

**ASRS Database Report Set**

**Pilot / Controller Communications**

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Report Set Description.....A sampling of reports which highlight issues involving communications between pilots and controllers.

Update Number.....9.0

Date of Update .....October 9, 2003

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

Number of New Records in Report Set .....37

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**

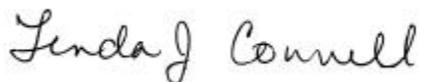
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

**Place**

Locale Reference.Airport : MDW.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 3600

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-800  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 5200  
Experience.Flight Time.Last 90 Days : 80  
Experience.Flight Time.Type : 80  
ASRS Report : 544446

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Local

**Person / 4**

Function.Controller : Departure

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 4  
Resolutory Action.Controller : Issued Advisory  
Resolutory Action.None Taken : Anomaly Accepted

**Supplementary**

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

Narrative :

DURING PREFLT IMXT 4.0 WAS ENTERED INTO FMC FIX PAGE TO IDENT 4.0 DME AROUND MDW TO COMPLY WITH TURN REQUIREMENTS FOR THE MBW 4 SID. UPON DEP CLB (RWY 22L), STARTED A 30 DEG BANK TURN AT 1300 FT MSL, R TO 110 DEG HDG AS INSTRUCTED BY THE CTLR (TWR). UPON RADAR CONTACT WITH DEP, THE CTLR MADE A NONSTANDARD PHRASEOLOGY STATEMENT THAT NEEDED TO BE VERIFIED, 'COME ON -- GET WITH THE PROGRAM.' AFTER ASKING FOR CLARIFICATION, HE INFORMED US HE SHOWED OUR ACFT POS OUTSIDE THE 4.0 DME ARC. OUR NAV DISPLAYS CLRLY SHOWED US INSIDE THE 4.0 DME ARC. AFTER VERIFYING THIS WITH THE FO'S NAV DISPLAY, I RESPONDED TO THE DEP CTLR THAT WE SHOWED 3.7 DME ON A HDG OF 110 DEGS. HIS RESPONSE WAS HE DIDN'T WANT TO ARGUE ABOUT IT. AFTER PASSING 10000 FT MSL, WE VERIFIED OUR FMC ALIGNMENT, IRU, AND GPS POS -- ALL CHKED GOOD. SUMMARY: DEPARTING RWY 22L WITH AN ASSIGNED HDG OF 110 DEGS (R TURN) ON THE MDW 4 SID STARTING YOUR TURN, AT 1300 FT AT 30 DEG BANK WITH A STRONG SW WIND (240 DEGS AT 45 KTS AT 1000 FT AGL) THIS DAY WILL CHALLENGE THE 4.0 DME REQUIREMENT OFTEN. ACCURACY OF POS IS PARAMOUNT, WHICH SYS ARE TO BE CTLING, ACFT OR ATC? WHICH NAVDME IS TO BE USED IMXT/IMDW? THE SID OFFERS BOTH. AN ASSIGNED HDG FURTHER R MAY HAVE BEEN GIVING THIS CTLR THE BUFFER HE WAS LOOKING FOR, AND I APPRECIATE HIS CONCERN FOR US, AND HIS AIRSPACE, BUT I CANNOT OPERATE MY ACFT IN AN UNSAFE MANNER TO COMPENSATE FOR AN INACCURATE POS. THE SID SHOULD CLRLY DEPICT WHICH DME SHOULD BE USED TO IDENT 4.0 DME.

Synopsis :

AN ALLEGED TRACK VIOLATION MADE BY DEP CTLR WHEN HE CITES A B737 FOR TURNING OUTSIDE OF THE 4 NM RADIUS FROM MDW, IL.

**Time**

Date : 200204

**Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Taxi

Make Model : S-76/S-76 Mark II

Mission : Passenger

**Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 2000

ASRS Report : 544560

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**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 : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative :

INBOUND TO ZZZ, CREW REQUESTED TO LAND AT 'N COMPLEX' AND SUBSEQUENTLY REQUESTED TO LAND ON TXWY P OR TXWY L IN FRONT OF FBO. TWR RESPONDED CLRED TO LAND 'L&J.' COULDN'T FIND 'J' ON ARPT DIAGRAM AND ADVISED TWR, AND THEY SAID IT'S BY THE S COMPLEX! BY THIS TIME WE HAD CROSSED BOTH ACTIVE RWYS AT ABOUT 800 FT AND TWR RECLRED US TXWY P IN FRONT OF FBO. TWR WASN'T UPSET AND THERE WAS NO CONFLICT BUT IT COULD HAVE BEEN A PROB.

Synopsis :

A SIKORSKY S76 DURING APCH EXPERIENCED MISCOM WITH TWR ON TXWY LNDG LOCATION AND FLEW OVER BOTH RWYS AT 800 FT.

**Time**

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

**Place**

State Reference : NV

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Corporate  
Make Model : Learjet 60  
Mission : Business

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 7200  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Type : 450  
ASRS Report : 544748

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 3  
Resolutive Action.Flight Crew : Returned To Intended or Assigned Course  
Resolutive Action.Controller : Issued Alert  
Resolutive Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

WE HAD DEPARTED BUR ENRTE TO PHL. OUR CLRNC HAD BEEN THE VNY 7, PMD TRANSITION HEC J64. AT SOME POINT DURING OUR CLB, WE WERE GIVEN NUMEROUS VECTORS FOR TFC. I BELIEVE WE HAD JUST PASSED HEC, AND WERE ON A VECTOR TO THE N. CTR ADVISED THAT OUT OF FL260 WE WERE CLRED DIRECT LAS VEGAS, DIRECT HILL CITY, THEN AS FILED. LAS VEGAS WAS NOT ON THE ORIGINAL CLRNC AND FLT PLAN I PULLED OUT THE ENRTE CHART AND SAW LAS VEGAS (LVS) AND HILL CITY (HLC) AND ASSUMED CTR HAD CHANGED OUR RTE TO A MORE SOUTHERLY ONE FOR WX. FROM OUR PRESENT POS, LVS WAS DUE E. SHORTLY AFTER TURNING TOWARDS LVS, NM, CTR ASKED WHAT OUR CLRNC WAS. I SAID WE WERE GIVEN DIRECT LAS VEGAS, DIRECT HILL CITY OUR OF FL260. HE SAID LAS VEGAS WAS N OF US, AND HAD US TURN TO A HDG OF 350 DEGS. HE NOTED WE PROBABLY HAD ENTERED LAS VEGAS, NM, INTO THE FMS, WHICH WE HAD. I SEE HOW THE ERROR OCCURRED -- CTR NEVER CLARIFIED WHICH LAS VEGAS. WHEN LOOKING AT THE CHART, BOTH COULD HAVE BEEN ASSUMED, ALTHOUGH LAS VEGAS, NV, WAS MUCH CLOSER. THE CLRNC WAS GIVEN AS 'DIRECT LAS VEGAS, DIRECT HILL CITY.' I DIDN'T CATCH THE 2 POSSIBILITIES AND INPUTTED THE WRONG ONE.

Synopsis :

CL60 FLC HAS A HDG TRACK DEV WHEN MISINTERP ZLA CTR'S AMENDED CLRNC RTE CHANGE 60 NM SSW OF LAS, NV.

**ACN: 544871**

## **Time**

Date : 200204

Day : Thu

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : SRQ.Airport

State Reference : FL

## **Environment**

Flight Conditions : VMC

Ceiling : CLR

## **Aircraft / 1**

Controlling Facilities.TRACON : TPA.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B757-200

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

## **Aircraft / 2**

Controlling Facilities.TRACON : TPA.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

## **Person / 1**

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 175

Experience.Flight Time.Type : 900

ASRS Report : 544871

## **Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 4**

Function.Controller : Approach

## **Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Miss Distance.Vertical : 500

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON A DOWNWIND DSDNDING TO 3000 FT, VECTOR FOR RWY 32 AT SRQ. OUR CLRNC WAS, 'HEADING 160 DEGS AND 3000 FT.' APCH ASKED IF WE HAD THE ARPT IN SIGHT. WE SAID YES. HE SAID 'SET YOURSELF UP FOR A DOWNWIND TO RWY 32. THERE IS TFC DEPARTING TO THE NE, I'LL CALL HIM OUT TO YOU.' I THOUGHT HE HAD CLRED US FOR THE VISUAL, SO I TURNED TOWARD THE ARPT AND SET 1600 FT IN THE ALT WINDOW FOR DOWNWIND. APCHING 3000 FT, I BECAME CONCERNED THAT MAYBE HE HADN'T ACTUALLY CLRED US FOR THE VISUAL, SO I HIT ALT HOLD APCHING 3000 FT. WE DSNDED SLIGHTLY THROUGH 3000 FT, MAYBE 2750 FT. AT THE SAME TIME WE GOT AN RA TO PULL UP, SO I DID. THE REST OF THE FLT WAS UNEVENTFUL. MY BELIEF IS THAT NON STANDARD TERMINOLOGY FROM APCH CTL LED ME TO MY MISTAKE IN THINKING WE WERE CLRED FOR A VISUAL APCH TO RWY 32.

Synopsis :

ALTDEV AND POTENTIAL CONFLICT WHEN THE FO, PF, OF A B757 PLANS ON LEAVING HIS ASSIGNED ALT THINKING HE HAD CLRNC FOR A VISUAL APCH INTO SRQ, FL.

**Time**

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

**Place**

Locale Reference.Airport : SEA.Airport  
State Reference : WA

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 2500

**Aircraft / 1**

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

**Aircraft / 2**

Controlling Facilities.Tower : SEA.Tower  
Operator.Common Carrier : Air Carrier  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 136  
Experience.Flight Time.Type : 136  
ASRS Report : 545035

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Rejected Takeoff  
Resolatory Action.Flight Crew : Took Evasive Action  
Miss Distance.Vertical : 0  
Miss Distance.Horizontal : 2400

**Supplementary**

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

Narrative :

I HAD JUST COMPLETED A PRACTICE CAT III APCH IN VISUAL CONDITIONS. WE HAD BRIEFED AND WERE EXPECTING TO TAXI STRAIGHT OFF ON EITHER HIGH-SPEED TXWY K OR H. AS WE CLRED THE RWY ON TXWY H, SEATTLE TWR CLRED US TO: 'TURN R AND R AGAIN, HOLD SHORT OF 34R'. MY FO READ IT BACK AS: 'TWO RIGHT TURNS, HOLD SHORT OF 34R'. I DON'T BELIEVE THE CTLR USED TXWY NAMES IN HIS CLRNC, BUT I UNDERSTOOD THAT I WAS TO MAKE THE QUICK TURN ONTO THE INTERSECTING REVERSE HIGH-SPEED J, A GREATER THAN 90 DEG R TURN. AFTER COMPLETING THE TURN, I WAS SURPRISED TO SEE WHITE EDGE LIGHTS RAPIDLY APCHING. I LOOKED TO THE R, DOWN WHAT I NOW RECOGNIZED AS RWY 34R AND SAW THE HEADLIGHTS OF AN ACFT THAT HAD JUST BEEN CLRED FOR TKOF. I ASKED MY FO IF WE WERE CLRED TO CROSS, IMMEDIATELY REALIZED THAT WE WERE NOT AND APPLIED THE BRAKES TO STOP THE ACFT. OUR ACFT'S NOSE ENDED UP ABOUT 6 FT PAST THE RWY EDGE LIGHTS. I ASKED MY FO TO CALL THE TWR AND ADVISE THEM TO STOP THE TKOF OF THE OTHER ACFT, WHICH HE DID. THE OTHER ACFT ABORTED HIS TKOF AT WHAT APPEARED TO BE A RELATIVELY LOW SPEED AND TAXIED CLR, WELL S OF US ON EITHER TXWY N OR M. WE WERE THEN CLRED TO CROSS RWY 34R AND TAXIED TO PARKING WHERE I CALLED THE TWR AND GAVE THEM A BRIEF ACCOUNT OF THE INCIDENT. HUMAN FACTORS CONSIDERATIONS: 1. DISTRACTION: I FLEW A PRACTICE CAT III APCH FOR THE PURPOSE OF LOGGING IT FOR SELF-CERTIFICATION, CONCENTRATING ON FLYING A PRECISE APCH AND LNDG USING THE HUD. DURING THE FLARE, WE GOT AN 'APCH WARN', WHICH WOULD HAVE REQUIRED A GAR HAD IT BEEN IMC. SINCE WE WERE IN VMC, I CONTINUED THE LNDG VISUALLY, ALTHOUGH THE HUD STILL APPEARED USABLE. I WAS STILL REVIEWING THE APCH AND LNDG IN MY MIND AS WE CLRED THE RWY. IN ADDITION, MY FO BECAME PREOCCUPIED WITH METHODICALLY COMPLETING THE AFTER LNDG CHKLIST AS SOON AS WE HAD CLRED THE LNDG RWY (34L). 2. FATIGUE: WE HAD BEEN FLYING IN THE EASTERN TIME ZONE FOR 3 DAYS AND HAD ARRIVED LATE THE NIGHT BEFORE. ALTHOUGH THIS WAS NOT AN EXTREMELY LONG DUTY PERIOD 9 HRS AND 35 MINS, THE INCIDENT OCCURRED AT THE END OF A LONG DAY. 3. EXPECTATION: I HAD BRIEFED AND WAS EXPECTING TO TAXI STRAIGHT OFF THE RWY AND HAD NOT ANTICIPATED A CLRNC FOR A HARD R TURN ONTO THE INTERSECTING REVERSE HIGH-SPEED TXWY. THUS THE CLRNC CAUGHT ME BY SURPRISE, AND AFTER THE TURN, THE ACTUAL VISUAL PICTURE WAS DIFFERENT FROM WHAT I HAD EXPECTED TO SEE. 4. COMMUNICATIONS: THE NON-STANDARD CLRNC WITHOUT SPECIFIC TXWY NAMES WAS A BIT CONFUSING, AND IT TOOK ME A MOMENT TO INTERPRET WHAT I WAS BEING TOLD TO DO. I BELIEVE I BECAME PREOCCUPIED WITH THE FIRST PART OF THE CLRNC (TURN R AND R AGAIN), WHILE THE SECOND PART (HOLD SHORT) DIDN'T COMPLETELY REGISTER IN MY MIND. IT'S NOW CLEAR TO ME THAT I BECAME MOMENTARILY OVERLOADED AND VULNERABLE TO MAKING AN ERROR. I NEED TO BETTER MANAGE MY WORKLOAD, ESPECIALLY WHEN I'M FATIGUED, AND WILL DO THE FOLLOWING: 1. I WILL NO LONGER PLAN PRACTICE APCHES AT THE END OF A DUTY DAY. 2. I WILL SPECIFICALLY INCLUDE IN MY APCH BRIEFING THE LOCATION AND PROXIMITY OF ANY ACTIVE RWYS TO BE CROSSED ENRTE TO PARKING. ADDITIONALLY, I WILL BRIEF MY CO-PLTS TO NOT RUN THE 'AFTER LNDG CHKLIST' UNTIL WE'RE CLR OF ALL ACTIVE RWYS AND IN CONTACT WITH GND CTL. 3. WHEN POSSIBLE, I WILL DECLINE SHORTCUT CLRNCs AND REQUEST TO STAY WITH THE SIMPLER ROUTING PREVIOUSLY BRIEFED.

Synopsis :

ACR FLC INCORRECTLY ASSUME TAXI INSTRUCTIONS AFTER LNDG SEA RWY 34L AND INCUR INTO RWY 34R CAUSING A TKOF ABORT.

