

ASRS Database Report Set

RNAV Incidents

| | |
|---|--|
| Report Set Description..... | A sampling of reports that reference the usage of RNAV navigation. |
| Update Number..... | 1.0 |
| Date of Update | October 9, 2003 |
| Number of Records in Report Set..... | 47 |
| Number of New Records in Report Set | 47 |
| 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

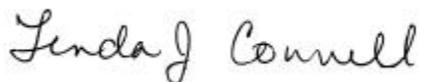
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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 : 200209
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Intersection : SKEBR
State Reference : NV
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

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.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 600
ASRS Report : 561345

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

COURSE DEV. I WAS FLYING FROM ONT TO LAS. THE ATIS AS COPIED BY CAPT LISTED RWY 19 AS THE LNDG RWY. I SET UP THE FMS FOR THE SKEBR ARR RWY 19. WE WERE THEN CLRED TO DSND TO CLARR AT 13000 FT ON THE SKEBR ARR FOR RWY 25. WHEN I RESET THE FMC FOR RWY 25 I ENDED UP WITH OVERLAPPING INFO ON THE FLT RTE. BY THE TIME I GOT IT SORTED OUT I WAS PAST SKEBR AND MISSED THE TURN TO KEPEC.

Synopsis :

A CHANGE IN THE RWY ASSIGNMENT ON THE SKEBR RNAV ONE ARR TO LAS VEGAS, NV, CAUSES PROGRAMMING DIFFICULTIES AND A TRACK DEV.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 18000

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 29000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 7000
ASRS Report : 561484

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Person / 5

Function.Oversight : Supervisor
Function.Controller : Supervisor

Events

Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1

Supplementary

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

Narrative :

WE HAD BEEN CLRED DIRECTLY TO DAGETT THEN VIA THE SKEBR RNAV ONE ARR, CROSS MISEN AT FL240. WE THEN THOUGHT WE WERE CLRED TO CROSS CLARR AT 13000 FT AND CLRED FOR THE SKEBR ONE ARR. WE WERE ENCOUNTERING CONSTANT LIGHT TO MODERATE TURB ALL THE WAY DOWN. I HAD ACTUALLY SECURED THE CABIN AT 13000 FT. IT HAD BEEN BUMPY THE WHOLE FLT. UPON MAKING THE TURN AT SKEBR WE REVIEWED THE NEXT ALT ON THE CHART AND IN THE LEGS PAGE. WE THEN SET AND CONFIRMED 12000 FT FOR THE CROSS ALT AT IPUMY. DURING THE DSCNT TO 12000 FT WE WERE ISSUED ADDITIONAL LOW LEVEL TFC, WITH NO FURTHER COMMENT FROM APCH CTL. AFTER LEVELING AT 12000 FT WE WERE JUST OVER KEPEC. APCH CTL ASKED US IF WE HAD BEEN CLRED TO 12000 FT OR IF WE HAD DSNDED ON OUR OWN. WE REPLIED WITH 'WE BELIEVE WE WERE CLRED FOR THE ARR' AFTER THE 13000 FT AT CLARR. WE WERE ASKED TO CALL THE SUPVR. I TALKED TO THE SUPVR FOR ABOUT 30 MINS, WITH REGARDS TO THE FACT THAT WE HAD BEEN IN AND OUT OF LAS 6 TIMES IN THE LAST 2 DAYS. ON EACH OF THE ARRS WE WERE GIVEN A DIFFERENT TYPE OF ALT CLRNC. WE VIRTUALLY HAD TRANSPOSED THE CLRNC FROM THE PREVIOUS ARR AND BOTH CONFIRMED THE NEXT XING ALT. WE HAD BEEN EXTRA CAUTIOUS ABOUT THE AIRPLANE FLYING THE CORRECT ARR RTE SINCE WE MISSED THE TURN AT SKEBR DUE TO AN LNAV FAULT, ON OUR PREVIOUS ARR THE DAY BEFORE. AN IR AND ASAP WERE FILED FOR THAT TRIP ALONG WITH MAINT WRITE-UPS. THE CTLR WAS UNSURE OF WHAT OUR CLRNC WAS AND HAD CALLED CTR FOR A REVIEW. FACTORS: 7 LEGS THE DAY BEFORE, ALL IN AND OUT OF LAS. TURB, SHORT LAYOVER, A LOT OF TFC, CONCERN OVER THE PREVIOUS DEV. THE SUPVR SAID THEY ARE REALLY TRYING TO WORK THIS OUT AS THEY HAVE OVER 20 DEVS ON THE RNAV PROCS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CALLED THE L-30 SUPVR AS REQUESTED TO REVIEW THEIR ARR SCENARIO. AT THE TIME ZLA HAD NOT PROVIDED ANY INFO AS TO WHAT CLRNC WAS ISSUED TO THE CREW. THE RPTR SAID HE TOLD THE SUPVR THAT HIS NAV FAILED AS THEY CROSSED OVER SKEBR AND THAT THE CTLR PROVIDED RADAR VECTORS TO THE NEXT FIX. HE SAID THE SAME THING HAD HAPPENED THE PREVIOUS DAY AND THAT HE WROTE IT UP FOR MAINT TO CHK. HE SAID HE DID NOT EXPECT A CALLBACK FROM THE L-30 SUPVR.

