I FILED AN IFR FLT PLAN WITH THE LEESBURG FSS FOR A FLT TO MRB FROM CJR TO TEST THE EQUIP. AFTER DEP FROM CJR, WHICH WAS VFR, I DECIDED THAT I COULD NOT TAKE THE TIME TO FLY TO MRB AND RETURN. I ELECTED TO CANCEL THE IFR FLT PLAN WITH POTOMAC TRACON ON 124.65 AND I ADVISED ATC OF MY INTENTIONS. AT NO TIME DID ATC INDICATE THEY HAD RADAR CONTACT. I PLANNED TO TEST THE EQUIP UNDER VFR CONDITIONS ON THE PUBLISHED VOR/DME RNAV RWY 22 INSTRUMENT APCH TO CJR. MY TRANSPONDER WAS SET ON 1200. I REMAINED AT 2000 FT AND PROCEEDED TO THE CALPE WAYPOINT WHICH IS 5 NM NE OF CJR 34 DEGS FROM THE RWY AND REMAINING ON UNICOM 123.075. AT CALPE, I ENTERED THE HOLDING PATTERN AND PROCEEDED OUTBND ON THE 34 DEG RADIAL. AFTER 3 OR 4 APCHES, I RETURNED TO THE TFC PATTERN AND LANDED. I WAS INFORMED BY ONE OF THE ARPT PEOPLE THAT THE POTOMAC TRACON SUPVR WANTED ME TO CALL HIM. I DID SO AND HE INFORMED ME THAT I HAD ENTERED THE ADIZ BY 3 MILES. I HAD NO IDEA THIS OCCURRED AND I ANSWERED HIS QUESTIONS RELATIVE TO MY TELEPHONE, ADDRESS AND CERTIFICATE NUMBER. IF I DID ENTER THE ADIZ AND I AM NOT SURE I DID, IT WAS INADVERTENT DUE TO MY MONITORING MY NEWLY OVERHAULED DIRECTIONAL GYRO AND AUTOPLT. I REALIZE NOW THAT I SHOULD HAVE PAID MORE ATTENTION TO THE VFR CHART. IN THIS REGARD, I WOULD RECOMMEND THAT THE INSTRUMENT APCH CHARTS INDICATE RESTRICTED AREAS THAT MAY BE IN CLOSE PROXIMITY TO APCH PROCS. THIS IS DONE ON MANY CHARTS. FOR EXAMPLE: COS ILS RWY 35L, AND MTN RNAV GPS RWY 15. HAD THE ADIZ BEEN SO DOCUMENTED ON THE CJR APCH CHARTS, I WOULD HAVE WITHOUT QUESTION EXERCISED MORE CAUTION.

Synopsis :

SMA GA PLT INADVERTENTLY PENETRATES DC ADIZ WHEN CONDUCTING MULTIPLE APCHS TO CJR WHILE SQUAWKING CODE 1200.