**Time**

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

**Place**

Locale Reference.Airport : LBB.Airport  
State Reference : TX

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : LBB.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B727 Undifferentiated or Other Model  
Mission : Freight

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 8000  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 220  
ASRS Report : 545832

**Person / 2**

Function.Flight Crew : Second Officer  
Experience.Flight Time.Total : 4000  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Type : 300  
ASRS Report : 545830

**Person / 3**

Function.Flight Crew : First Officer

**Person / 4**

Function.Controller : Approach  
Function.Controller : Ground  
Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.None Taken : Insufficient Time

**Supplementary**

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

Narrative :

LUBBOCK GND, TWR, AND APCH CTL WERE BEING WORKED BY 1 CTLR ON THE MORNING OF APR/SUN/02. LCL TIME WAS APPROX EARLY MORNING. GND CLRED ME TO 'TAXI TO RWY 17R BY TXWY S' FROM THE CARGO APRON. I AND MY CREW UNDERSTOOD TO TAXI TO RWY 17R VIA TXWY S. UPON APCHING RWY 17R AT TXWY S, GND INFORMED US TO HOLD SHORT OF RWY 17R AT TXWY S. BY THE TIME I HAD THE ACFT STOPPED, I HAD PASSED THE HOLD SHORT BAR ON TXWY S PRIOR TO RWY 17R. WE DID NOT ENTER RWY 17R AT ANY TIME. IN THIS CASE THE TAXI INSTRUCTIONS WERE LEGALLY CORRECT BUT CONFUSING. IF THE CTLR HAD INCLUDED 'HOLD SHORT OF RWY 17R AT TXWY S' THERE WOULD HAVE BEEN NO CONFUSION ON OUR PART. I WOULD RECOMMEND CHANGING ATC PHRASEOLOGY FROM 'TAXI TO X RWY VIA X TXWY' WITH THE IMPLIED UNDERSTANDING TO HOLD SHORT OF X RWY IF IT IS THE ACTIVE. A MORE CLR WAY TO EXPLAIN THE INTENTION IS TO CLRLY STATE HOLD SHORT OF X RWY. SUPPLEMENTAL INFO FROM ACN 545830: CONFUSED BECAUSE WE DIDN'T CONSIDER RWY 17R AT TXWY S TO BE TAXIING ONTO ACTIVE YET.

Synopsis :

RWY INCURSION BY A B727 CARGO FLC AT LBB, TX.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Aircraft / 2**

Controlling Facilities.Tower : LGA.Tower  
Make Model : Commercial Fixed Wing

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12800  
Experience.Flight Time.Last 90 Days : 25  
Experience.Flight Time.Type : 880  
ASRS Report : 545986

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Controller : Separated Traffic  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

TAXIING FOR TKOF, RWY 31 AT LGA. CREW THOUGHT THAT CLRNC HAD BEEN RECEIVED TO POSITION AND HOLD. ACFT TAXIED ONTO RWY AND LNDG ACFT HAD TO GAR.

Synopsis :

A319 FLC MISTAKENLY TAXIED INTO POSITION TO HOLD CAUSING ANOTHER ACFT TO GAR.

**Time**

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

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 1000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : LAX.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Super 80  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

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

**Aircraft / 3**

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

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 546528

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 546527

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Person / 5**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Controller : Separated Traffic  
Miss Distance.Vertical : 300  
Miss Distance.Horizontal : 27000

**Supplementary**

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

Narrative :

GAR. AT 1000 FT AGL ON ILS RWY 25L APCH AT LAX, WE WERE ASKED IF WE HAD THE ACFT IN FRONT OF US IN SIGHT. I RESPONDED THAT WE WERE EXECUTING AN INST APCH AND DID NOT. WE WERE THEN GIVEN GAR INSTRUCTIONS OF HDG 250 DEGS, CLB AND MAINTAIN 2000 FT. WE HEARD HDG 280 DEGS INSTEAD. LEVELING AT 2000 FT, WE WERE GIVEN AN IMMEDIATE L TURN TO 220 DEGS. AT THAT TIME WE GOT A TA FROM AN ACFT AT 2-3 O'CLOCK POS AND 300 FT ABOVE US AT ABOUT 5 MI ON TCASII. ONCE ON HDG 220 DEGS, TA RESOLVED AND WE TURNED BACK TO HDG 250 DEGS AS INSTRUCTED AND TOOK VECTORS FOR A NORMAL ILS RWY 25L APCH. FO HAND FLYING DID A GOOD JOB. IN THE FUNK OF TRYING TO FIGURE OUT WHAT HAPPENED TO LOSE SEPARATION, WE WERE DISTR ENOUGH TO MISS THE CORRECT HDG. SUPPLEMENTAL INFO FROM ACN 546527: WE WERE ON FINAL FOR RWY 25L AT LAX AND HAD BEEN CLRED TO LAND BY THE TWR. THE WX AT THE TIME WAS MARGINAL VFR AND WE WERE FOLLOWING A B757. THE TWR CTLR ASKED US IF WE HAD HAD THE PRECEDING B757 IN SIGHT. CAPT SAID WE DIDN'T HAVE HIM IN SIGHT FOR THE INST PORTION OF THE APCH. THE TWR CTLR THEN SAID WHAT I THOUGHT WAS APCH CLRNC CANCELED, MAINTAIN 2000 FT, HDG 280 DEGS. I BEGAN A CLB WITH A SLIGHT BANK TO THE R WHEN THE CAPT POINTED OUT TFC TO OUR R ON THE TCASII. I STARTED TO LEVEL THE WINGS WHEN LAX TWR SAID MAKE AN IMMEDIATE R TURN TO 220 DEGS. I MADE THE TURN AND CONTINUED THE MISSED APCH. NOTHING FURTHER WAS SAID BY ATC.

Synopsis :

SYS ERROR AND RESULTING POTENTIAL CONFLICT IN THE OFFING WHEN THE S80 FO TURNS TO THE WRONG HDG ON A MISSED APCH TO ILS RWY 25L AT LAX, CA.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5300  
Experience.Flight Time.Last 90 Days : 225  
Experience.Flight Time.Type : 2500  
ASRS Report : 547352

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

WE WERE INITIALLY CLRED J87 FOR PGS LYNDS 1 ARR INTO LAS. ON A SUBSEQUENT FREQ, WE WERE CLRED DIRECT DRK, DIRECT PGS, THEN LYNSY 1 ARR. WE WERE THEN RECLRED THE LYNDS 1 ARR, PGS TRANSITION. AFTER DRK, WE WERE TURNED TOWARDS PGS INSTEAD OF FOLLOWING THE DRK TRANSITION. THERE WAS SOME CONFUSION AS TO WHETHER WE WERE TO FOLLOW THE DRK 7 PGS TRANSITION. WELL, APPARENTLY WE WERE ON THE WRONG TRANSITION AS THE CTLR GAVE US A 'TURN 15 DEGS L OF HDG,' AND THEN EVENTUALLY BACK ON THE TRANSITION. I BELIEVE THESE LNAV ARRS, IN PARTICULAR, ARE AN ACCIDENT WAITING TO HAPPEN, BECAUSE OF SEVERAL REASONS. FIRST OF ALL, THE COMPANY HAS PROVIDED US WITH NO TRAINING ON HOW TO UTILIZE THE LNAV FOR DEP/ARRS. THE CONFUSION ON EXACTLY HOW TO FLY THEM IS TROUBLESOME. ALSO, I UNDERSTAND THAT THE FAA HAS PROVIDED VERY LITTLE OR INSIGNIFICANT TRAINING TO THE ATC FOLKS. SECOND, THERE IS NOT STANDARDIZATION IN THE PROCS, PARTICULARLY IN REGARDS TO THE VERBAL PHRASEOLOGY. ONE DAY A CERTAIN PHASE MIGHT MEAN ONE THING TO ONE CTLR, AND HAVE A DIFFERENT MEANING TO ANOTHER. AGAIN, SOUNDS LIKE A TRAINING/STANDARDIZATION ISSUE TO THE ATC FOLKS. THIRD, THERE ARE MANY 'GOTCHAS' IN THE ARRS. IN PARTICULAR ARE THE ALTS AT VARIOUS WAYPOINTS. BTWN THE HARD ALTS, THE SOFT ALTS, AT OR ABOVE, AT OR BELOW, THE 'DSND VIA' CLRNC, THERE IS MUCH CONFUSION ON BOTH THE PLT'S PART AND THE ATC CTLR'S PART ON EXACTLY WHEN THE ACFT IS LEGAL TO DSND OR NOT. OVERALL, I WOULD SAY 2 THINGS COULD SIGNIFICANTLY IMPROVE THE SAFETY OF LNAV IN LAS. FIRST, THERE NEEDS TO BE BETTER TRAINING FOR PLTS AND ATC FOLKS IN HOW TO UTILIZE LNAV. SECOND, THERE NEEDS TO BE MUCH BETTER STANDARDIZATION, PARTICULARLY PHRASEOLOGY, SO EVERYBODY IS ON THE SAME PAGE.

Synopsis :

LAS VEGAS ARRS FOUND CONFUSING AND DIFFICULT TO USE BY B737 PLT WHO PERCEIVES THAT ATC IS ALSO HAVING DIFFICULTY USING THEM EFFECTIVELY.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : APF.Tower  
Operator.General Aviation : Corporate  
Make Model : Citation 10  
Mission : Business

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 20000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 900  
ASRS Report : 548112

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Ground

**Events**

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

**Supplementary**

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

Narrative :

WE WERE CLRED AT NAPLES TO 'TAXI TO RWY 5 VIA TXWYS B AND D.' NO MENTION WAS MADE TO HOLD SHORT OF RWY 5 WHICH IS THE USUAL CLRNC. ONE MUST CROSS RWY 5 TO GET TO RWY 5 FROM OUR PARKING AREA. THE CAPT ELECTED TO CROSS RWY 5 BECAUSE WE SAW NO TFC AND OUR MOST FREQUENT CLRNC WAS TO HOLD SHORT. I SHOULD HAVE REALIZED AIM 4-3-18, PARAGRAPHS 5, 6, AND 7, WOULD FORCE US NOT TO CROSS. TWR SAID AFTER WE CROSSED 'I ASKED YOU TO HOLD SHORT' AND WHEN WE CHALLENGED THE OPERATOR HE SAID 'DISREGARD.' WE BOTH AGREED WE WOULD NEVER ALLOW THIS TO HAPPEN AGAIN, I.E., NO WORDS TO 'HOLD SHORT,' AND WE WOULD CONFIRM THE CLRNC BEFORE XING.

Synopsis :

RWY INCURSION WHEN A CPR C750 JET CROSSES RWY 5 WHEN CLRED TO RWY 5 AT APE, FL.

**Time**

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

**Place**

Locale Reference.Airport : CNO.Airport  
State Reference : CA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : CNO.Tower  
Operator.General Aviation : Personal  
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior

**Aircraft / 2**

Controlling Facilities.Tower : CNO.Tower  
Operator.General Aviation : Personal  
Make Model : Small Aircraft

**Person / 1**

Function.Controller : Local  
ASRS Report : 551090

**Person / 2**

Function.Controller : Local

**Person / 3**

Function.Controller : Ground

**Person / 4**

Function.Flight Crew : Single Pilot

**Person / 5**

Function.Flight Crew : Single Pilot

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 1  
Resolatory Action.Flight Crew : Rejected Takeoff  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Separated Traffic  
Miss Distance.Vertical : 0  
Miss Distance.Horizontal : 3500

**Supplementary**

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

Narrative :

AN ACFT CALLED CNO TWR READY AT THE END DEPARTING TOWARDS SANTA MONICA. WE OBSERVED AN ACFT AT RWY 26R APCH END AND CLRED THE ACFT FOR TKOF ON RWY 26R. THE ACFT DID NOT MOVE, THEN ANOTHER ACFT CALLED READY AT RWY 26R AT TXWY G (THE FULL LENGTH). REALIZING THAT WAS NOT THE FIRST ACFT WE JUST CLRED FOR TKOF, I BEGAN TO SCAN THE ARPT TO FIND THE FIRST ACFT THAT SHOULD HAVE BEEN ROLLING ON RWY 26R. I OBSERVED NO ACFT ON RWY 26R OR RWY 26L. I SCANNED RWY 21 AND SAW A CHEROKEE ROLLING WITHOUT A CLRNC ON THAT RWY AND A FUEL TRUCK XING RWY 21 AT TXWY N. I INSTRUCTED MY DEVELOPMENTAL TO DO SOMETHING. IMMEDIATELY HE CANCELED THE TKOF CLRNC AND ISSUED RWY EXITING INSTRUCTIONS. THE ACFT COMPLIED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE CNO FACILITY MANAGER HAS CALLED THE INCIDENT AN OPERATIONAL DEVIATION AND FAULTED THE LCL CTLR FOR POOR PHRASEOLOGY (TRAINEE). NOT ADEQUATELY SCANNING THE RWYS FOR TFC AND SPOTTING THE PA28 SOONER., AND NOT LISTENING CAREFULLY TO READBACKS. THE RPTR SAID THE FACILITY HAS A COMPREHENSIVE SOP THAT IS FOLLOWED CLOSELY BY EVERYONE. THE CTLR SAID RWYS 21 AND 26R ARE BOTH WITHIN 4000 FT FROM THE TWR AND CTLRS HAVE A GOOD VIEW OF TFC. THE FACILITY SOP REQUIRES ALL SMA ACFT TO USE RWY 26R. IF A PLT REQUEST IS MADE TO USE A DIFFERENT RWY, THE LCL AND GND CTLRS USE PAINTED BLOCKS OF WOOD AS MEMORY JOGGERS TO INDICATE RWY OWNERSHIP.

Synopsis :

INSTRUCTOR LCL CTLR AT CNO CLRS A PA28 FOR TKOF ON RWY 26R AND LEARNS THE ACFT IS DEPARTING ON RWY 21.

**Time**

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

**Place**

Locale Reference.Airport : MEM.Airport  
State Reference : TN

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : MEM.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : A300  
Mission : Freight

**Aircraft / 2**

Controlling Facilities.Tower : MEM.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : DC-10 Undifferentiated or Other Model

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10000  
Experience.Flight Time.Last 90 Days : 15  
Experience.Flight Time.Type : 2000  
ASRS Report : 551336

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 1000  
Experience.Flight Time.Last 90 Days : 250  
Experience.Flight Time.Type : 1200  
ASRS Report : 551469

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Controller : Supervisor

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolutory Action.Controller : Issued Advisory

**Supplementary**

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

Narrative :

ENRTE FROM RAMP TO TKOF RWY, ON A PARALLEL TXWY BTWN RWYS 36R&L, GND INSTRUCTED TO 'HOLD SHORT OF TXWY L AND CHANGE RWY TO 36C.' THIS WAS ACKNOWLEDGED. A FEW MINS LATER, INSTRUCTED 'CROSS AT TXWY L, CONTACT TWR ON 119,7.' THIS WAS ACKNOWLEDGED AND I CONFIRMED WITH FO. I BEGAN TO TAXI, TURNING R ON TXWY L AND SAW ANOTHER ACFT BEGINNING THE TKOF ROLL ON RWY 36C. WE STOPPED SHORT ON TXWY L AND CALLED TWR TO INFORM. TWR INSTRUCTED WE WERE SUPPOSED TO 'CONTINUE TAXI ON THE PARALLEL.' TWR SUPVR WAS CALLED VIA PHONE FROM DEST. HE ADVISED AFTER REVIEW OF TAPES, THERE WAS CONFUSION ON BOTH PARTIES AND SOME INCORRECT TERMINOLOGY WAS USED. ADVISED NO FURTHER ACTION.

Synopsis :

CARGO FLC HAS RWY INCURSION AT MEM.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Aircraft / 2**

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

**Aircraft / 3**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 3400  
ASRS Report : 554618

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Controller : Ground

**Person / 7**

Function.Oversight : Coordinator

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 6  
Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

## **Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

LNDG RWY 9R ATL FIRST TIME. LANDED, EXITED RWY. TOLD TO HOLD SHORT OF RWY 9L ON TXWY S. TWR CLRED US TO CROSS RWY 9L AT TXWY S, TXWY L TO RAMP. SO I TAXIED ACROSS RWY 9L AT TXWY S TO TXWY L7. NOTICED A B757 COMING FROM THE R ON TXWY L. I HELD ON TXWY L7 WHILE MY FO CONTACTED RAMP FOR OUR GATE. RAMP CALLED US BACK AND TOLD US TO CONTACT GND. GND CHEWED US OUT. ANOTHER ACR THAT ARRIVED PRIOR TO US LISTENED IN AND RECEIVED THE SAME INSTRUCTIONS AND DID THE SAME THING I DID. USUALLY, WHEN YOU CROSS A RWY, THEY GIVE YOU INSTRUCTIONS TO CONTACT GND. THEY DID NOT.

Synopsis :

CL65 FLC CROSS RWY 9L ON TXWY L AND CHANGE TO RAMP CTL BEFORE BEING RELEASED FOR TAXI AND FREQ CHANGE BY LCL CTLR.