Synopsis :

INBOUND TO LAS, A B737-700 FLC RECEIVED CLRNC VIA THE SKEBR ARR FROM ZLA THAT IS LATER QUESTIONED BY LAS APCH CTL.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 200
ASRS Report : 561510

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

LAS TWR CLRED POS HOLD RWY 19L, FMC HAD RWY 19R CAPT CHANGED TO RWY 19L AND RE-ENTERED SID AND V SPDS. BUT ALAS, FORGOT TRANSITION TO HECTOR. ATC GAVE US A VECTOR (150 DEGS) TO INTERCEPT SID TO HEC. AUTOMATION WORKS GREAT FOR THE ENG AND AIRFRAME PEOPLE AND THE OWNERS AND THE PLTS UNTIL SOMEONE THROWS YOU A CURVE AND CHANGES RWYS ON YOU AT LAST MIN! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE DEP IN USE WAS THE IDALE RNAV 1. THERE WAS AN INTERRUPTION THAT CAUSED THE PLT THAT WAS REPROGRAMMING THE FMC TO NEGLECT SELECTION OF THE HECTOR TRANSITION. ATC CAUGHT THE DEV AS THE ACFT TURNED DIRECT TO HECTOR INSTEAD OF THE CLRED TRANSITION RTE.

Synopsis :

A TRACK DEV ON THE IDALE RNAV 1 DEP FROM LAS, NV. AFTER A LAST MIN RWY CHANGE AND REPROGRAMMING OF THE RNAV SYS.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 8000
ASRS Report : 561604

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 230
ASRS Report : 561605

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

DEP COURSE DEV. WE WERE CLRED THE WYRDD 1 RNAV DEP OUT OF LAS. PRIOR TO PUSHBACK, WE RECEIVED 'READ BEFORE FLY BULLETIN' WHICH SAID TO EXPECT RADAR VECTORS FROM DEP TO A SEGMENT OF THE RNAV DEP. TWR CLRED US FOR TKOF AND DID NOT GIVE US A HDG, SO WE FLEW THE INITIAL RNAV DEP HDG. TWR HANDED US OFF TO DEP CTL AND I CHKD IN, THE DEP CTLR ACKNOWLEDGED AND DID NOT GIVE US ANY VECTOR TO A POINT. I WAS EXPECTING A VECTOR AS PER THE 'READ BEFORE FLY.' I QUERIED THE CTLR TWICE BUT GOT NO RESPONSE. THE DEP FREQ WAS VERY BUSY AND IT WAS TOUGH TO GET A WORD IN. THE CTLR FINALLY RESPONDED AND SEEMED CONFUSED BY MY QUESTION. IN THE MIDST OF THIS, WE OVERSHOT OUR TURN POINT ON THE RNAV DEP, WHICH I WAS NOT SURE THAT WE EVEN WERE SUPPOSED TO BE FLYING. THE DEP CTLR ASKED ABOUT OUR TURN AND GAVE US A HDG BACK ON COURSE. HE SEEMED INTENT ON US FLYING THE WHOLE RNAV PROC. THE ISSUANCE OF THIS 'READ BEFORE FLY' CONTRADICTED OUR ACTUAL CLRNC AND CREATED CONFUSION. THE DEP CTLR SEEMED CONFUSED ALSO. I SHOULD HAVE CLARIFIED THIS DISCREPANCY WITH TWR ON THE GND BEFORE TKOF.

Synopsis :

WITH A COMPANY BULLETIN SUGGESTING THAT RADAR VECTORS ARE TO BE EXPECTED, A FLC EXPECTED THAT AND NEGLECTED TO FLY THE WYRDD RNAV 1 DEP FROM LAS VEGAS, NV, AS THEY WERE CLRED TO DO.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9140
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 2350
ASRS Report : 561949

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

LAS CLRNC DELIVERY GAVE INSTRUCTIONS TO EXPECT VECTORS TO THE AACES DEP. TWR CLRED US FOR TKOF WITHOUT ANY FURTHER INSTRUCTIONS. WE FLEW RWY HDG AWAITING VECTORS FROM DEP CTL. AT APPROX 5 NM, DEP CTL ASKED US IF WE WERE ASSIGNED RWY HDG. WE TOLD THEM THAT WE WERE EXPECTING VECTORS TO THE DEP. ALTHOUGH DEP CTL DIDN'T SAY ANYTHING ELSE, IT SOUNDED LIKE THEY EXPECTED US TO FLY THE RNAV DEP. IT SEEMS WITH OUR RECENT COMPANY LETTER ON LAS RNAV DEPS, THE CLRNC WE WERE GIVEN, AND THE EXPECTATIONS OF DEP CTL, THERE IS STILL CONFUSION ON PROPER LAS DEP PROCS.