**Time**

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

**Place**

Locale Reference.Intersection : RIFFT  
State Reference : CA

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 12000

**Aircraft / 1**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : A320  
Mission : Passenger  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude

**Aircraft / 2**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing  
Mission : Passenger  
Flight Phase.Descent : Approach  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 22500  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 1400  
ASRS Report : 556011

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Person / 5**

Function.Controller : Supervisor

**Events**

Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolutory Action.Flight Crew : Returned To Original Clearance

**Supplementary**

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

Narrative :

WE WERE ON THE PARADISE FOUR ARR TO RWY 25L AT 270 KTS. SHORTLY AFTER PASSING KONZL, ATC ISSUED THE FOLLOWING CLRNC: 'ACR XYZ CHANGE RWY TO RWY 24R VIA THE MITTS ARR, GO DIRECT TO SNRKL.' I READ BACK THE CLRNC AS STATED. I ACTIVATED THE SECONDARY FLT PLAN WHICH WAS LOADED WITH RWY 24R/PARADISE 4 ARR. I ASKED FO IF HE HAD FOUND SNRKL AND HE SAID YES AND IMMEDIATELY PUT SNRKL IN HIS FMGC. WE WERE GOING DIRECT TO SNRKL AND DSNding TO 12000 FT. I WAS CHANGING TO THE RWY 24R TRANSITION. ATC ISSUED THE FOLLOWING: 'ACR XYZ CLRED ILS RWY 25L VIA PARADISE FOUR ARR.' I READ BACK THE CLRNC AND ASKED APCH TO CONFIRM THE RWY BECAUSE WE HAD JUST BEEN CLRED FOR RWY 24R VIA MITTS ARR. APCH SAID THAT WAS FOR A COMPANY ACFT, ACR XYZ WAS CLRED FOR THE APCH TO RWY 25L VIA PARADISE FOUR ARR. WE TURNED L TO RE-INTERCEPT THE PARADISE FOUR ARR BTWN RIFFT AND PDZ. WE HAD BEEN DSNding TO 12000 FT. AS WE TURNED BACK TO INTERCEPT THE PARADISE FOUR ARR, WE WERE E OF RIFFT INTXN AT 13500 FT. ATC ADVISED US WE SHOULD BE AT 14000 FT. I ACKNOWLEDGED WE WERE CORRECTING THE ALT. AT PDZ ATC CLRED US DIRECT ARNES MAINTAIN 10000 FT AND CLRED APCH RWY 25L AFTER SUZZI. THE APCH WAS AS NORMAL AS CAN BE EXPECTED FOR LAX AFTER ARNES. THERE WAS AN ACR XYA ON THE FREQ WHO USED RWY 24R, BUT I DON'T KNOW WHAT HIS CLRNCs WERE. THE FO CALLED SOCIAL APCH AFTER WE LANDED. THAT INDIVIDUAL ACKNOWLEDGED THERE WAS SOME MISCOM WITH US. HIS STATEMENT OF MISCOM WAS, INCORRECT CLRNC ISSUE, READBACK, OR WRONG ACFT READBACK. HE ALSO SAID THERE WAS NO CONFLICT CREATED, SAW NO PROB AND SAW NO REASON FOR ANY PAPERWORK BEING FILED. THE FO AND I ARE 99% SURE WE RECEIVED A CLRNC TO RWY 24R AND THAT I READ BACK THE CLRNC TO RWY 24R WITH NO CORRECTION FROM ATC.

Synopsis :

AN A320 CREW, DSNding INTO LAX, RESPONDED TO A CLRNC ATC PROFESSES WAS FOR ANOTHER ACFT.

**Time**

Date : 200208  
Day : Mon

**Place**

Locale Reference.Airport : SUN.Airport  
State Reference : ID

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : SUN.Tower  
Operator.General Aviation : Instructional  
Make Model : Skyhawk 172/Cutlass 172  
Mission : Training

**Person / 1**

Experience.Flight Time.Total : 480  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 275  
ASRS Report : 556033

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued Alert

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT WAS SENT ON HIS FIRST SOLO IN A C172. AT HAILEY FRIEDMAN ARPT, UPON COMPLETION OF PRETKOF CHK, HE NOTIFIED TWR THAT HE WAS READY FOR TKOF. TWR INSTRUCTED HIM TO 'HOLD SHORT' RWY 13 FOR LNDG TFC. MY STUDENT READ BACK 'HOLD SHORT' THEN HE MISUNDERSTOOD 'HOLD SHORT' AS MEANING 'POS AND HOLD' AND BEGAN TO TAXI ONTO THE RWY. TWR, SEEING HIM TAXI ONTO THE RWY, REPEATED THE INSTRUCTIONS TO HOLD SHORT. THEN HE STOPPED ON TOP OF THE HOLD SHORT LINE. THE LNDG ACFT LANDED AND EXITED THE RWY WELL SHORT OF HIS LOCATION. THE FLT CONTINUED WITHOUT INCIDENT. THE MAIN CONTRIBUTING FACTOR TO THE RWY INCURSION WAS THE FAILURE OF THE STUDENT TO UNDERSTAND THE CLRNC AND HIS FAILURE TO QUERY TWR WHEN HE DIDN'T UNDERSTAND ADDED TO THE PROB.

Synopsis :

A STUDENT PLT ON HIS FIRST SOLO IN A C172 MISUNDERSTOOD TWR'S CLRNC TO 'HOLD SHORT' OF THE RWY TO MEAN 'HOLD IN POS' ON THE RWY.

**Time**

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

**Place**

Locale Reference.Airport : FCM.Airport  
State Reference : MN

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 9000

**Aircraft / 1**

Controlling Facilities.Tower : FCM.Tower  
Operator.General Aviation : Personal  
Make Model : Sport 19  
Mission : Training

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 194.6  
Experience.Flight Time.Last 90 Days : 48  
Experience.Flight Time.Type : 161.7  
ASRS Report : 556576

**Person / 2**

Function.Controller : Ground

**Person / 3**

Function.Controller : Local

**Events**

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

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

I TAXIED AND HELD SHORT OF RWY 27L AFTER DOING MY BEFORE TKOF CHKLIST IN THE RUN-UP AREA. I CONTACTED GND CTL AS I WAS SUPPOSED TO. GND TOLD ME TO HOLD SHORT ON RWY 27L AND TO CONTACT THE TWR ON 111.8. I TAXIED ONTO THE RWY AND HELD IN POS, THINKING THAT THOSE WERE THE INSTRUCTIONS. I CONTACTED THE TWR AND TOLD THE CTLR THAT I WAS HOLDING IN POS. THE CTLR CAME BACK BY SAYING THAT HE DID NOT GIVE ME CLRNC TO TAXI ONTO THE RWY. THE CTLR EVENTUALLY CLRED ME FOR TKOF. WHEN THE GND CTLR TOLD ME TO HOLD SHORT, I THOUGHT I HEARD TO HOLD SHORT ON THE RWY -- SO I DID. EXCEPT, WHEN I WAS TAXIING IN POS, I REALIZED THAT 'HOLDING SHORT' ON THE RWY DIDN'T MAKE SENSE. AT THAT TIME IT WAS TOO LATE, I DEVIATED FROM ATC INSTRUCTIONS. I KNOW THAT I SHOULD HAVE CLARIFIED THE GND CTLR'S INSTRUCTIONS, BUT FOR SOME REASON, I DIDN'T.

Synopsis :

A BE19 PLT MISINTERPED 'HOLD SHORT OF THE RWY' TO MEAN HOLD SHORT ON THE RWY.

**Time**

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

**Place**

Locale Reference.Airport : DFW.Airport  
State Reference : TX

**Aircraft / 1**

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

**Aircraft / 2**

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

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 556717

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 556718

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1-2  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

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

Narrative :

OUR ACFT WAS HOLDING SHORT OF RWY 17R, AND THERE WERE NO OTHER ACFT IN SIGHT AT THE HOLD SHORT AREA. TWR CLRED ACFT (COMPANY CALL SIGN) TO 'POS AND HOLD' ON RWY 17R. LOOKING AROUND AGAIN, WE SAW THERE WERE NO OTHER ACFT AT THE DEP AREA. ASSUMING THAT THE CTLR MISREAD OUR FLT NUMBER, I READ BACK 'ACFT X, POS AND HOLD, RWY 17R.' THERE WAS NO RESPONSE FROM TWR. AS WE BEGAN TO CROSS THE HOLD SHORT LINE, WE HEARD A VOICE ON TWR FREQ ASK TWR TO VERIFY THAT THE POS AND HOLD CLRNC WAS FOR ACFT Y. TWR REPLIED, AFFIRMATIVE. WE HELD OUR POS, ABOUT 15 FT PAST THE HOLD SHORT LINE, AND I ADVISED TWR THAT ACFT X HAD READ BACK THE POS AND HOLD CLRNC, AND THAT WE WERE ABOUT 15 FT PAST THE HOLD SHORT LINE. IT WAS ABOUT THIS TIME THAT WE SAW ACFT Y TURN THE CORNER AND APCH THE HOLD SHORT AREA. TWR ASKED ACFT Y IF HE HAD ENOUGH ROOM, AND HE REPLIED YES AND RECEIVED A CLRNC TO TAKE OFF.

Synopsis :

MD-S80 FLC RESPONDED TO ANOTHER ACFT'S CLRNC FOR IN POS AND HOLD RESULTING IN XING THE RWY HOLD SHORT LINE AT DFW.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : N90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-500  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Non Precision

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Last 90 Days : 210  
Experience.Flight Time.Type : 2800  
ASRS Report : 557487

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Approach

**Events**

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

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

ON A VECTOR FOR APCH, VOR RWY 22L AT EWR, APCH CLRED US VOR APCH, 3000 FT TO JOIN. WE THOUGHT HE SAID 2000 FT TILL ESTABLISHED. UPON DSCNT TO 2600 FT, WE WERE TOLD TO GO BACK TO 3000 FT. THERE WAS A MISCOM AS TO WHAT ALT TO MAINTAIN. THE CTLR WAS VERY BUSY AND SO WAS OUR CREW. WE SHOULD HAVE VERIFIED THE ALT WITH THE CTLR BECAUSE THERE WAS A DOUBT IN OUR MINDS. THERE WAS NO CONFLICT OR WORD FROM THE CTLR THAT THERE WAS A PROB.

Synopsis :

A B737-500 CREW, ON APCH TO EWR, MISINTERPED ATC'S CLRNC, STARTING A DSCNT TO 2000 FT, OVERSHOOTING THEIR ASSIGNED 3000 FT.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 12000

**Aircraft / 1**

Controlling Facilities.Tower : VGT.Tower  
Operator.General Aviation : Personal  
Make Model : Bonanza 35  
Mission : Pleasure

**Aircraft / 2**

Controlling Facilities.Tower : VGT.Tower  
Make Model : Cessna Aircraft Undifferentiated or Other Model  
Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 2000  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Type : 1600  
ASRS Report : 558356

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.None Taken : Insufficient Time  
Miss Distance.Vertical : 150  
Miss Distance.Horizontal : 2500

**Supplementary**

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

Narrative :

PERFORMED PREFLT, STARTED ENG, AND CALLED GND CTLR FOR TAXI CLRNC STATING LOCATION ON FIELD, WITH CURRENT ATIS, AND 'UNFAMILIAR WITH AREA AND WOULD APPRECIATE ANY ASSISTANCE.' GAVE DEST, DIRECTION OF FLT (NE), AND REQUESTED RADAR SVCS. INFORMED TO TAXI TO RWY 12R, THEN GND CTL ISSUED PROGRESSIVE TAXI INSTRUCTIONS, AND RECOMMENDED DEP HEADING 340 DEGS. 'XPONDER CODE SHORTLY.' TAXIED TO R AND STOPPED TO PERFORM RUN-UP AND DEPART RWY 12R FROM THAT POS. GND CTLR STATED, 'RUN-UP AREA TO RWY 7 TO YOUR L.' THERE WERE 2 CESSNA'S PERFORMING RUN-UPS AT TXWY F, AND I GOT INTO POS BEHIND THEM AND PERFORMED MY RUN-UP. MY L MAGNETO HAD SOME ROUGHNESS, AND THE CESSNAS DEPARTED DURING THIS TIME. TAXIED UP TO THE HOLD LINE AT TXWY F, CHANGED TO TWR FREQ AND ANNOUNCED I WAS '#1, READY FOR DEP, STILL DID NOT HAVE A SQUAWK.' TWR GAVE ME THE XPONDER CODE AND CLRED ME FOR TKOF. DIALED IN XPONDER CODE AND TAXIED FROM TXWY F ONTO THE DEP END OF RWY 7. I QUICKLY ADVANCED THE THROTTLE (DID NOT WANT TO BE SITTING ON AN ACTIVE RWY AT A BUSY ARPT) WHILE CHKING ON ENG PERFORMANCE DUE TO THE MAGNETO ROUGHNESS AT RUN-UP. I WAS ALMOST TO THE INTXN OF RWYS 12R AND 7 WHEN I REALIZED I WAS ON RWY 7 AND NOT RWY 12R AND WAS MENTALLY QUESTIONING MY RUN-UP CLRNC. THERE WERE NO AIRPLANES DIRECTLY IN FRONT OF ME ON RWY 7 AND A CESSNA WAS TURNING FINAL FOR ONE OF THE PARALLEL 12 RWYS. I COULD NOT EASILY SEE OVER MY SHOULDER TO CHK FOR TFC ON RWY 12R AND SINCE TRYING TO STOP WOULD PLACE ME ON 1 AND POSSIBLY 2 ACTIVE RWYS WITH LNDG TFC, I PROCEEDED WITH A TKOF ROLL ON RWY 7 AS THE SAFEST OPTION. THE TWR CTLR STATED I HAD DEPARTED THE WRONG RWY ON CLBOUT. CONTRIBUTING FACTORS AND HUMAN PERFORMANCE CONSIDERATIONS: 1) GND CTLR'S INSTRUCTIONS OF RUN-UP AREA OF RWY 7 TO MY L. 2) PLT UNFAMILIAR WITH ARPT. 3) THE 2 ACFT IN RUN-UP AREA GAVE THE PERCEPTION OF THE CORRECT RWY. 4) USE OF MULTIPLE RWYS PLACED INCREASED DEMANDS OF SITUATIONAL AWARENESS ON PLTS AND CTLRS. 5) ENG ROUGHNESS AND XPONDER CODE GIVEN RIGHT AT DEP WERE DISTRACTIONS. 6) HIGH PERCEIVED ARPT TFC VOLUME BY TRANSIENT PLT. 7) PLT FATIGUE WAS A SIGNIFICANT CONTRIBUTING FACTOR AFFECTING JUDGEMENT AND SITUATIONAL AWARENESS. SHOULD HAVE QUERIED THE GND CTLR ABOUT A RWY CHANGE AFTER THE CTLR COMMENTS ABOUT RWY 7.

Synopsis :

A BE35 PLT, DEPARTING VGT, TOOK OFF ON THE WRONG RWY, HAVING A POSSIBLE GND CONFLICT IN DOING SO.

**Time**

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

**Place**

Locale Reference.Intersection : POVOC  
State Reference : NV

**Aircraft / 1**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 558695

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 558698

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Crossing Restriction Not Met  
Anomaly.Altitude Deviation : Undershoot  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

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

Narrative :

AFTER FUZZY, CLRED TO DSND VIA TRAGR 1 ARR EXCEPT MAINTAIN 8000 FT. WE STARTED DSCNT AND EVIDENTLY CROSSED POVOC ABOVE 9000 FT. MY UNDERSTANDING WAS THAT WE WERE TO FOLLOW SPD RESTRS BUT VERT NAV WAS AT OUR DISCRETION TO 8000 FT. LESS CONFUSING WORDING WOULD BE 'DSND VIA TRAGR ARR, COMPLY WITH RESTRS, CLRED TO 8000 FT AFTER POVOC.' THE NOTAMS AND CHANGES TO SIDS AND STARS TO LAS VEGAS ARE CONSTANTLY BEING AMENDED AND THE CLRNCs FROM ATC SEEM TO ALWAYS VARY FROM THE STAR/SIDS. I WAS UNDER THE IMPRESSION ONCE THE ALT HAD BEEN AMENDED THE PREVIOUS ALT RESTR WAS REMOVED BUT THIS IS INCORRECT ON MY PART. SUPPLEMENTAL INFO FROM ACN 558698: MY CAPT AND I DISCUSSED WHETHER THE NEXT RESTRS (IPUMY AT 12000 FT MSL AND POVOC AT 9000 FT MSL 190 KTS) WERE STILL REQUIRED. AT POVOC, ATC REQUESTED A CALL AFTER LNDG TO 'GATHER DATA.' MY CAPT CALLED AND THE CTLR SAID WE WERE HIGH AT POVOC. I DO NOT RECALL BEING ABOVE 9000 FT MSL AT POVOC, BUT WE VERY WELL COULD HAVE BEEN AT 10300 FT MSL AT IPUMY. THE CTLR STATED THAT THERE WAS NO VIOLATION, BUT THAT SO MANY FLC'S HAVE BEEN MAKING THE SAME MISTAKE, HE WANTED TO KNOW WHAT COULD BE STATED DIFFERENTLY SO THAT CREWS WOULD FOLLOW THE STEP-DOWNS AND CROSS POVOC AT 8000 FT MSL. AS THE ARR CURRENTLY READS, YOU ARE SUPPOSED TO CROSS POVOC AT 9000 FT AND 210 KTS. THE CLRNC WAS NOT VERY CLEAR.