Synopsis :

B737 FLC ASSUMES LAS TWR CLRNC TO 'EXPECT VECTORS' ON DEP FROM AACES RNAV SID SUPERSEDE SID NAV REQUIREMENTS PRIOR TO AACES INTXN INSTEAD OF 'EXPECT VECTORS' AFTER AACES INTXN AS PUBLISHED.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 5100

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 3000
ASRS Report : 562011

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 17000
ASRS Report : 562010

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

DURING TAKEOFF FROM LAS ON IDALE RNAV DEP, WE SELECTED FLT DIRECTOR AND LNAV AND BEGAN FOLLOWING STEERING BARS, BUT TURN CONTINUED TOO FAR AND AS WE WERE ATTEMPTING TO FIND OUT WHAT WAS GOING ON, TWR CALLED AND SAID WE WERE TURNING TOO FAR R. WE DISCOVERED WE HAD LEFT RWY 25 IN FMC AND HADN'T CHANGED WHEN SENT TO RWY 19 UNEXPECTEDLY. WE IMMEDIATELY REALIZED AND CORRECTED BACK TO THE PROPER COURSE AND FIXES. FAILURE TO RECHECK THE ROUTE AFTER RECEIVING A CHANGE OF RWY WAS THE CAUSE. SWITCHING FROM LEGS PAGE TO N1 CLIMB PAGE WITH ONCE CDU/DISPLAY DIDN'T HELP, BUT DOESN'T ALLEVIATE RESPONSIBILITY TO RECHK. A MAP WOULD HAVE ALSO MADE THIS PROB OBVIOUS PRIOR TO TAKEOFF.

Synopsis :

FAILURE TO REPROGRAM THE IDALE RNAV ONE DEP AFTER A DEP RWY CHANGE LEADS TO A TRACK DEV AT LAS VEGAS, NV.

Time

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

Place

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

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 562150

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Local

Person / 6

Function.Controller : Supervisor

Person / 5

Function.Controller : Clearance Delivery

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ON DEPT AT LAS, WHILE FLYING THE MINEY DEPT, TRACON ADVISED WE WERE GIVEN RWY HDG FOR DEP BY TWR. WE WERE THEN GIVEN A HDG TO FLY. REVIEW OR CLRNC (NO PDC AVAIL) READ 'RWY HDG MINEY DEP.' AFTER LNDG, WE CALLED LAS TWR AND SPOKE TO THE SUPVR. HE STATED IT HAPPENS 30 - 40 TIMES A DAY AND THEY ARE TRYING TO GATHER INPUT FROM PLTS AS TO WHY. HE SAID THEY HAD REVIEWED THE TAPES AND SAID CLRNC DELIVERY USED OTHER THAN STANDARD PHRASEOLOGY AND TWR DID NOT GIVE US RWY HDG. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ACFT THAT WAS FLOWN IS BEING UPGRADED TO AN FMS AND AT THIS POINT, DOES NOT HAVE A MOVING MAP. THE CREWS THAT FLY IT ARE STILL BECOMING FAMILIAR WITH THE OP OF THE SYSTEM AND THE US OF RNAV ROUTINGS. THERE WAS APPARENTLY A TFC SEPARATION ISSUE WITH AN ACFT IN THE DEP AREA.

Synopsis :

THE TRACK OF AN ACR DEP LAS VEGAS, NV. WAS NOT WHAT THE DEP CTLR EXPECTED. THE MINEY RNAV ON DEP WAS PLANNED.

Time

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

Place

Locale Reference.Intersection : KEPEC
State Reference : NV
Altitude.MSL.Single Value : 12000

Environment

Ceiling : CLR

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 : 562395

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED FOR THE SKEBR RNAV ONE ARR INTO LAS. HEADING APPROX 349 DEGS INTO KEPEC INTXN, THE FMC DROPPED KEPEC INSIDE OF 1 NM AND THE FMA CHANGED TO CTL WHEEL STEERING R. I PROCEEDED TO TURN THE ACFT MANUALLY TO A HEADING OF APPROX 065 DEGS. WHILE IN THE TURN ATC CALLED AND ASKED IF WE WERE IN THE TURN. WE RESPONDED YES, AND THEN INTERCEPTED THE COURSE INTO IPUMY WITH NO FURTHER PROBS WITH LNAV. ATC ASKED US TO CALL THEM VIA LANDLINE. I DID SO AND HE ASKED WHAT HAPPENED. I TOLD HIM, AND HE SAID HE NEEDED SOMETHING TO WRITE DOWN IN THE LOG. THERE WAS NO MENTION OF VIOLATION. I AM NEW ON SINGLE FMC, NO GPS ACFT.