Synopsis :

B737 INBOUND TO LAS ON THE TRAGR RNAV 1 ARR MISUNDERSTOOD CLRNC AND MISSED A XING RESTR.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : OAK.Tower  
Operator.General Aviation : Personal  
Make Model : Cardinal 177/177rg  
Mission : Passenger

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 5000  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 2000  
ASRS Report : 558724

**Person / 2**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 2  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

OAKLAND GND CTL CLRED C177 TO RWY 27L VIA TXWY C, TXWY B TO THE RUN-UP AREA. A PAX WAS ASKING QUESTIONS ABOUT IFR WX AT MRY WHEN I THOUGHT I HEARD A TWR CLRNC, 'IN POS AND HOLD.' I ROGERED THE XMISSION AND TAXIED INTO POS TO HOLD ON RWY 27L. TWR IMMEDIATELY ASKED ME TO EXIT RWY 27L. THE CLRNC WAS TO 'HOLD AT THE HOLD LINE, NOT TO TAXI IN POS AND HOLD.' I APOLOGIZED. I NOW REPEAT ALL CLRNCs RATHER THAN OFFERING A SIMPLE 'ROGER THAT.' SAFETY IN THIS CASE WAS NOT COMPROMISED SINCE NO ACFT WAS ON FINAL APCH. BUT IF THERE HAD BEEN, I MIGHT HAVE CAUSED AN INCIDENT.

Synopsis :

C177 PLT TAXIES PAST THE HOLD LINE INTO POS AND HOLD WHEN THE CTLR INSTRUCTED HIM TO HOLD AT THE HOLD LINE.

**Time**

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

**Place**

Locale Reference.Airport : SEA.Airport  
State Reference : WA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : SEA.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737-800  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 400  
ASRS Report : 558873

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Last 90 Days : 140  
Experience.Flight Time.Type : 120  
ASRS Report : 558353

**Person / 3**

Function.Controller : Ground

**Events**

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

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

ARRIVED AT ACFT LATE. HURRIED SIT. COMPLETED PREFLT CHKS AND CALLED FOR TAXI. SOME CONFUSION ON FREQ AND 2 CALLBACKS REQUIRED TO CONFIRM TAXI. TAXI WAS VERY SHORT AND AGAIN HURRIED. I BELIEVE WE WERE CLRED TO RWY '34L VIA TXWY Q.' UPON XING RWY 34R, I WAS TOLD OF A 'POSSIBLE PLTDEV.' FACTORS INVOLVED WERE: RUSHING TO COMPLETE TASKS, POOR COM WITH TWR, MISCOM BTWN MYSELF AND FO. SUPPLEMENTAL INFO FROM ACN 558353: WE WERE CLRED TO TAXI TO RWY 34R. AS WE APCHED RWY 34R AT TXWY Q, I QUERIED THE CAPT THAT WE NEEDED TO HOLD SHORT OF RWY 34R AT TXWY Q. HE HAD IN HIS MIND'S EYE TO TAXI TO RWY 34L VIA TXWY Q. HE STATED WE WERE CLRED TO RWY 34L VIA TXWY Q. WE BOTH MISUNDERSTOOD THE TAXI CLRNC. FACTORS CONTRIBUTING ARE: SHORT TAXI, BEHIND SCHEDULE, AND LACK OF FAMILIARITY WITH THE ARPT.

Synopsis :

B737-800 CREW, TAXIING FOR TKOF AT SEA, MISINTERP THE CLRNC, AND TAXIED ACROSS A PARALLEL RWY.

**Time**

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

**Place**

Locale Reference.Airport : ACK.Airport  
State Reference : MA

**Environment**

Flight Conditions : Mixed  
Ceiling.Single Value : 1200

**Aircraft / 1**

Controlling Facilities.Tower : ACK.Tower  
Operator.Common Carrier : Charter  
Make Model : Cessna 402/402c Businessliner/Utiliner  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : ACK.Tower  
Operator.Common Carrier : Charter  
Make Model : Cessna 402/402c Businessliner/Utiliner  
Mission : Passenger

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 5400  
Experience.Flight Time.Last 90 Days : 275  
Experience.Flight Time.Type : 500  
ASRS Report : 559065

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Separated Traffic

**Supplementary**

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

Narrative :

BY ALLOWING MYSELF TO RUSH TO THE DEP RWY, I MISUNDERSTOOD THE INSTRUCTIONS FROM GND CTL AND TAXIED ONTO THE ACTIVE RWY WITHOUT A CLRNC TO DO SO. FURTHERMORE, A COMPANY ACFT HAD JUST RECEIVED A TKOF CLRNC FOR FULL LENGTH ON RWY 24. I WAS VERY ANXIOUS TO MAKE A WHEELS UP TIME TO BOSTON AND REQUESTED AN INTXN DEP FROM TXWY A. I ACTED ON EITHER WHAT I WANTED TO HEAR OR EXPECTED TO HEAR AND TAXIED INTO POS AND HOLD. THE GND CTLR EVIDENTLY SAID 'EXPECT TKOF FROM RWY 24 AT TXWY A' AND I THOUGHT HE SAID CLRED FOR TKOF. CAUSE OF INCIDENT: BEING IN A RUSH. TO CORRECT THE SIT: DON'T RUSH.

Synopsis :

C402 ACR PLT AT ACK IN A HURRY TO DEPART, TAXIED ONTO THE RWY WITHOUT A CLRNC.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B747-200  
Mission : Freight

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5900  
Experience.Flight Time.Last 90 Days : 84  
Experience.Flight Time.Type : 1100  
ASRS Report : 559669

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 4  
Resolutory Action.Controller : Issued Advisory

**Supplementary**

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

Narrative :

WE LANDED ON RWY 27L AT XA10L. AFTER LNDG, WE ROLLED TO THE END AND WERE INSTRUCTED BY TWR TO EXIT R ON TXWY M1, TAXI BACK TO TXWY K, HOLD SHORT OF RWY 27L AND REMAIN ON TWR FREQ. WE COMPLIED AND WAITED PATIENTLY FOR CLRNC TO CROSS RWY 27L AND TAXI TO THE RAMP. NUMEROUS ACFT LANDED AND WERE CLRING AT TXWY T, WHICH IS PRIOR TO TXWY K. AT APPROX XA15, AS AN ACFT WAS CLRING AT TXWY T WITH ANOTHER ACFT ON APPROX A 3 MI FINAL, THE TWR RADIOED 'ACFT X CLRED STRAIGHT ACROSS.' I VISUALLY CLRED THE RWY. NEITHER THE ACFT CLRING AT TXWY T NOR THE ACFT ON FINAL WAS A FACTOR AND I STATED 'CLRED TO CROSS.' TWR THEN CALLED, 'ACFT X, ARE YOU ON?' AS THE CAPT RESPONDED WE WERE AND THAT WE WERE XING THE RWY, I STARTED TAXIING ACROSS THE RWY. ONCE WE WERE ACROSS RWY 27L, TWR CALLED BACK AND SAID 'ACFT X, YOU WERE NOT CLRED TO CROSS.' THE CAPT RESPONDED WE HAD HEARD 'ACFT X CLRED STRAIGHT ACROSS.' TWR RESPONDED THAT WE TOOK SOMEONE ELSE'S CALL SIGN, ANOTHER SIMILAR CALL SIGN. WE ALL HAD A BIG SINKING FEELING -- WE WERE CLRED, WEREN'T WE? THE 3 PLTS AND AN FE ON THE FLT DECK ALL RECONFIRMED AMONGST OURSELVES THAT WE ALL UNDERSTOOD WE WERE CLRED TO CROSS. THERE WAS NEVER A CONFLICT WITH ANY ACFT. THE TAXIING ACFT WAS CLRING AT TXWY T AND THE ACFT ON SHORT FINAL WAS NOT SENT AROUND AND LANDED NORMALLY. SO HOW DID WE MISTAKE 'ACFT X CLRED STRAIGHT ACROSS' FOR OUR CLRNC? WE UNDERSTOOD WE WERE CLRED TO CROSS, AND WITH AN ACFT ON SHORT FINAL WE DIDN'T WANT TO DELAY. AT BUSY ARPTS, THEY WANT YOU TO BE PROMPT. IN HINDSIGHT, MAYBE WE SHOULD HAVE WAITED FOR THE TWR TO RECONFIRM THE CLRNC, BUT THEN WE ALL UNDERSTOOD WE WERE CLRED ACROSS. WAS THE PHRASEOLOGY CORRECT? PROBABLY NOT. WHILE I CAN'T FIND THE SPECIFIC VERBIAGE IN AIM, 7110.65 INSTRUCTS CTRLRS TO STATE 'CROSS RWY XX' WHEN XING AN ACFT ACROSS. THE CLRNC 'ACFT X CLRED STRAIGHT ACROSS' DID NOT INCLUDE THE RWY. SO WE SHOULD HAVE RECONFIRMED THE CLRNC BEFORE XING. LESSON LEARNED!

Synopsis :

B747-200 FLC RESPONDED TO ANOTHER ACFT'S CLRNC AFTER A LONG WAIT TO CROSS ACTIVE RWY FOR PARKING. THE 3 CREW MEMBERS BELIEVED THAT THEY HEARD THEIR ACFT CALL SIGN TO CROSS RWY.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling.Single Value : 25000

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 560001

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 560000

**Person / 3**

Function.Controller : Ground

**Events**

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

**Supplementary**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

Narrative :

AFTER SWITCH FROM ORD METERING, RECEIVED CALL FROM GND CTL TO TAXI TO RWY 14L, HOLD SHORT TXWY C, THE HIGH-SPD FOR RWY 9L. THE DIFFERENT CONFIG OF DEPS AND ARRS PLUS THE TAXI FROM ACR GATE LEAD ME TO BELIEVE THAT WE WOULD CROSS RWY 9L TO GET TO THE N SIDE OF THE FIELD. WHEN THE CTLR SAID, 'CROSS NOW,' WITH AN URGENCY IN HIS TONE, I CHKED FINAL FOR RWY 9L AND PROCEEDED TO CROSS. THE CTLR THEN CONTINUED WITH THE CLRNC WITH VIA TXWY B AND A6. I REALIZED I WENT IN THE WRONG DIRECTION AND STOPPED THE ACFT BTWN RWYS 9L/27R AND 4L/22R ON TXWY C. THE FO CALLED GND TO GET FURTHER TAXI CLRNC FROM PRESENT POS. POSSIBLE FACTORS TO RWY INCURSION: 1) AN UNUSUAL RWY CONFIG AT ORD, 2) FAILURE ON MY PART TO CONFIRM CLRNC WITH FO AND GND, 3) POOR TERMINOLOGY FOR FURTHER TAXI WITH 'CROSS NOW' BY GND CTLR, AND 4) A GND REF FOR HOLD SHORT OF/AT TXWY C, WHICH IS AN ARPT HOTSPOT. SUPPLEMENTAL INFO FROM ACN 560000: GND TOLD US TO EXPECT RWY 14L, TAXI TO HIGH-SPD RWY 9L ON TXWY H SHORT TXWY C. CAPT POS ACFT ON TXWY H, SHORT OF TXWY C, HEADING 320 DEGS. I EXPECTED HEADING 270 DEGS, BUT DID NOT EXPRESS CONCERN. TOO RAPID A RESPONSE TO THE URGENT 'CROSS NOW' CALL FROM ORD GND, AIRCREW FAILURE TO CLARIFY THAT WAS TO BE CROSSED, POOR DIRECTIVE COM/TERMINOLOGY USE BY ORD GND, AND MY FAILURE TO EXPRESS CONCERN ABOUT THE POSITIONING OF THE ACFT ON TXWY H, SHORT OF TXWY C, ON A 320 DEG VICE 270 DEG HDG.

Synopsis :

A B733 CREW, TAXIING FOR TKOF AT ORD, MISINTERPRETED THEIR CLRNC, XING AN ACTIVE RWY.

**Time**

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

**Place**

Locale Reference.Intersection : OBKEE  
State Reference : NV  
Altitude.MSL.Single Value : 11000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : L30.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-500  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10000  
Experience.Flight Time.Last 90 Days : 210  
Experience.Flight Time.Type : 8000  
ASRS Report : 560089

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Crossing Restriction Not Met  
Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

I WENT OFF FREQ TO TALK TO COMPANY ABOUT OUR GATE ASSIGNMENT. WHEN I RETURNED, LAS APCH HAD TOLD US TO DSND VIA THE SKEBR1 ARR, MAINTAIN 8000 FT. I WAS NOT ON FREQ TO HEAR THE CLRNC. MY FO EXPLAINED HE READ BACK DSND VIA THE SKEBR1 'EXCEPT' MAINTAIN 8000 FT. WE WERE BOTH UNDER THE IMPRESSION THAT APCH WANTED US TO DSND TO 8000 FT BECAUSE, WHEN THE FO MADE HIS READ BACK, NOTHING ELSE WAS MENTIONED BY APCH. APCH SHORTLY THEREAFTER TOLD US TO LEVEL AT 11000 FT AND EXPLAINED THAT DSNDING TO 8000 FT WASN'T WHAT HE WANTED. WE EXPLAINED THAT WE THOUGHT HE WANTED US DOWN AT 8000 FT BECAUSE WE READ BACK EXCEPT MAINTAIN 8000 FT, MEANING THAT HE DIDN'T WANT US TO DSND TO 7000 FT AT KIMME. I CALLED LAS APCH AND THE CTLR EXPLAINED WHAT THEY MEANT AND ALSO SAID THAT THEY WERE JUST COMPILING DATA AND THAT NO FURTHER ACTION WOULD BE TAKEN. THE VERBIAGE GIVEN BY APCH FOR SOME REASON IS VERY MISLEADING. I DON'T KNOW IF IT'S JUST THAT I (AND OTHERS) ARE CONFUSING THIS PROC AND IT'S DIFFERENT VERBIAGE WITH THAT OF THE ARRS INTO LAX WHICH SEEM TO WORK QUITE WELL WITH NO CONFUSION. I ABSOLUTELY BELIEVE, IT'S THIS VERBIAGE THAT IS CAUSING THE CONFUSION. APCH COULD PERHAPS WAIT UNTIL AFTER POVOC (AT 9000 FT) TO GIVE THE 'DSND TO 8000 FT' CLRNC AND THIS PERHAPS WOULD PREVENT FUTURE MISUNDERSTANDINGS.

Synopsis :

B737 FLC CLRNC QUESTION CAUSES MISINTERP OF APCH ISSUANCE OF SKEBR RNAV STAR INTO LAS.

**Time**

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

**Place**

Locale Reference.Airport : CDW.Airport  
State Reference : NJ

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Aircraft / 2**

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

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 1194.9  
Experience.Flight Time.Last 90 Days : 10.2  
Experience.Flight Time.Type : 1145  
ASRS Report : 560280

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Ground

**Events**

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

**Supplementary**

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

Narrative :

I WAS CLRED BY CDW GND CTL TO TAXI TO RWY 22 'FULL LENGTH' BY XING RWY 27. IT WAS DUSK TO DARK. I WAS TAXIING FROM A PART OF THE ARPT THAT WAS NEW TO ME. WHEN I CAME TO WHAT I THOUGHT WAS THE CORRECT TURN, THERE WAS A CONFLUENCE OF BOTH INTERSECTING RWY AND INTERSECTING TXWY LIGHTS, SO I AGAIN CALLED GND CTL TO VERIFY THAT I WAS AT THE RIGHT PLACE TO CROSS RWY 27 AND PROCEED TO RWY 22. GND CTL VERIFIED THAT I WAS TO PROCEED TO CROSS RWY 27 AND GO TO RWY 22, SO I DID THAT WITHOUT STOPPING AT THE HOLD SHORT LINE AND CONTACTING THE TWR! AS SOON AS I DID IT, I REALIZED WHAT A MISTAKE I MADE AND CALLED THE TWR FROM THE RWY ITSELF. I WAS AT THE POS AND HOLD LINE. I TOLD THE TWR OF MY MISTAKE AND APOLOGIZED. ANOTHER AIRPLANE ON FINAL WENT AROUND ON HIS OWN. I WAS THEN CLRED FOR TKOF. I APOLOGIZED AGAIN. IN MY 13 ODD YRS OF FLYING, I HAVE NEVER DONE ANYTHING THAT STUPID AND WILL SURELY NEVER DO IT AGAIN.