Synopsis :

AN INTERMITTENT PROB WITH AUTOFLT SYS ENCOUNTERED IN A B737-300 WHILE FLYING THE SKEBR RNAV ONE ARR TO LAS, NV.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20500
Experience.Flight Time.Last 90 Days : 350
Experience.Flight Time.Type : 3400
ASRS Report : 562799

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

WE WERE CLRED VIA KSINO ARR FOR RWY 25L. VERY LATE ON THE APCH, THE CTLR CHANGED THE CLRNC TO KSINO ARR, RWY 19L TRANSITION. I WAS THE PNF, IT TAKES TIME TO CHANGE THE APCH, REBRIEF AND REQUEST NEW LNDG NUMBERS FOR THE NEW RWY. THE CTLR WAS GIVING US VECTORS FOR A CLOSE IN L BASE FOR RWY 19L. IT HAD PUT US ON ABOUT A FOUR MILE FINAL. THE ACFT WAS PROBABLY CONFIGURED FOR LNDG AND ARE THE CHKLIST COMPLETED. THE CTLR CLRED US FOR A VISUAL TO RWY 19L, I HAD TO ASK HIM TO CONFIRM THE RWY AS RWY 19L. HE WAS TALKING TO OTHER ACFT AND REALLY NOT PAYING ATTENTION TO US. AFTER LNDG, I REALIZED WE HAD NOT SWITCHED TO TWR FOR LNDG CLRNC. THE CTLR DID NOT SAY ANYTHING. WE SWITCHED TO GND CTL AND RECEIVED CLRNC TO THE GATE. IT IS MY OPINION THAT THIS LAST MIN CHANCE IS NOT REALLY A GOOD PROC ON THE PART OF ATC. I CAME VERY CLOSE TO ABANDONING THE APCH, HOWEVER, PROCEDURALLY, WE HAD COMPLIED WITH ALL THE REQUIREMENTS, CHKLIST COMPLETED AND A STABILIZED APCH. BOTH OF US ARE EXPERIENCED PLTS IN THIS TYPE WITH A LOT OF EXPERIENCE FLYING IN AND OUT OF LAS. THE NEW STYLE ACARS REQUIRES MORE STROKES TO RETRIEVE INFO AND IS NOT USER FRIENDLY AS THE OLD STYLE. THE DATA BASE IN THE FMS HAS AN RNAV APCH FOR RWY 19L, HOWEVER, WE DO NOT HAVE PLATES FOR IT. ONLY THE VISUAL APCH FOR RWY 19L CAN BE LEGALLY EXECUTED WHICH WE DID. HAVING AN APCH IN THE DATA BASE IS ABSURD AND CONFUSING. IN THE FUTURE, I WILL NOT LET ATC PUSH ME AROUND, IF THEY ARE OVER TAXIED I WILL BE HAPPY TO HOLD UNTIL THEY SORT OUT THEIR TFC PROBS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RWY CHANGE WAS MADE PASSING CUTAX INTXN WITH AN ASSIGN SPD OF 230 KTS INSTEAD OF THE CHARTED 210 CROSSING SPD. REPROGRAMMING WAS COMPLETED IN TIME FOR THE CHANGE IN THE RNAV COURSE, BUT A DISTR WAS CAUSED BY USING THE ACARS TO RETRIEVE NEW RWY INFO AND SEARCHING FOR THE RNAV APCH TO RWY 19 WHICH THE COMPANY HAS ELECTED NOT TO PROVIDE. THE CLRNC TO CONTACT THE TWR WAS GIVEN AT THE POINT IN THE APCH THAT LNDG CLRNC IS USUALLY RECEIVED AND WAS ACCEPTED AS THE LNDG CLRNC IN ERROR.

Synopsis :

A RWY CHANGE WHEN ON THE KSINO RNAV ONE ARR TO LAS, NV LEADS TO LANG WITHOUT CLRNC.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Controlling Facilities.Tower : LAS.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2700
ASRS Report : 562826

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14300
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 10000
ASRS Report : 562828

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor
Function.Controller : Supervisor

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CLRNC GIVEN BY LAS VEGAS APCH TO CROSS LYNSY INTXN AT 250 KTS AT 12000 FT. DID NOT RECEIVE CLRNC TO DESCEND PASSED LYNSY. CONTINUED TO DESCEND TO CROSS UTARE AT 210 KTS 8000FT. APCHING UTARE APCH FREQUENCY GIVEN MAY HAVE BEEN INCORRECTLY SET. WE NEVER HEARD ANY FURTHER INSTRUCTIONS AFTER 1 TO 2 MINS OF SILENCE WE DETERMINED THE FREQUENCY TO BE IN ERR. CALLED TWR WHO PUT US ON CORRECT FREQUENCY AND WE CONTINUED APCH. TWR INFORMED US TO CALL APCH SUPVR, WHICH THE CAPT DID AT THE GATE. SUPVR WAS CONCERNED ABOUT DESCENT WITHOUT CLRNC AND LAPSE IN COM. NO FURTHER STATEMENTS WERE MADE BETWEEN US AND SUPVR. IF WE WOULD HAVE QUESTIONED THE DESCENT PASSED LYNSY, WE WOULD HAVE FIGURED OUT SOONER THAT WE WERE ON WRONG FREQUENCY AND THAT WE DID NOT HAVE CLRNC TO DESCEND. ANOTHER CONTRIBUTING FACTOR COULD HAVE BEEN THAT WHILE I WAS MAKING A PA TO CUSTOMERS, LA CTR CLRED US TO CROSS LYNSY AT 250 KTS 12000 FT. I ASSUMED THAT THE CLRNC WAS ALSO CLRNC TO DESCEND ON THE ARR. THIS COUPLED WITH BEING ON THE WRONG APCH FREQ WERE MAJOR CONTRIBUTORS TO ALT CONFLICT.

Synopsis :

ON THE WRONG FREQUENCY DURING THE LYNSY RNAV ONE ARR TO LAS ,NV. HAVING NO CLRNC TO DESCEND VIA THE ARR, AN ACR CREW DESCENDS WITHOUT CLRNC.

Time

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

Place

State Reference : NV

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Controlling Facilities. TRACON : L30. TRACON
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function. Flight Crew : First Officer
Experience. Flight Time. Total : 6500
Experience. Flight Time. Last 90 Days : 240
Experience. Flight Time. Type : 1450
ASRS Report : 562988

Person / 2

Function. Oversight : PIC
Function. Flight Crew : Captain
Experience. Flight Time. Total : 9500
Experience. Flight Time. Last 90 Days : 250
Experience. Flight Time. Type : 6000
ASRS Report : 562986

Person / 3

Function. Oversight : PIC
Function. Flight Crew : Captain

Person / 4

Function. Controller : Departure

Events

Anomaly. Altitude Deviation : Overshoot
Anomaly. Non Adherence : Clearance
Independent Detector. Aircraft Equipment : TCAS
Independent Detector. Other. ControllerA : 3
Independent Detector. Other. Flight CrewA : 1
Resolatory Action. Flight Crew : Returned To Assigned Altitude
Resolatory Action. Flight Crew : Returned To Intended or Assigned Course
Resolatory Action. Controller : Issued Advisory
Resolatory Action. Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ALTDEV. DEPARTED LAS FROM RWY 19L ON IDALE RNAV DEP. CHKED IN WITH DEP AND RECEIVED A 200 DEG VECTOR WITH CLB TO 11000 FT. PASSING 7000 FT REQUESTED A TURN TO THE W MAINTAINING OUR OWN TERRAIN CLRNC TO EXPEDITE THE DEP (GOOD WX/VISIBILITY, LIGHT TFC WITH TERRAIN EASILY VISIBLE). REQUEST APPROVED BY LAS DEP VIA DIRECT SHEAD INTXN, MAINTAIN 11000 FT. ENTERED SHEAD INTO THE FMC, BEGAN A TURN TO THE W, AND AS LUCK WOULD HAVE IT THE ONLY PEAK ON THE RIDGE LINE WAS ALONG OUR FLT PATH. THE CAPT FELT WE WOULD PASS TOO CLOSE TO THAT RIDGE AND TURNED 30 DEGS R/N OF THE DIRECT COURSE FOR A MOMENTARY DEV TO ENSURE TERRAIN CLRNC. NO CALL WAS MADE TO THE CTLR DUE TO THE MOMENTARY NATURE OF THE DEV AND WE HAD NOT ESTABLISHED THE TRACK TO SHEAD. LAS CTLR BECAME CONCERNED AND ISSUED US DIRECT SHEAD AGAIN AS WE WERE IN OUR TURN DIRECT SHEAD. THIS WAS FOLLOWED BY A DIRECTED HDG OF 240 DEGS, THAT WE COMPLIED WITH. LAS THEN GAVE US A TFC CALL OF L 11 AND 5 MI 200-3000 FT ABOVE OUR PRESENT CLBING ALT. WE BOTH BEGAN SEARCHING FOR THE TFC AND CALLED 'IN SIGHT.' THIS OCCURRED AS WE APCHED OUR LEVELOFF ALT OF 11000 FT DIVERTING OUR ATTN AWAY FROM THE LEVELOFF. THE CAPT WAS HAND FLYING THE DEP SO NO AUTO ALT CAPTURE WAS AVAILABLE. AS WE PASSED 11200 FT, I CALLED OUT OUR DEV AND AN IMMEDIATE CORRECTION WAS PERFORMED. WE TOPPED OUT AT 11450 FT BEFORE DSNDING BACK TO 11000 FT. THE PREVIOUSLY RPTED TFC PASSED 3 NM IN FRONT OF US AT 12000 FT, WITH A TCASII TA ALERT. THE CTLR ASKED US TO CONFIRM OUR ALT, WHICH WAS NOW 11000 FT. WE RECEIVED A HDOP TO ZLA WITH NO FURTHER COMMENTS. LESSONS: 1) MAINTAIN SITUATIONAL AWARENESS BY ALL MEANS AVAILABLE. 2) USE OF AUTOPLT CAN AID WHEN DISTR. 3) INFORM THE CTLR OF ALL DEVS. 4) IF THERE IS AN OBSTACLE ANYWHERE BTWN WHERE YOU ARE AND WHERE YOU WANT TO GO, IT WILL BE ALONG THE COURSE YOU ARE GIVEN. SUPPLEMENTAL INFO FROM ACN 562986: MAKE ALT AWARENESS AND CTL A TOP PRIORITY.