Synopsis :

RWY INCURSION AS A C172 PVT PLT CROSSES THE HOLD SHORT LINE FOR RWY 22 WITHOUT CLRNC AT CDW, NJ.

**Time**

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

**Place**

Locale Reference.Intersection : LYNSY  
State Reference : NV  
Altitude.MSL.Single Value : 8000

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.TRACON : L30.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Large Transport, Low Wing, 2 Turbojet Eng  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 11200  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 300  
ASRS Report : 560435

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Person / 4**

Function.Controller : Supervisor

**Person / 5**

Function.Controller : Supervisor

**Events**

Anomaly.Altitude Deviation : Crossing Restriction Not Met  
Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Insufficient Time

**Supplementary**

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

Narrative :

WE HAD BEEN CLRED DIRECT LYNSY AND INSTRUCTED TO CROSS LYNSY AT 12000 FT AND 250 KTS. WHILE COMPLYING WITH THIS INSTRUCTION, WE RECEIVED A SUBSEQUENT INSTRUCTION FROM LAS APCH TO 'DSND VIA THE LYNSY ONE, EXCEPT MAINTAIN 8000 FT.' WE TOOK THIS TO MEAN DSCNT VIA THE LATERAL CONSTRAINTS OF THE LYNSY ONE TO 8000 FT WITH OTHER XING RESTRS DELETED. THIS MAY IN FACT HAVE BEEN THE CTLR'S INTENT. WE'RE STILL NOT SURE. DURING COMPLIANCE WITH OUR UNDERSTANDING OF THIS INSTRUCTION, IT OCCURRED TO ME THAT PERHAPS THE CTLR MEANT FOR US TO DSND TO 8000 FT VIA THE LYNSY ONE (WITH BOTH LATERAL AND VERT CONSTRAINTS IN EFFECT). WE SLOWED OUR DSCNT. IF THE SECOND INTERP WAS IN FACT DESIRED, WE CROSSED UNDER THE PUBLISHED XING ALTS AT LYNSY AND MIROK BY SEVERAL HUNDRED FEET. NO TFC CONFLICTS AND NO UNSAFE TERRAIN XING HEIGHTS OCCURRED TO THE BEST OF OUR KNOWLEDGE. I ATTEMPTED TO CLARIFY THE SIT BY PHONING THE TWR AFTER LNDG. THE TWR CTLR INFORMED US THAT HE FAVORED THE FIRST INTERP BUT GAVE US A NUMBER FOR THE RADAR ROOM. THE RADAR ROOM SUPVR SAID HE FAVORED THE SECOND INTERP BUT ACKNOWLEDGED THAT TERMINOLOGY WAS CURRENTLY UNDERGOING SOME SORT OF TRANSFORMATION AND HE WAS NOT CERTAIN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE FO HAD ALREADY INITIATED THEIR DSCNT AS THE CAPT QUESTIONED THE CLRNC INTENT WITH THE FO. RPTR WAS ADVISED OF AN FAA GENOT CLARIFYING CTLR PHRASEOLOGY AND STAR CLRNC INTENT. RPTR ADVISED THAT HE WILL BE ASKING FOR MORE CLARIFICATION IN THE FUTURE.

Synopsis :

LGT TRANSPORT PAX ACR ACKNOWLEDGES RNAV STAR ALT CLRNC, BUT QUESTIONS INTENT WITH FO AND NOT ATC, RESULTING IN AN ALT XING RESTR OVERSHOOT. CALLS TWR AND TRACON, AND OBTAINS 2 INTERPS OF THE CLRNC.

**Time**

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

**Place**

Locale Reference.Airport : TOP.Airport  
State Reference : KS  
Altitude.MSL.Single Value : 3000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Controlling Facilities.Tower : FOE.Tower  
Controlling Facilities.Tower : TOP.Tower  
Operator.General Aviation : Corporate  
Make Model : Bae 125 Series 800  
Mission : Repositioning  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 6100  
Experience.Flight Time.Last 90 Days : 144  
Experience.Flight Time.Type : 1546  
ASRS Report : 561631

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Local

**Person / 4**

Function.Controller : Local

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Missed Approach  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

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

Narrative :

WE DEPARTED MSP ON A REPOS FLT TO MDW. WHILE ENRTE, CTR CTLRS SAID OUR COMPANY WANTED US TO GO TO TOPEKA, KS. AS WE WERE HEADED FOR TOPEKA, I CALLED THE COMPANY ON THE FLT PHONE AND WAS TOLD TO GO TO FORBES FIELD (FOE). I NEVER CONFIRMED THE ARPT IDENT WITH CTLRS AND JUST ASSUMED THAT THE COMPANY TOLD THE CTLRS THE SAME THING THEY TOLD ME, FOE. WE WERE CLRED TO CONTACT TWR AS WELL AS BEING CLRED FOR THE VISUAL APCH TO WHAT I THOUGHT WAS FORBES FIELD, BUT WHAT CTLRS THOUGHT WAS TOP ARPT. ONCE I TURNED BASE, I NOTICED THAT MY FMS DIDN'T AGREE WITH WHAT I WAS SEEING OUT THE WINDOW. WE THEN BROKE OFF THE BASE LEG TO TOP ARPT AND CONTINUED TO FOE, THE WHOLE TIME THINKING THAT WE WERE TALKING TO FOE TWR. WE WERE IN FACT TALKING TO TOP TWR. TOP TWR ASKED US OUR POS. I STATED BASE TO FINAL RWY 31. THE CTLR STATED THAT WE WERE LINED UP FOR THE FOE. I STATED THAT WE WANTED TO GO TO FOE. HE SAID HE WOULD NEED TO COORDINATE WITH FOE TWR. I THOUGHT THAT WAS WHOM I WAS TALKING TO. TOP TWR QUICKLY COORDINATED WITH FOE TWR AND WE WERE CLRED TO LAND WITHOUT FURTHER INCIDENT. THE BOTTOM LINE IS, WE WERE TALKING TO ONE TWR WHILE IN ANOTHER TWR'S AIRSPACE. CTLRS ADVISED THAT BECAUSE THE WAY THE ARPTS ARE SET UP, THERE IS FREQUENT SIMILAR CONFUSION. THE PROB AROSE WHEN OUR DEST WAS CHANGED FROM MDW TO FOE. CONTRIBUTING FACTORS: 1) ASSUMPTION THAT OUR DISPATCHERS GAVE CTLRS THE SAME ARPT IDENT AS THEY GAVE US. 2) CREW COMPLACENCY IN CONFIRMING THE DEST IDENT WITH ATC. 3) NOT REVIEWING DIAGRAMS OF THE SURROUNDING AREA. 4) NOT CONFIRMING TWR FREQ WITH PUBLISHED CHARTS DURING HDOF. CORRECTIVE ACTIONS: 1) MAKE IT A COMPANY AND PERSONAL POLICY TO CONFIRM ARPT IDENTIS WITH CTLRS WHEN A DEST CHANGE IS GIVEN. 2) BE MORE VIGILANT AND ASSUME NOTHING.

Synopsis :

WRONG ARPT APCH WHEN A CPR HAWKER 800XP STARTS A VISUAL APCH TO TOP ARPT, THINKING INITIALLY THAT IT WAS FOE WHILE ON TOP TWR FREQ, THINKING IT WAS FOE TWR, 5 NM N OF TOP, KS.

**Time**

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : SAC.Airport

State Reference : CA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.General Aviation : Personal

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

Mission : Business

**Person / 1**

Function.Flight Crew : Single Pilot

ASRS Report : 561833

**Person / 2**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD REQUESTED PROGRESSIVE INSTRUCTIONS TO TAXI AT SAC. RWY 30 WAS ACTIVE. I THOUGHT I WAS TOLD TO TAXI ON N, CROSS RWY 12 AND HOLD SHORT OF RWY 30. THE CTLR AND I WENT BACK AND FORTH 3 TIMES TO GET THIS STRAIGHT. AFTER XING THE RWY 12 END OF THE RWY, I STOPPED, AS THE INSTRUCTIONS NO LONGER MADE ANY SENSE TO WHAT I WAS NOW SEEING. THE CTLR THEN TOLD ME TO STOP AND SAID I HAD JUST CROSSED THE ACTIVE. HE SAID HE HAD TOLD ME TO TAXI ON N, HOLD SHORT OF RWY 30 AT THE RWY 12 NUMBERS. AFTER SOME CONVERSATION OF THE EVENTS, I ASKED FOR PROGRESSIVE AGAIN TO TAXI. THERE WERE NO OTHER PLANES TAXIING AT THE TIME, NO PLANES WERE IN THE PATTERN. CONTRIBUTING FACTORS: I TAXIED WITHOUT FULLY UNDERSTANDING THE INSTRUCTIONS. I ALLOWED THE FRUSTRATION IN THE CTLR'S VOICE TO KEEP ME FROM QUESTIONING FURTHER. I ASSUMED HE WOULD KEEP AN EYE ON ME AS I HAD REQUESTED PROGRESSIVE INSTRUCTIONS AND THE ARPT TFC WAS ZERO (NO TFC) AT THE TIME. CORRECTIVE ACTIONS: I ALLOWED MY PREVIOUS EXPERIENCES WITH PROGRESSIVE INSTRUCTION TO INFLUENCE MY JUDGEMENT. IN THE FUTURE, I WILL NOT TAXI UNTIL I AM SURE OF THE DIRECTIONS AND HAVE PLOTTED THEM ON THE TAXI DIAGRAM.

Synopsis :

PIPER PA28 WARRIOR PVT PLT INADVERTENTLY CROSSED THE ACTIVE RWY DURING TAXI OUT DUE TO MISINTERP OF TAXI CLRNC.

**Time**

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

**Place**

State Reference : LA

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

Controlling Facilities.ARTCC : ZHU.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 8900  
Experience.Flight Time.Last 90 Days : 170  
Experience.Flight Time.Type : 5500  
ASRS Report : 561950

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 7900  
Experience.Flight Time.Last 90 Days : 230  
ASRS Report : 561863

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Separated Traffic

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

DURING CLB TO FL370 (FO FLYING), WE BECAME CONCERNED ABOUT DEVIATING FOR AN AREA OF STORMS AHEAD. I QUERIED ATC AND WAS GIVEN CLRNC OFF THE SID, DIRECT TO SJI, WITH AMENDED ALT OF FL330. I FAILED TO RESET THE ALT TO FL330, AND DID NOT ELICIT A CONFIRMATION FROM THE FO. HE STATED THAT HE DID NOT HEAR THE AMENDED ALT CLRNC, WHICH IS WHY HE WOULDN'T REPEAT IT. I BELIEVE WE WERE BOTH FOCUSING ON THE NEW RTE CLRNC, ENTERING IT INTO THE FMC, AND CHKING FOR SPACING FROM THE STORMS. PASSING FL340, ATC QUERIED US ABOUT OUR ALT CLRNC. I WAS OFF THE RADIO AT THE TIME AND THE FO REPLIED THAT WE WERE CLBING TO FL370. CTR STOPPED OUR CLB AND SENT US BACK TO FL330, AND TURNED US FOR TFC. THE OTHER ACFT WAS TURNED AS WELL. THE WX WAS A DISTR, BUT NO EXCUSE FOR MISSING AN ALT. GREATER ATTN TO ALT PROCS WAS NEEDED, AS WELL AS BETTER LISTENING. PERHAPS REPEATING THE WORD 'AMENDED' WOULD BETTER ALERT OUR ATTN TO THE CHANGE. SUPPLEMENTAL INFO FROM ACN 561863: DURING CLBOUT FROM HOU TO BWI, WE WERE CLRED FROM FL230 TO FL370. WE WERE ALSO CLRED TO DEVIATE AROUND SOME WX JUST AHEAD OF US. CAPT REQUESTED DIRECT MONTGOMERY VOR TO HELP US GET AROUND SOME TSTM IN THE AREA. AT THAT TIME, ATC DENIED OUR REQUEST, BUT GAVE US DIRECT SJI VORTAC. I PROGRAMMED THE FMC AND TURNED DIRECT TO SEMMES. I GUESS ATC GAVE US AN AMENDED ALT OF FL330. CAPT ACKNOWLEDGED BUT FORGOT TO RESET THE ALT BOX FOR FL330. AS WE CLBED THROUGH FL345, ATC REQUESTED US TO DSND BACK DOWN TO FL330 AND MAKE A R TURN 30 DEGS. I DID NOT HEAR THE AMENDED ALT AND THOUGHT THAT WE WERE CLRED TO FL370. THE CONTRIBUTING FACTORS FOR THIS DEV WERE THE MISCOM DURING CLBOUT, AND THE WORKLOAD TRYING TO AVOID TSTMS IN THE AREA.

Synopsis :

B737-300 CREW CLBED ABOVE THE CLRED ALT IN ZHU CLASS A AIRSPACE.

**ACN: 562041**

**Time**

Date : 200210

Day : Fri

Local Time Of Day : 0001 To 0600

**Place**

Locale Reference.Intersection : FICKY

State Reference : CA

Altitude.MSL.Single Value : 16000

**Aircraft / 1**

Controlling Facilities.ARTCC : ZLA.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 562041

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Flight Crew : Became Reoriented

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

Resolutive Action.Controller : Issued Advisory

Resolutive Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE FILED THE LEENA 3 ARR. AS WE APCHED FICKEY, WE WERE CLRED TO A POINT 25 MI W OF LAX ON THE LAX 250 DEG RADIAL. THIS SOUNDS SIMPLE ENOUGH, EXCEPT THAT WE FELT THE WORDING OF THE CLRNC WAS NOT CLR ENOUGH AND HAD TO ASK 3 TIMES FOR VERIFICATION. AT THE END OF A RED-EYE, IT TOOK US A MIN TO LOAD THE BOX AND BEGIN TRACKING TO THE CLRED POINT. IN THE MEANTIME, ATC ASKED US IF WE WERE PROCEEDING TO THAT POINT. WITHIN SECONDS WE WERE, BUT I BECAME CONCERNED THAT MIGHT BE AN ISSUE WITH THE CTRL.

Synopsis :

SOME TEMPORARY CLRNC CONFUSION IN THE COCKPIT OF A B757 FROM HAWAII WHEN ATC AMENDS THEIR RTE FOR A NIGHT CLRNC FROM THE W INTO LAX, CA.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757-200  
Mission : Passenger

**Aircraft / 2**

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

**Aircraft / 3**

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

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5600  
Experience.Flight Time.Last 90 Days : 225  
Experience.Flight Time.Type : 400  
ASRS Report : 562351

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 13500  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 2000  
ASRS Report : 562163

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1 & 2  
Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

FLT FROM LAS TO EWR LANDED AT NEWARK ON RWY 04R AND TAXIED CLR OF RWY AT TXWY K INTERSECTION. EWR TWR INSTRUCTED US TO FOLLOW A PRECEDING B737 ON KILO AND TAXI S ON PAPA AND TO REMAIN WITH HIM. THE B737 WE WERE FOLLOWING CONTINUED AHEAD ON KILO AND CROSSED RWY 04L. AS WE JOINED TXWY KILO FOLLOWING THE B737, WE COMPLETED THE AFTER LNDG CHKS AND LOOKED AT THE TXWY DIAGRAM FOR PAPA TXWY AND MISS THE PAPA TXWY SIGN. WE CONTINUED AHEAD ON KILO TXWY AND WE APCHED THE PARALLEL RWY 04L, I SIGHTED AN ACFT ON THE RWY AND THE CAPT STOPPED THE ACFT AT THE RWY HOLD SHORT LINE. AS WE STOPPED THE ACFT, THE TWR INSTRUCTED US TO HOLD OUR POS. WHILE HOLDING SHORT, WE THEN DETERMINED THAT TXWY PAPA WAS BEHIND US. TWR CLRED US ACROSS RWY 04L AND SWITCHED US TO GND CONTROL. WE TAXIED TO THE GATE UNEVENTFULLY. INSTRUCTIONS TO FOLLOW THE B737 TFC, WHICH WAS TAXIING IN ON A DIFFERENT RTE WAS DISTRACTING. EASIER TAXI INSTRUCTIONS WOULD HAVE BEEN TO MAKE FIRST L TURN ON TXWY PAPA, RATHER THE 'TAXI S ON PAPA,' WHICH PUTS EYES FROM OUTSIDE TO THE CHART TO LOOK FOR TXWY PAPA.