Synopsis :

MODIFICATION OF THE IDALE RNAV 1 DEP AT LAS, NV, WITH A VECTOR FOLLOWED BY A PLT REQUESTED DIRECT SHEAD INTXN WITH PLT PROVIDED TERRAIN CLRNC ENDS WITH AN ALT OVERSHOOT CAUSING A TFC CONFLICT.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Charter
Make Model : Hs 125 Series 700
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2935
Experience.Flight Time.Last 90 Days : 76
Experience.Flight Time.Type : 345
ASRS Report : 563633

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Miss Distance.Vertical : 1000
Miss Distance.Horizontal : 24000

Supplementary

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

Narrative :

AFTER TKOF, WE WERE FOLLOWING THE SID ASSIGNED IN THE CLRNC, UNTIL THE DEP CTL STARTED TO VECTOR US TO DIFFERENT ALTS AND HDGS. ALSO, WE WERE ASKED TO MAINTAIN DIFFERENT AIRSPDS. IN THE CLB, WE WERE EXPERIENCING LIGHT TO MODERATE TURB. THE ALT ASSIGNED AT THAT PARTICULAR MOMENT WAS 11000 FT AS I CONFIRMED ON THE RADIO WITH THE DEP CTLR. I SET 11000 FT ON THE ALT ALERTER AND I SAID '11000 FT,' AND AT 10000 FT, I CALLED 1000 FT TO GO. AT THAT MOMENT, THE PF ASKED ME, 'LET ME SEE THE CHART' AND SO I TOOK THE CHART FROM MY R LAP AND PUT IT IN MY L LAP AND OPENED IT WIDER TO MAKE IT MORE VISIBLE TO HIM. IMMEDIATELY AFTER SHOWING THE CAPT THE CHART, I CHKED THE FLT INSTS AND NOTICED THAT HE HAD FLOWN THROUGH THE ASSIGNED ALT (WE WERE AT 11800 FT) AND I IMMEDIATELY EXCLAIMED 'WHERE ARE YOU GOING?' AND BEFORE I WAS ABLE TO REACH THE CTLS WITH MY HANDS AND TAKE EVASIVE ACTION AND RETURN TO THE ASSIGNED ALT, THE CAPT IMMEDIATELY STOPPED THE CLB. WHILE THE PF WAS STOPPING THE CLB, I WAS SCANNING FOR AIR TFC. RIGHT AFTER, I NOTICED THAT THE ALT WARNING SYS DID NOT APPEAR TO BE WORKING PROPERLY.

Synopsis :

THE AVAILABILITY OF ONLY 1 CHART IN THE COCKPIT CONTRIBUTES TO AN ALT OVERSHOOT AND A TFC CONFLICT DURING A MUCH REVISED DEP FROM LAS, NV.

Time

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

Place

Locale Reference.Intersection : IDALE
State Reference : NV

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Controlling Facilities.TRACON : L30.TRACON
Controlling Facilities.Tower : LAS.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 5000
ASRS Report : 563746

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1200
ASRS Report : 563745

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Departure
Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

I EXPECTED TO GET A HDG FROM TWR WHEN CLRED FOR TKOF ON RWY 19L AT LAS. I SELECTED LNAV AT ABOUT 400-500 FT SINCE WE WERE 'CLRED AS FILED' (IDALE RNAV 1 DEP) AND TWR HAD STILL NOT GIVEN US A HDG. TWR THEN TOLD US TO FLY HDG 200 DEGS AND CONTACT DEP. DEP IMMEDIATELY CLRED US DIRECT TO IDALE. I SELECTED LNAV AND DIRECT TO IDALE. I THINK EITHER WE WERE TOO CLOSE TO IDALE OR THE COMPUTER WAS 'THINKING' BUT IT SLOWLY BEGAN TO TURN BACK TO IDALE. THE ACFT WAS TURNING L BUT SEEMED TO BE DELAYING, SO I DISCONNECTED THE LNAV AND INCREASED THE ANGLE OF BANK TOWARDS IDALE. DEP ASKED IF WE WERE TURNING TO IDALE BECAUSE IT LOOKED LIKE WE WERE GOING TO MIS THE FIX TO THE W. I TOLD THEM WE WERE INCREASING THE ANGLE OF BANK TOWARD IDALE SO THEY GAVE US A HDG TO FLY. WE EVENTUALLY RESUMED THE DEP. I CALLED DEP ON THE PHONE WHEN WE ARRIVED IN RNO. HE SAID THERE WAS 'NO PROB' BUT WAS CURIOUS WHY THE CONFUSION. I TOLD HIM THAT OUR FIRST INSTRUCTIONS WERE WHEN TWR SWITCHED US TO DEP. GOING FROM LNAV, HDG SELECT, LNAV DURING CLBOUT, THE ACFT TOOK A WHILE TO BEGIN THE TURN. I TOLD HIM I WAS NOT EXACTLY SURE WHAT HAPPENED, BUT IT WOULD HELP US OUT IF WE COULD JUST GET A HDG TO FLY WHEN CLRED FOR TKOF AND NOT CLR US TO A POINT WHEN WE ARE WITHIN A FEW MI OF THE FIX. WE FLEW THE DEP 2 MORE TIMES ON THIS PAIRING. THE TWR CTLR GAVE US A HDG WHEN CLRED FOR TKOF ON THE FIRST TIME. ON THE SECOND, I AGAIN HAD TO ASK FOR INSTRUCTIONS (IE, RWY HDG). HE THEN SAID 'EXPECT A TURN AROUND 2 MI.' IF I'M CLRED AS FILED AND NO FURTHER INSTRUCTIONS, I ASSUME I HAVE TO FLY THE RNAV DEP UNLESS TWR GIVES A HDG TO FLY. THE CTLR I SPOKE WITH ON THE PHONE SAID TWR SHOULD BE GIVING US INSTRUCTIONS. THE FIX WOULD BE FOR TWR TO SAY 'CLRED FOR TKOF, FLY HDG XXX.

Synopsis :

A COURSE DEV ON THE IDALE RNAV 1 DEP FROM LAS, NV.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 4000
ASRS Report : 564074

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
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 : Flight Crew Human Performance

Narrative :

CAPT TURNED EARLY ON DEP. CAUSE/CONTRIBUTING FACTORS: DEP INSTRUCTIONS WERE VAGUE AND GIVEN LAST MIN JUST PRIOR TO DEP. CAPT EXECUTED TURN EARLY. FO FAILED TO NOTICE EARLY TURN AND CORRECT CAPT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE DEP ISSUED WAS THE IDALE 1. DURING CLRNC ONTO THE RWY, THE DEP WAS CHANGED TO 'TURN TO A HDG AT THE 2 DME' THEN 'CLRED FOR TKOF WITHOUT DELAY.' THE CAPT WAS NOT CLR AS TO WHAT WAS WANTED AND BEGAN THE TURN PRIOR TO THE 2 DME FIX. CLARIFICATION WAS NOT REQUESTED DUE TO THE URGENCY OF THE WITHOUT DELAY COMMENT AND CONCERN ABOUT APCHING LNDG TFC. THE RPTR SUGGESTED THAT 'LAS VEGAS NEEDS TO GET DEP PROCS IRONED OUT AND QUIT CHANGING THEM SO OFTEN.'

Synopsis :

A COURSE DEV WHEN FLYING A MODIFIED IDALE RNAV 1 DEP AT LAS, NV.