Synopsis :

B737 FLC ALMOST HAVE A RWY INCURSION AFTER THEY BECOME CONFUSED REGARDING THE TWR INSTRUCTING THEM TO FOLLOW ANOTHER B737 AFTER LNDG.

**Time**

Date : 200210

Day : Fri

Local Time Of Day : 0601 To 1200

**Place**

Locale Reference.Airport : MMMX.Airport

State Reference : FO

**Aircraft / 1**

Controlling Facilities.Tower : MMMX.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

**Aircraft / 2**

Controlling Facilities.Tower : MMMX.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 562489

**Person / 2**

Function.Flight Crew : First Officer

ASRS Report : 562486

**Person / 6**

Function.Controller : Local

**Person / 5**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WITH AN FAA AIRWORTHINESS INSPECTOR IN THE JUMP SEAT, WE CROSSED A HOLD SHORT LINE ON TXWY B WHICH PLACED THE NOSE OF THE ACFT ACROSS AN EXTENDED RWY EDGE LINE FOR RWY 5L. WE WERE NOT HANDED OFF TO TWR, SO WE REQUESTED HDOF TO TWR. WHEN WE WERE INITIALLY CLRED TO TAXI, WE WERE TOLD TO FOLLOW AN ACFT AHEAD OF US. WE WERE CLRED TO RWY 5L, THE OTHER ACFT WAS CLRED TO RWY 5R. SINCE WE HAD EARLIER DISCUSSED THE POSSIBILITY OF USING RWY 5R, I GOT IN MY 'FOLLOW THE LEADER' MODE AND CONTINUED TO FOLLOW THE OTHER ACFT. AFTER WE HAD CROSSED THE HOLD SHORT LINE FOR RWY 5L, THE FAA INSPECTOR ASKED IF WE HAD BEEN CLRED TO CROSS RWY 5L AND WE IMMEDIATELY HELD OUR POS, TOLD TWR OF OUR WHEREABOUTS AND WERE CLRED TO CONTINUE OUR TAXI TO RWY 5R. FACTORS CONTRIBUTING TO OUR MISTAKE WERE: DARKNESS, POORLY LIT (IF LIT AT ALL), POOR PLACEMENT OF RWY SIGNS, FO HEADS DOWN IN COCKPIT, AND CAPT'S POOR SITUATIONAL AWARENESS. RWY 5L WAS NOT IN USE AT THE TIME. SUPPLEMENTAL INFO FROM ACN 562486: 2/3 OF THE WAY TO THE RWY, I (THE FO) SPILLED A CUP OF WATER ON MY APCH PLATES. MY ATTN WAS TAKEN AWAY FROM CRITICAL DUTIES OF CLRING AS I WAS CLEANING UP THE MESS. I ALSO ASKED THE CAPT IF HE WOULD LIKE RWY 5R FOR TKOF. HE REVIEWED THE ARPT DIAGRAM AND DECIDED NOT TO REQUEST RWY 5R. THE CAPT LATER CONFIDED THAT HE THOUGHT WE WERE CLRED TO FOLLOW THE ACFT. THAT ACFT WAS CLRED BY TWR TO TAXI TO RWY 5R.

Synopsis :

RWY INCURSION AFTER AN S80 FLC IS DISTR WITH DUTIES AND CLRNC REGARDING RWY ASSIGNMENT DURING A NIGHT OP AT MMMX, FO.

**Time**

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

**Place**

State Reference : UT

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZLC.ARTCC  
Operator.General Aviation : Corporate  
Make Model : Israel Aircraft Undifferentiated or Other Model  
Mission : Business  
Flight Phase.Cruise : Enroute Altitude Change

**Aircraft / 2**

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

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 8500  
Experience.Flight Time.Last 90 Days : 128  
Experience.Flight Time.Type : 550  
ASRS Report : 562657

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : TEMP/AIRSPEED GAUGE  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Advisory  
Miss Distance.Vertical : 1500  
Miss Distance.Horizontal : 24000

**Supplementary**

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE ENROUTE FROM BHM TO BFI AT FL410, WE WERE NEAR JACKSON, WY, WHEN WE REQUESTED FL 430. WE WERE THEN INSTRUCTED BY ATC TO CLIMB TO FL 430. AS THE ACFT CLIMBED TO FL 430, WE BEGAN TO ENCOUNTER LIGHT TURB. OVER THE NEXT APPROX FIVE MINS, THE ACFT STARTED TO SLOWLY DECELERATE AND THE TURB CONTINUED TO INCREASE. THE CAPT THEN ADVISED ME TO REQUEST A LOWER ALT, WHICH I DID. WE WERE ADVISED IT WOULD BE FIVE MINS BEFORE WE COULD DESCEND DUE TO CONFLICTING TFC. THE TURB CONTINUED TO GET WORSE AND THE AIRSPD CONTINUED TO DECELERATE. THE CAPT AGAIN INSTRUCTED ME TO ASK FOR A LOWER ALT. I AGAIN REQUESTED A LOWER ALT FROM ATC AND WAS TOLD TO STANDBY, AS THERE WAS CONFLICTING TFC. I THEN OBSERVED THE TFC AN AIRLINER, AT OUR 11 O'CLOCK POSITION, AND ADVISED ATC WE HAD THE TFC IN SITE. ATC THEN ADVISED US WE COULD DESCEND WHEN WE HAD 5 MILE SEPARATION. THE CAPT ADVISED ATC WE NEEDED TO DESCEND RIGHT AWAY AND WE COULD ACCEPT A VECTOR IN ANY DIRECTION. THE TURB WAS NOW MODERATE AND THE AIRSPD WAS CONTINUING TO DECREASE. THE CAPT HAD INCREASED PWR TO MAX CONTINUOUS PWR TO MAINTAIN ALT AND WAS HAVING AN INCREASINGLY DIFFICULT TIME MAINTAINING POSITIVE CTL OF THE ACFT. ATC ADVISED US THE ONLY WAY WE COULD DESCEND WAS IF WE DECLARE AN EMER. I STATED, 'OK, WE ARE DESCENDING' AND WE VACATED FL 430. ATC INSTRUCTED US TO DESCEND AFTER WE WERE AT FL 426. THE CONFLICTING TFC WAS INSIGHT AND WAS NO FACTOR, AS WE STATED OUR DESCENT. IT WAS THE CAPT'S OPINION, AND I CONCUR, THAT THE ACFT WAS BECOMING INCREASINGLY HARD TO CTL AND THE CONFLICTING TFC WAS NOT A FACTOR WHEN WE STARTED THE DESCENT. THE CHAIN OF EVENTS CONTRIBUTING TO INFLT EMER WERE: 1) DECAYING AIRSPD 2) INCREASINGLY MODERATE TURB 3) HIGHER THAN NORMAL ISA (INDICATED STATIC AIR TEMP) WHICH DECREASED THE ACFT'S PERFORMANCE. THE HUMAN PERFORMANCE CONSIDERATION WERE: 1) WE SHOULD HAVE BEEN MORE INFORMATIVE TO ATC AS TO THE PROBS WE WERE ENCOUNTERING. 2) WE SHOULD HAVE MADE THE DECISION EARLIER TO START THE DESCENT. 3) I SHOULD HAVE BEEN MORE CLEAR AND CONCISE WITH ATC THAT WE WERE DECLARING AN EMER AS WE STARTED OUR DESCENT.

Synopsis :

AFTER SUFFERING FROM AIRSPD DECAY WITH HIGHER THAN EXPECTED STATIC AIR TEMPS AND WITH LOSS OF ACFT CTL IMMINENT, THE PIC OF A WESTWIND 11 CORP JET, LEFT FL 430 IN CONFLICT WITH OTHER TFC AT FL 410 ON FREQUENCY WITH ZLC, UT.

**Time**

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

**Place**

Locale Reference.Airport : GSO.Airport  
State Reference : NC

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : GSO.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B727 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 20000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 3000  
ASRS Report : 562686

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 8000  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 6500  
ASRS Report : 563028

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Controller : Ground

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 2

**Supplementary**

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

Narrative :

WE LEFT THE GATE ABOUT 15 MINS PRIOR TO OUR 'WHEELS-UP' TIME. GND ASKED US TO WAIT ON TXWY A. JUST SHORT OF TXWY K, NEAR THE APCH END OF RWY 5. AT APPROX OUR WHEELS-UP TIME, WITH 1 ACFT ABOUT TO TOUCH DOWN, WE WERE INSTRUCTED 'YOU CAN TAXI TO RWY 5 NOW.' IN THE CONTEXT OF WHERE WE WERE, BOTH I AND MY SO (INCORRECTLY) INTERPRETED THIS AS AN INSTRUCTION TO TAXI ONTO RWY 5 FOR IMMEDIATE RELEASE. FORTUNATELY, THE FO POINTED OUT MY ERROR JUST AS I CROSSED THE HOLD SHORT LINE AND I BROUGHT THE ACFT TO A STOP WITHIN A FEW FEET. CONTRIBUTING FACTORS: WE WERE ALREADY SO CLOSE TO THE RWY THAT A CLRNC TO TAXI TO IT SEEMED REDUNDANT. WE HAD BEEN HOLDING SO LONG AT THE END OF THE RWY WITH NO TFC ON THE FREQ THAT I HAD FORGOTTEN THAT WE WERE STILL ON GND CTL. BECAUSE OUR WHEELS-UP TIME HAD JUST ARRIVED, I WAS EXPECTING A CLRNC TO 'TAXI INTO POS AND HOLD.' TO PREVENT A RECURRENCE: I WILL LISTEN MORE CAREFULLY IN THE FUTURE, BEING ALERT FOR MISPERCEPTIONS CAUSED BY 'EXPECTANCY.' GND CTL MIGHT HAVE USED THE TERMINOLOGY 'TAXI UP TO AND HOLD SHORT OF RWY 5,' WHICH WOULD HAVE ELIMINATED ANY CHANCE OF MISPERCEPTION ON MY PART. SUPPLEMENTAL INFO FROM ACN 563028: APCHING OUR ETO, GND SWITCHED US TO TWR, WHO INSTRUCTED 'CLRED TO RWY 5.' AS SOON AS I (COPLT) REALIZED CAPT'S MISUNDERSTANDING, I COMMANDED HIM TO STOP THE ACFT IMMEDIATELY. I CALLED TWR TO TELL THEM OF OUR POS, AND THEY WERE NOT CONCERNED AS THERE WAS NO TFC FOR RWY 5. THIS INCIDENT ITSELF IS BENIGN, BUT ILLUSTRATES THE PROB OF RECEIVING A CLRNC WITH NON-STANDARD PHRASEOLOGY (SHOULD HAVE BEEN: 'TAXI UP TO AND HOLD SHORT OF RWY 5'). WHILE EXPECTING TO HEAR SOMETHING ELSE ('TAXI INTO POS AND HOLD RWY 5'). THE PHRASE 'CLRED TO RWY 5' DIRECTLY CONTRIBUTED TO THE CAPT'S MISUNDERSTANDING.

Synopsis :

RWY INCURSION BY THE FLC OF A B727-200 WHEN THE PIC ASSUMES THE CLRNC AS READ BY THE CTRLR MEANT THAT THEY WERE CLRED INTO POS AND HOLD AT GSO, NC.

**Time**

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

**Place**

Locale Reference.Airport : FXE.Airport  
State Reference : FL

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : FXE.Tower  
Operator.General Aviation : Personal  
Make Model : Skyhawk 172/Cutlass 172  
Mission : Training

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 215  
Experience.Flight Time.Last 90 Days : 18  
Experience.Flight Time.Type : 20  
ASRS Report : 562803

**Person / 2**

Function.Controller : Ground

**Person / 3**

Function.Controller : Local

**Events**

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

**Supplementary**

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

Narrative :

I LISTENED TO THE LATEST ATIS, RPTD I HAD ATIS AND TAXIED TO THE RUN-UP AREA. AFTER THE RUN-UP OF THE ACFT, I TAXIED TO RWY 8 AND SWITCHED TO EXECUTIVE TWR. I CONTACTED TWR, INFORMED I WAS AT RWY 8 AND REQUESTED TOUCH AND GO'S. I RECEIVED INSTRUCTIONS TO TAXI ONTO RWY 8 AND HOLD FOR TKOF. I TAXIED ONTO RWY AND HELD FOR TKOF INSTRUCTIONS. TWR RADIOED AND I WAS INSTRUCTED TO 'TURN L AND DEPART RWY.' I WAS UNSURE OF INSTRUCTION AND REQUESTED, 'SAY AGAIN.' THE INSTRUCTIONS TO DEPART THE RWY WERE REPEATED. I THEN TURNED EXECUTED L AND TAXIED OFF RWY 8. ONCE OFF THE RWY AND WAITING FOR FURTHER INSTRUCTIONS I DECIDED THAT THE TFC WAS GETTING TOO BUSY FOR MY COMFORT LEVEL. SO I CALLED TWR AND REQUESTED A NW DEP INSTEAD OF TOUCH AND GO'S. I FIGURED I WOULD GO TO THE TRAINING AREA AND PRACTICE MANEUVERS FOR A WHILE THEN RETURN FOR TOUCH AND GO PRACTICE. I WAS CLRED FOR TKOF WITH A L HAND NW DEP. I THEN RECEIVED A CALL FROM EXECUTIVE TWR INFORMING ME I HAD A 'PLTDEV' AND TO CALL THE TWR BY TELEPHONE. I THOUGHT I HAD DELAYED MY TURN TOO LONG AND ENTER POMPAÑO'S AIRSPACE OR THAT MY ALTIMETER WAS READING LOW AND I HAD ENTERED FORT LAUDERDALE'S AIRSPACE. AFTER PRACTICING FOR A LITTLE OVER 1 HR I RETURNED TO FXE, LANDED, SECURED THE ACFT AND CALLED THE TWR. IT WAS AT THAT POINT I FOUND THAT I HAD MISUNDERSTOOD THE FIRST SET OF TWR INSTRUCTIONS AND HAD A 'RWY INTRUSION' AND HENCE THE INSTRUCTIONS AND HAD A 'RWY INCURSION' AND HENCE THE INSTRUCTIONS TO 'TURN L AND DEPART THE RWY' FROM WHERE I WAS HOLDING POS AT THE END OF RWY 8. I HAD THOUGHT THAT I HAD BEEN ASKED TO MOVE OFF THE RWY DUE TO A TFC SPACING PROB, NOT BECAUSE I HAD INADVERTENTLY MISUNDERSTOOD THE TWR'S INSTRUCTIONS. I DO NOT KNOW HOW I COULD HAVE MISUNDERSTOOD THE HOLD SHORT INSTRUCTIONS, BUT MY RADIO SKILLS ARE WEAK. I HAVE RECENTLY RETURNED TO FLYING AFTER MANY YRS OF NOT BEING IN THE AIR. I HAVE BEEN TAKING LESSONS AND RECENTLY RECEIVED MY BIENNIAL CHK OUT AS WELL AS MY RENTER CHK OUT FOR A LCL FBO. FORT LAUDERDALE EXECUTIVE IS A VERY BUSY ARPT AND I AM WORKING HARD TO GET MY RADIO WORK UP TO SPD.

Synopsis :

RWY INCURSION BY A LOW TIME C172 ON RWY 8 AT FXE, FL.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

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

**Aircraft / 2**

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

**Person / 1**

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

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Combined Ground  
Function.Controller : Local

**Events**

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

**Supplementary**

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

Narrative :

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

Synopsis :

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

**Time**

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

**Place**

Locale Reference.Airport : STS.Airport  
State Reference : CA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Aircraft / 2**

Controlling Facilities.Tower : STS.Tower  
Operator.General Aviation : Personal  
Make Model : Beech Acft Corp Undifferentiated or Other Model  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

**Person / 1**

Experience.Flight Time.Total : 391  
Experience.Flight Time.Last 90 Days : 93  
Experience.Flight Time.Type : 18  
ASRS Report : 563011

**Person / 3**

Function.Flight Crew : Single Pilot

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Separated Traffic  
Miss Distance.Vertical : 800  
Miss Distance.Horizontal : 3000

**Supplementary**

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

Narrative :

WHILE PREPARING FOR TKOF AND HOLDING SHORT OF RWY I WAS ASSISTING MY STUDENT IN MAKING A RADIO CALL TO THE TWR. THERE WERE 4 ACFT HOLDING IN SEQUENCE, WE WERE #2 FOLLOWING A CESSNA CITATION. MY STUDENT ANNOUNCED OUR POS 'HOLDING SHORT OF RWY' AND INTENTION 'REQUESTING RWY XX FOR STRAIGHT OUT DEP.' WE HAD RECEIVED RESPONSE FROM THE TWR 'HOLD SHORT OF RWY,' AND WE RESPONDED WITH 'HOLD SHORT OF XX.' A CITATION JET HAD BEEN CLRED FOR TKOF AND WE WERE NEXT IN SEQUENCE. THERE WERE SEVERAL ACFT APCHING AND LNDG AT THE SAME TIME. TWR CLRED US, WHAT I BELIEVED I HEARD, 'PIPER X, TAXI INTO POS AND HOLD,' MY STUDENT HESITATED INITIALLY WITH RESPONSE AND LOOKED AT ME ASKING FOR ASSISTANCE. WHILE OBSERVING MY STUDENT'S HESITATION AND LACK OF IMMEDIATE RESPONSE, I SAID TO MY STUDENT TO RESPOND TO THE TWR AND START TAXIING. FINALLY I DECIDED TO TAKE OVER CTLS AND I BELIEVED I RESPONDED WITH 'PIPER X, TAXI INTO POS AND HOLD,' HOWEVER, BECAUSE I WAS TRYING TO INSTRUCT MY STUDENT, TALK AT THE SAME TIME, AND TRYING TO REDUCE CONGESTION AT HOLDING AREA, I DO NOT RECALL EXACTLY WHAT I HEARD AND WHAT I SAID TO THE TWR. I CROSSED RWY HOLDING POS AND PROCEEDED TO THE RWY TO HOLD. WHILE MAKING A TURN TO ALIGN THE AIRPLANE WITH CTRLINE, I NOTICED LNDG LIGHTS OF TFC ON ABOUT 0.5 MI FINAL MAKING ITS APCH FOR THE RWY I WAS TAXIING INTO. IN RESULT, THE CTLR ISSUED A 'GAR' TO INCOMING ACFT AND ASKED ME TO HOLD POS. AFTER THE INCIDENT AND REFLECTING ON THE CHAIN OF EVENTS AND CONTRIBUTING FACTOR, I BELIEVE THAT MISCOM BTWN ME, MY STUDENT AND TWR, AS WELL AS MY INTENTIONS TO REDUCE TFC CONGESTION AT HOLDING AREA BY RUSHING MY STUDENT, WERE THE ATTRIBUTING FACTORS OF THIS EVENT. IN ADDITION, FAILURE TO LOOK FOR INCOMING TFC ON FINAL, BEFORE XING HOLD POS, WAS A RESULT OF MY MISJUDGMENT THAT THE CTLR WOULD NOT CLR AN ACFT TO TAXI INTO THE RWY WITHOUT MAKING SURE THE RWY IS SAFE FOR OP. HOWEVER, THAT MISUNDERSTANDING OF THE CLRNC AND MISCONCEPTION PUT MY ACFT AND ACFT ON FINAL INTO A HECTIC SIT. BEFORE THAT INCIDENT, I WAS FULLY AWARE OF THE ADVISORY CIRCULARS DISCUSSING THE PROB OF RWY INCURSION, INCLUDING THE LETTER MAILED TO ALL PLTS IN JULY OF 2002 WITH AC120-74, 91-73. I AM CONSTANTLY USING THOSE MATERIALS AS A REF TO ALL DISCUSSION ABOUT RWY AND TAXI OPS AT THE ARPT. THIS INCIDENT WAS AN EXAMPLE OF HUMAN SUSCEPTIBILITY FOR ERRORS AND POOR JUDGEMENT. IN CONCLUSION, I WOULD LIKE TO THANK ALL CTLRS AND PLTS CONTRIBUTING TO SAFETY PROGRAMS AND MAKING SURE THAT NOBODY GETS HURT BECAUSE OF ONE'S MISTAKE, MISJUDGMENT, OR ERROR.

Synopsis :

POTENTIAL GND CONFLICT AFTER A RWY INCURSION BY A PA28-140 TRAINING FLT WITH A BEECH TWIN ON SHORT FINAL FOR RWY 14 AT STS, CA.

**Time**

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

**Place**

Locale Reference.Airport : BWI.Airport  
State Reference : MD

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : BWI.Tower  
Operator.General Aviation : Personal  
Make Model : Gulfstream II  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 17840  
Experience.Flight Time.Last 90 Days : 83  
Experience.Flight Time.Type : 400  
ASRS Report : 563397

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 1930  
Experience.Flight Time.Last 90 Days : 260  
Experience.Flight Time.Type : 109  
ASRS Report : 563121

**Person / 3**

Function.Controller : Ground

**Events**

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

**Supplementary**

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

Narrative :

I CALLED THE GND CTLR FROM THE FBO RAMP, POS #1, VERY CLOSE TO THE TXWY L AND RWY 33R. THE FIRST XMISSION FROM GND CTL WAS VERY GARBLED. ALL SUBSEQUENT XMISSIONS WERE CLR. WE WERE ASKED IF WE COULD MEET THE NOISE RESTRS FOR RWY 33R AFTER WE WERE CLRED TO TAXI. WE TOLD THE CTLR THAT WE COULD NOT, AND WOULD REQUIRE RWY 33L. I UNDERSTOOD THAT SHE GAVE US TXWY K AND HOLD SHORT OF RWY 22, THEN CHANGED TO TXWY K (IN THE OPPOSITE DIRECTION). WE COULD NOT TURN 180 DEGS ON TXWY Q, SO WE VISUALLY CLRED RWY 33R, CROSSED IT AT TXWY M, AND HELD SHORT OF RWY 22. THAT IS WHEN WE WERE TOLD TO PULL OVER AND GIVE OUR TELEPHONE NUMBER TO ATC, AND THAT WE SHOULD NOT HAVE CROSSED RWY 33R. SUPPLEMENTAL INFO FROM ACN 563121: THE GND CTLR TOLD US TO TURN L AS SOON AS WE STARTED MOVING ONTO TXWY Q. WE WERE HAVING A HARD TIME UNDERSTANDING HER. SHE WAS GARBLED AND WAS SPEAKING SOMEWHAT FAST. THE CTLR THEN TOLD US TO CHANGE OUR TAXI INSTRUCTIONS AFTER WE HAD STARTED DOWN THE TXWY SHE GAVE US (TXWY Q). MYSELF AND THE OTHER PLT THOUGHT SHE SAID TURN OPPOSITE DIRECTION AND TAKE TXWY K AND HOLD SHORT OF RWY 22. WHICH, IF THAT WAS THE CASE, WE COULD CROSS RWY 33R.

Synopsis :

A NO CONFLICT RWY INCURSION EXECUTED BY A G2 CPR FLC ON RWY 33R, AT BWI, MD.

**Time**

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

**Place**

Locale Reference.Airport : MKC.Airport  
State Reference : MO  
Altitude.MSL.Single Value : 1600

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : MKC.Tower  
Operator.General Aviation : Personal  
Make Model : Sundowner 23  
Mission : Pleasure  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

**Aircraft / 2**

Controlling Facilities.Tower : MKC.Tower  
Operator.General Aviation : Corporate  
Make Model : Beechcraft Twin Turboprop Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 139.6  
Experience.Flight Time.Last 90 Days : 4.3  
Experience.Flight Time.Type : 137.6  
ASRS Report : 563558

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.Controller : Issued New Clearance  
Miss Distance.Vertical : 300  
Miss Distance.Horizontal : 2640

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

I CONTACTED MKC TWR FROM 10 MI NE AND RECEIVED INSTRUCTIONS TO 'ENTER L DOWNWIND RWY 19' AND ALSO 'IDENT' (WHICH I DID). I PROCEEDED WITH INSTRUCTIONS AND WHEN I WAS ON A L BASE LEG, ABOUT 1 MI OR LESS BEFORE TURNING ON FINAL APCH, I DECIDED TO RPT MY POS TO THE TWR (I BECAME A LITTLE NERVOUS, STILL NOT HAVING CLRNC TO AND FROM THE TWR BY THIS TIME). AFTER I STATED MY POS, I GOT IMMEDIATE RESPONSE FROM TWR, 'ACFT X, NEGATIVE (ABOUT TURNING FINAL), TURN N (AS I HEARD IT AT THAT TIME, LATER I LEARNED THAT IN FACT IT WAS S/R OPPOSITE!).' SENSING URGENCY IN CTLR'S VOICE (HE ALSO STATED THAT ANOTHER AIRPLANE WAS ON FINAL APCH), I IMMEDIATELY TURNED R (N) SAYING, 'ACFT X TURNING N.' IN NEXT SECOND, AS I WAS TURNING 90 DEGS TO THE R, I SAW BEECH KING AIR ON OPPOSITE COURSE ABOUT 2500 FT TO THE R AND 300 FT HIGHER. KING AIR TURNED TO THE R AND I TURNED TO THE R ALMOST AT THE SAME TIME TRYING TO AVOID COMING CLOSER TO EACH OTHER. THEN I FOLLOWED INSTRUCTIONS FROM THE TWR AND LANDED. A POTENTIALLY DANGEROUS SIT HAPPENED AS A RESULT OF MY CONFUSION AND MISUNDERSTANDING OF CTLR'S MESSAGE, ESPECIALLY WITH REGARDS TO SPACE AND TIME CONDITIONS. CTLR WAS BUSY AT THAT TIME (IT WAS ALSO THIRD AIRPLANE ON PATTERN CLOSE R TFC). PROBABLY IT WAS ANOTHER CONTRIBUTING FACTOR.

Synopsis :

A LOW TIME PVT PLT OF A SUNDOWNER 23 ON A PREMATURE L BASE LEG HAS A CONFLICT WITH A KING AIR ON FINAL FOR RWY 19 AT MKC, MO.

**Time**

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

**Place**

State Reference : FO

**Aircraft / 1**

Controlling Facilities.ARTCC : EGTT.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B767-300

Mission : Passenger

**Aircraft / 2**

Controlling Facilities.ARTCC : EGTT.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 563648

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Flight Crew : Relief Pilot

**Person / 4**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence.Other : ATC PHRASEOLOGY

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Miss Distance.Vertical : 600

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ATC FACILITY, LONDON CTL. LOCATION: N OF BOVINGDON VOR. WE DEPARTED LHR VIA THE WOBUN 2F SID. WHILE FLYING N OF BOVINGDON ON A HDG OF 350 DEGS, WE WERE INSTRUCTED BY LONDON CTL TO CLB AND MAINTAIN 7000 FT. WHILE EXECUTING THE CLB WE RECEIVED A TCASII TA IDENTING A DEVELOPING CONFLICT -- AN ACFT 1000 FT ABOVE US. WE REACTED TO THE TA BY LEVELING THE ACFT AND ADVISING LONDON OF BOTH THE TA AND OUR LEVELOFF ACTION. LONDON REPLIED THAT THERE WAS NO CONFLICT, AS THE OTHER ACFT WAS HOLDING AT FL080. AT THAT POINT, WE REALIZED THE SOURCE OF CONFUSION AND RESET OUR ALTIMETERS TO 29.92 AND LEVELED AT FL070. WE BELIEVE THAT LONDON CTL INADVERTENTLY CLRED US TO 7000 FT INSTEAD OF CLRING US TO FL070. I USE THE WORD 'BELIEVE' BECAUSE TO THE BEST OF MY RECOLLECTION, THE LONDON CTLR USED THE TERM '7000 FT' INSTEAD OF THE TERM 'FL070.' A SECOND CONCERN IS THE POSSIBILITY THAT WE GENERATED AN ALTDEV BY OVERSHOOTING FL070 WHEN CLBING TO 7000 FT WITH AN ALTIMETER SETTING OF 29.23. WE BELIEVE THAT WE STOPPED THE CLB AT FL070 AS A RESULT OF THE TA, BUT WE HAVE NO WAY OF BEING CERTAIN.

Synopsis :

ALT OVERSHOT BY A B767-300 PIC WHEN THE CREW FAILED TO SET THEIR ALTIMETER TO 29 PT 92 FOR A CLB ABOVE THE 6000 FT TRANSITION ALT NW OF BNN VORTAC, FO.

**Time**

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

**Place**

State Reference : IA

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZKC.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : EMB ERA 145 ER&LR  
Mission : Passenger

**Aircraft / 2**

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

**Aircraft / 3**

Controlling Facilities.ARTCC : ZKC.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 2800  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 2100  
ASRS Report : 563797

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Controller : Issued Advisory  
Miss Distance.Vertical : 800  
Miss Distance.Horizontal : 18000

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE LEVEL AT FL250 IN IMC. WE WERE EXPECTING A CLB TO FL260 AS A FINAL CRUISING ALT. THE FO AND MYSELF HEARD THE CTLR CLR US TO FL260. I ACCEPTED THE CLB AND READ BACK OUR FLT NUMBER AND 'CLB TO FL260.' THE FO SET IT IN THE ALT SELECT AND WE BOTH VERIFIED THE ALT AND THEN BEGAN A SLOW CLB APPROX 500 FPM TO FL260. AS WE WERE APCHING FL255, THE CTLR TOLD US TO 'VERIFY ALT OF FL250.' I SAID 'NO, WE'RE AT FL255, WE ACCEPTED A CLB TO FL260.' THEN WE PROCEEDED TO REVERSE DIRECTION AND DSNDDED BACK DOWN TO FL250. THERE WAS ANOTHER AIRPLANE ABOVE US AT FL260. WE NEVER RECEIVED A TCASII WARNING. THE PROB OCCURRED DUE TO MISCOM. I ACCEPTED A CLB THAT WAS MEANT FOR A COMPANY AIRPLANE WITH A SIMILAR CALL SIGN. THE CTLR DID NOT CORRECT ME OF MY MISTAKE. THESE 2 MISTAKES ON OUR PART, COUPLED WITH THE CLOSE PROX OF A SECOND AIRPLANE, MADE FOR AN UNCOMFORTABLE SIT. BOTH AIRPLANES WERE ALSO IN IMC.

Synopsis :

POTENTIAL CONFLICT OCCURS BTWN 2 ACR FLTS WHEN THE PIC OF ONE ANSWERS TO THE WRONG CALL SIGN FOR THE OTHER COMPANY FLT ON FREQ WITH ZKC, MO.

**Time**

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

**Place**

Locale Reference.Airport : CVG.Airport  
State Reference : KY

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

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

**Aircraft / 2**

Controlling Facilities.Tower : CVG.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet 700ER  
Mission : Passenger

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 5200  
Experience.Flight Time.Last 90 Days : 120  
Experience.Flight Time.Type : 500  
ASRS Report : 563963

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 4  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

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

Narrative :

AS WE APCHED THE BEGINNING OF THE RWY WE WERE #1 FOR TKOF ON THAT SIDE OF THE RWY. THE ACTIVE RWY WAS RWY 27, WINDS WERE 080 DEGS AT 9 KTS. THERE WAS AN ACFT ON THE OTHER SIDE OF RWY 27 HOLDING BACK ABOUT 75 FT FROM THE HOLD SHORT LINE. ATC THEN TOLD US, OR SO WE ASSUMED, THAT WE WERE CLRED FOR TKOF, TURN R HDG 330 DEGS. WE READ BACK OUR CLRNC AND ENTERED RWY 27 FOR DEP. I WAS BUSY WITH CHKLISTS WHEN MY CAPT HEARD A CONVERSATION WITH THE ACFT ACROSS THE RWY THAT MADE HIM THINK WE ENTERED THE RWY BY MISTAKE. I ASKED FOR CONFIRMATION THAT WE WERE CLRED FOR TKOF AND ATC SAID, 'ARE YOU ON THE RWY?' I REPLIED, 'YES.' HE SAID SOMETHING LIKE, 'OK, YOU ARE CLRED FOR TKOF, TURN R HDG 090 DEGS.' THE WORD OK AND THE NEW HDG OF 090 DEGS INSTEAD OF 330 DEGS MAKES ME BELIEVE WE WERE NOT CLRED ONTO THE RWY AS I AND MY CAPT THOUGHT. DURING TKOF I HEARD HIM CLR THE ACFT ACROSS THE RWY INTO POS AND HOLD. THE OTHER ACFT WAS FLT Y, WITH SIMILAR ALPHA NUMERIC. EVEN WHEN HE CLRED ACFT #2 ONTO RWY 27, I STILL HEARD OUR CALL SIGN. I BELIEVE THE NON STANDARD PHRASEOLOGY OF, 'OH', THE LETTER INSTEAD OF 'ZERO' THE NUMBER, AND OUR ASSUMPTION WE WERE THE ONLY ONES AROUND WITH A CALL SIGN IN OUR NUMBER RANGE BOTH LED TO THIS POSSIBLE MISTAKE. WE CAN BE MORE ATTENTIVE IN THE FUTURE AND NOT 'ASSUME' ATC WILL TELL US SIMILAR CALL SIGNS ARE ON FREQ AND THE OLD-AGE PROB OF NON STANDARD PHRASEOLOGY COULD PREVENT THIS IN THE FUTURE.

Synopsis :

RWY INCURSION DURING A CALL SIGN MIX UP DURING A 2 ACFT AWAITING TKOF OP AT CVG, KY.

**Time**

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

**Place**

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

**Aircraft / 1**

Controlling Facilities.Tower : ORD.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 564048

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 564051

**Person / 3**

Function.Controller : Local

**Events**

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

**Supplementary**

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

Narrative :

TAXIING OUT TO TKOF. GOT ASSIGNED RWY 9L. HAD WT PROB AND NEEDED 'KID COUNT.' TOLD TWR WE NEEDED SOME TIME, SO TWR GAVE INSTRUCTIONS TO GET US OUT OF THE WAY UNTIL WE WERE READY. BOTH PLTS UNDERSTOOD CLRNC TO CROSS RWY 9L, DO A 180 DEG TURN AND HOLD SHORT OF RWY 9L AND SAY WHEN WE WERE READY. WE TURNED ON APPLICABLE LIGHTING AND CROSSED RWY 9L AFTER CHKING FOR TFC. AFTER XING, WE WERE TOLD THAT HAD NOT BEEN OUR CLRNC AND WERE TOLD TO DO A 180 DEG TURN AND HOLD SHORT AGAIN ON TXWY J, N OF RWY 9L. TWR SAID 'NO PROB.' WE THINK THE CONFUSION MAY HAVE STEMMED FROM HEARING TWR SAY 'TAXI STRAIGHT AHEAD' WHEN WE WERE HOLDING SHORT OF RWY 9L FACING N ON TXWY J. WE THINK HE MAY HAVE THOUGHT WE WERE FACING E ON TXWY H INSTEAD, BUT CANNOT BE SURE WHAT HE PERCEIVED. UNEVENTFUL AFTER THIS POINT THROUGH TKOF AND DEP. SUPPLEMENTAL INFO FROM ACN 564051: ALTHOUGH THE WORKLOAD WAS FAIRLY HIGH DUE TO THE WT DISCREPANCY, BOTH PLTS WERE LISTENING TO ATC INSTRUCTIONS, AND BOTH PLTS UNDERSTOOD THOSE INSTRUCTIONS TO 'TAXI STRAIGHT AHEAD, CROSS RWY 9L, DO A L 180 DEG TURN AND HOLD SHORT ON TXWY J FOR RWY 9L.' FO ACKNOWLEDGED AND READ BACK INSTRUCTIONS. CLRLY THIS WAS NOT WHAT TWR INSTRUCTED, YET IT'S WHAT WE BOTH UNDERSTOOD.

Synopsis :

RWY INCURSION BY A B737-300 FLC WHEN THEY MISINTERP THE CLRNC AND WHERE TO HOLD SHORT OF RWY 9L AT ORD, IL.

**ACN: 564331**

## **Time**

Date : 200210

Day : Wed

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : MMMX.Airport

State Reference : FO

## **Environment**

Flight Conditions : Marginal

Ceiling.Single Value : 2000

## **Aircraft / 1**

Controlling Facilities.Tower : MMMX.Tower

Operator.Common Carrier : Air Carrier

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

Mission : Passenger

## **Aircraft / 2**

Controlling Facilities.Tower : MMMX.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

## **Aircraft / 3**

Controlling Facilities.Tower : MMMX.Tower

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 6500

ASRS Report : 564331

## **Person / 2**

Function.Flight Crew : First Officer

ASRS Report : 564686

## **Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 4**

Function.Oversight : PIC

Function.Flight Crew : Captain

## **Person / 5**

Function.Controller : Local

## **Events**

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.Controller : Separated Traffic  
Miss Distance.Horizontal : 3000

### **Supplementary**

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

Narrative :

OUR FLT, ACR X, WAS DELAYED ON TXWY DUE TO OVERHEAD AND DEP TSTMS/RAINSHOWERS. WE WERE ON TXWY A SHORT OF RWY 5R. FOR 1 HR, WE WERE THE ONLY ACR X ON THE RADIO. OVERHEAD STORM PASSED, BUT DEP DIRECTION ENGULFED WITH TSTMS. AS TSTMS MOVED AND LESSENERED, SOME MEXICAN PLANES BEGAN TO DEPART AND ARRIVE. WE ASKED MEX TWR TO GIVE US A PIREP FROM DEPARTING MEXICAN ACFT, SINCE WE DIDN'T SPEAK SPANISH. AFTER 15 MINS, TWR GAVE US A RPT THAT DEPARTING ACFT (RWY 5) WERE MAKING N TURNOUTS AT 4-5 DME TO CLR TSTMS. THIS WOULD WORK WITH OUR ENG FAILURE PROC, SO WE REQUESTED CLRNC FOR TKOF. MEX TWR REPLIED, 'OK ACR X FLT ABCD, STAND BY.' THEN WE HEARD 'ACR X FLT AACD, CLRED RWY 5R' AND BOTH MYSELF AND THE FO MISTOOK THAT AS OUR CALL SIGN AND CLRED TO TAXI ONTO RWY 5R. THE FO RPTED BACK 'ACR X FLT ABCD, POS RWY 5R.' MEX TWR SAID 'ROGER,,' WE TURNED OFF TXWY A ONTO TXWY AA, WHICH IS THE 700 FT LEAD-IN TO RWY 5. AS WE ENTERED TXWY AA, I COULD SEE A B737 ON A 2 MI FINAL AND SIMULTANEOUSLY HEARD TWR SAY 'ACR X FLT ABCD, YOU WERE NOT CLRED ONTO RWY 5R.' I WAS ALREADY MAKING A QUICK TURN L OFF OF TXWY AA ONTO TXWY A1 BEHIND ANOTHER ACR JET HOLDING SHORT OF RWY 5L. I WAS ALREADY TURNED WHEN TWR SAID 'ACR X FLT ABCD, TAXI STRAIGHT AHEAD TXWY A.' I COULD NOT SWING BACK TO FOLLOW TWR'S DIRECTIONS QUICK AND SAFE ENOUGH IN OUR PERSPECTIVE. WHEN WE PULLED UP SAFELY BEHIND THE OTHER ACR TO A STOP, I COULD STILL SEE THE B737 ON APCH AT 1/2+ MI OUT MY L WIND. THEN TWR COMMANDED 'ACR X FLT AACD, GO AROUND.' THIS REALLY SURPRISED ME DUE TO THE WX AT DEP AND ACR X FLT AACD HAD AMPLE ROOM ON APCH. WE WERE WELL AWAY FROM TXWY AA/RWY 5R. CAUSES NOTED: 1) LANGUAGE BARRIER IN MONITORING DEPARTING AND ARRIVING ACFT COMS, ESPECIALLY IN ADVERSE WX. 2) THE LONG SIT AND BEING THE ONLY ACR X ACFT HEARD ON THE RADIO. 3) THE LIKE SOUNDING ACR X FLT NUMBERS -- #ABCD AND #AACD. SUPPLEMENTAL INFO FROM ACN 564686: I WAS FO AND WORKING RADIOS. I RADIOED TWR AND RPTED THAT WE WERE READY AT WHICH POINT TWR REPLIED, 'ACR X FLT ABCD STANDBY,' WHICH I ACKNOWLEDGED THAT. NEXT, I HEARD 'ACR X FLT AACD CLRED RWY 5R' TO WHICH POINT I MADE A WRONG ASSUMPTION AND READ BACK TO MEXICO CITY TWR OUR CALL SIGN. I FEEL THE LANGUAGE BARRIER CONTRIBUTED TO THE CONFUSION AS WELL AS RUNNING LATE AND SIMILAR SOUNDING CALL SIGNS.

Synopsis :

MMMX LCL CTLR ISSUES GAR TO A B737 ON ONE HALF MI FINAL WHEN COMPANY MD80 ENTERS RWY 5 CLR AREA AFTER ACKNOWLEDGING COMPANY'S CALL SIGN CLRNC.

**Time**

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

**Place**

Locale Reference.Airport : NEW.Airport  
State Reference : LA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : NEW.Tower  
Operator.General Aviation : Personal  
Make Model : M-20 K (231)

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 1800  
Experience.Flight Time.Last 90 Days : 37  
Experience.Flight Time.Type : 1000  
ASRS Report : 564435

**Person / 2**

Function.Controller : Ground

**Events**

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

**Supplementary**

Problem Areas : Flight Crew Human Performance

Narrative :

WAS AT FBO. DID RUN-UP AT HOLD SHORT LINE. CALLED TWR AND WAS CLRED TO 'TAXI RWY 36L.' I MISINTERPED INSTRUCTIONS AND TAXIED PAST HOLD SHORT LINE TOWARD RWY. TWR STOPPED ME PRIOR TO ENTERING RWY. THIS FBO HAS AN UNUSUALLY CLOSE DISTANCE TO THE RWY. THE HOLD SHORT LINE IS AT THE BORDER OF THE FBO AND THERE IS ESSENTIALLY NO DISTANCE (NO TXWY) TO THE RWY.

Synopsis :

A BE55 PLT, DEPARTING FXE, MISCONSTRUED GND CTL'S IFR RELEASE CLRNC AS BEING TKOF CLRNC!

**Time**

Date : 200201  
Day : Fri  
Local Time Of Day : 0601 To 1200

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : DC-10 30  
Mission : Freight

**Aircraft / 2**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model

**Aircraft / 3**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model

**Aircraft / 4**

Controlling Facilities.Tower : EWR.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B727 Undifferentiated or Other Model

**Person / 1**

Function.Flight Crew : Second Officer  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Last 90 Days : 35  
Experience.Flight Time.Type : 35  
ASRS Report : 564648

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : First Officer

**Person / 4**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 6**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 7**

Function.Controller : Ground

**Person / 5**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 7

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

GND CTLR GAVE US TAXI INSTRUCTIONS TO RWY 22R AT EWR, 'TAXI VIA TXWY A, TXWY B, TXWY R UP TO AND HOLD SHORT OF RWY 22R. YOU ARE #4 FOR DEP.' ON TKOF ROLL WAS A B737 (RWY 22R), HOLDING SHORT WAS A B737 AND A B727. WE PROCEEDED ACROSS RWY 11 AND HELD BEHIND THE B727. THE GND CTLR THEN ASKED US WHY WE HAD PROCEEDED TO THE END OF RWY 22R. HE WAS PLANNING ON US TO TAKE OFF AT INTXN W ON RWY 22R WHICH IS PRIOR TO RWY 11. WE INFORMED HIM THAT OUR UNDERSTANDING WAS TO TAXI TO THE END OF RWY 22R. WHEN WE SAW THE 3 ACFT IN FRONT OF US USING THE FULL LENGTH OF RWY 22R IT MADE SENSE TO US THAT WE WERE TO USE THE FULL LENGTH ALSO. THE GND CTLR NEVER EMPHASIZED THAT WE WERE TO DEPART AN INTXN W.

Synopsis :

A DC10 CREW, TAXIING FOR TKOF AT EWR, FOLLOWED PRECEDING ACFT TO THE RWY'S END INSTEAD OF USING AN INTXN AS ATC HAD PLANNED.

**Time**

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

**Place**

Locale Reference.Airport : ORL.Airport  
State Reference : FL

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.Tower : ORL.Tower  
Operator.General Aviation : Personal  
Make Model : Baron 55/Cochise  
Mission : Business

**Aircraft / 2**

Controlling Facilities.Tower : ORL.Tower  
Operator.General Aviation : Personal  
Make Model : Skyhawk 172/Cutlass 172

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 1611  
Experience.Flight Time.Last 90 Days : 25  
Experience.Flight Time.Type : 540  
ASRS Report : 565143

**Person / 2**

Function.Flight Crew : Single Pilot

**Person / 3**

Function.Controller : Ground

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Conflict : Ground Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.ControllerA : 4  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

I WAS DIRECTED BY GND TO PROCEED TO THE RUN-UP AREA RWY 7 ORL. AFTER RUN-UP, I ADVISED GND AND THEY SAID TO PROCEED TO RWY (WHICH WAS RIGHT IN FRONT OF ME) AND MONITOR THE TWR. I TURNED MY RADIO TO TWR (THERE WAS NO CONVERSATION AND PROCEEDED TOWARDS THE RWY). I ADVISED TWR I WAS PROCEEDING TO THE RWY. THE TWR OPERATOR ASKED WHO WAS APCHING THE RWY AND THEN TOLD A CESSNA 172 (WHICH I SAW) TO GO AROUND. I IMMEDIATELY TURNED AROUND (I WAS NOT ON THE RWY, BUT MY NOSEWHEEL MAY HAVE CROSSED THE STOP LINE). I TOLD THE TWR OPERATOR THAT GND HAD INSTRUCTED ME TO PROCEED TO THE RWY AND MONITOR TWR. THE TWR OPERATOR SAID THAT GND DID NOT TELL ME TO ENTER THE RWY. I APOLOGIZED, AWAITED TWR RELEASE, AND TOOK OFF.

Synopsis :

RWY INCURSION AND A POTENTIAL GND CONFLICT AFTER THE PLT OF BE55 CROSSES THE HOLD SHORT LINE FOR RWY 7 AFTER BEING TOLD TO 'PROCEED TO THE RWY AND MONITOR TWR' BY THE GND CTRLR AT ORL, FL.

**Time**

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

**Place**

Locale Reference.Airport : LIRF.Airport  
State Reference : FO

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Operator.Common Carrier : Air Carrier  
Make Model : B767-300  
Mission : Passenger

**Person / 1**

Function.Flight Crew : Relief Pilot  
Experience.Flight Time.Total : 5000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 1200  
ASRS Report : 567638

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Ground

**Events**

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Company Policies  
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 :

AFTER LNDG RWY 34L AT FLUMICINO (ROME, ITALY) WE CLRED RWY AND TAXIED ON TXWY A. I CONTACTED COMPANY TO CONFIRM GATE ASSIGNMENT. RADIO WORKED 1X2. COPLT CONTACTED GND CTL. RADIO WAS 5X5, BUT HVY ACCENT. I DID NOT HEAR CONVERSATION WITH GND DUE TO HVY STATIC ON #2 RADIO WITH COMPANY, BUT I HEARD CAPT SAY 'HE WANTS US TO TURN L ON RWY 7/25, AND COPLT SAID 'THAT'S WHAT HE SAID.' AS WE APCHED RWY 7/25, COPLT CALLED GND AGAIN AND SAID 'CONFIRM. YOU WANT US TO MAKE THIS L ON RWY 7/25.' GND RESPONDED 'NEGATIVE, STAY (OR MAYBE CONTINUE) ON TXWY A.' ABOUT 1/2 ACROSS RWY 7/25 (WHICH INTERSECTS TXWY A) GND CALLED AND SAID WE HAD PASSED A STOP BAR AND SHOULD HAVE HELD SHORT. COPLT APOLOGIZED AND EXPLAINED WE SAW NO STOP BAR, AND THOUGHT WE HAD VERBAL CLRNC TO CROSS RWY. NO ONE IN COCKPIT SAW STOP BAR. THERE WAS A NOTAM SAYING XING CLRNC REQUIRED, BUT WE THOUGHT WE HAD IT. COM BREAKDOWN IN PART DUE TO LANGUAGE BARRIER. IF CTLR HAD SAID STAY ON TXWY A, HOLD SHORT RWY 7/25, EVEN IF HE THOUGHT STOP BAR WAS ON, WE WOULD NOT HAVE CROSSED. ACFT FOLLOWING US HAD TO HAVE MULTIPLE READBACKS OF INSTRUCTIONS. NORMALLY, I CAN HEAR GND CLRNC AND COMPANY AT THE SAME TIME, BUT POOR COMPANY COMS PREVENTED ME BACKING UP COPLT ON INITIAL CALL. BETTER COMS AND STANDARD PHRASEOLOGY WOULD HAVE PREVENTED THIS. MORE PROMINENT STOP BAR (IF INDEED IT WAS ON) WOULD HELP.

Synopsis :

B767-300 FLC HAS RWY INCURSION AT LIRF, ITALY.