ACN: 564077

Time

Date : 200210

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18400

Experience.Flight Time.Last 90 Days : 234

Experience.Flight Time.Type : 15200

ASRS Report : 564077

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

DURING THE CLRNC ISSUED BY LAS CLRNC DELIVERY, NO INSTRUCTIONS FOR TKOF, EXCEPT TO EXPECT A L TURN TO 200 DEGS WAS GIVEN. MY FO ASKED IF WE WERE TO BE GIVEN A RWY HDG PRIOR TO THE TURN AFTER TKOF. THE GENTLEMAN ISSUING THE CLRNC STAMMERED AND THEN SAID YES, TO EXPECT THAT. WHEN WE REACHED THE END OF THE RWY FOR TKOF, THE TWR CTLR CLRED US INTO POS AND HOLD HE THEN TOLD US TO TURN L AT 2 MI TO HDG 200 DEGS, CLRED FOR TKOF. WE ASKED IF WE WERE TO FLY RWY HDG OR THE DEP TO THE 2 MI POINT. THE TWR CTLR STAMMERED AND SAID 'WITHOUT DELAY, CLRED FOR TKOF.' WE ASKED AGAIN IF WE WERE TO FLY RWY HDG UNTIL WE TURN, AND THE TWR CTLR SAID YES, FLY RWY HDG AND THEN TURN L, CLRED FOR TKOF WITHOUT DELAY. AS I LIFTED OFF, I REALIZED THAT I WAS UNCLR IF THE 2 MI POINT WAS 2 DME OFF THE LAS VOR, 2 MI AFTER TKOF, OR 2 MI ON THE DEP (IDALE 1), SO I GUESSED WHEN TO TURN AND DID SO. MY COMPLAINTS ARE: NOT BEING GIVEN COMPLETE CLRNC BY ANYONE (CLRNC DELIVERY NOR THE TWR). THE CLRNCs GIVEN ARE CONFUSING. SHOULD BE SPECIFIC ABOUT WHAT DETERMINES THE TURNING POINT. WE SHOULD EITHER FLY AN RNAV DEP OR NOT, NOT SOME HYBRID DREAMED UP BY LCL CTLRS. THE PLTS NEED TO BE CONFIDENT HOW TO SET UP THE INSTS (MCP, ETC), ESPECIALLY IN THE -300/500.

Synopsis :

AN ACR CREW COMPLAINS OF AN UNCLR MODIFICATION TO THEIR CLRNC FOR TKOF WHEN THEY EXPECTED THE IDALE RNAV 1 DEP FROM LAS VEGAS, NV.

Time

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

Place

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

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Charter
Make Model : Citation III
Mission : Business
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9100
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 650
ASRS Report : 564226

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 18600
Experience.Flight Time.Last 90 Days : 108
Experience.Flight Time.Type : 1200
ASRS Report : 564225

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE TO LAS ON THE LYNSY 1 ARR, BTWN LYNSY AND MIROK WAYPOINTS. PRIOR TO RECEIVING RWY ASSIGNMENT, FMS WAS INADVERTENTLY PROGRAMMED FOR RWY 1L/R ARR VIA FIXLU WAYPOINT. AT THE TIME RWY 25L ASSIGNMENT WAS RECEIVED WE WERE CONTENDING WITH LIGHT TO MODERATE TURB AND ICING CONDITIONS. PRIOR TO REPROGRAMMING FMS, AUTOPLT INITIATED A TURN W TOWARD FIXLU VERSUS UTARE AS DESIRED. I ENGAGED HDG MODE AND INITIATED A TURN TOWARD UTARE. ATC CTLR QUERIED OUR DIRECTION OF TRAVEL TO WHICH WE REPLIED WE WERE 'TURNING BACK TOWARD UTARE.' CTLR ISSUED A HDG. REMAINDER OF ARR WAS UNEVENTFUL. AFTER LNDG. I CALLED THE CTLR AND EXPLAINED AS NOTED ABOVE. HE ADVISED THAT WAS ALL HE NEEDED. AFTER THE FACT, I SAW THE NOTE ON THE LYNSY 1 ARR ADVISING ACFT TO PROCEED VIA LNDG RWY 25L UNLESS OTHERWISE INSTRUCTED BY ATC. LESSONS LEARNED: PREPARE EARLY, AVOID DISTR, AND CAREFULLY REVIEW PROCS TO INCLUDE ALL NOTES.

Synopsis :

A MINOR TRACK DEV ON THE LYNSY RNAV 1 ARR TO LAS, NV.

Time

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

Place

State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757-200
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Type : 3000
ASRS Report : 564453

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 7000
ASRS Report : 564746

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FMS WAS PROGRAMMED WITH THE PDC FLT PLAN, NOT THE ATC CLRNC. ATC CLRNC WAS LAS VEGAS 1 DEP ONLY TO AACES, THEN DIRECT MLF. WE PROGRAMMED THE DEP TO INCLUDE NICLE. AFTER PASSING AACES GOING TO NICLE, ATC QUERIED US REGARDING A TURN THAT SHOULD HAVE ALREADY BEEN MADE TOWARDS MLF. WE DID NOT NOTICE THE DIFFERENCE ON OUR PDC BTWN THE FILED FLT PLAN AND THE ATC AMENDED CLRNC.

Synopsis :

AFTER LOADING THE PDC FLT PLAN IN THE FMS, ATC ISSUED A SLIGHTLY DIFFERENT RTE. THE FLC FLEW THE LOADED RTE UNTIL QUESTIONED BY ATC.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NY
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 25000

Aircraft / 1

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1000
ASRS Report : 565618

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 15000
ASRS Report : 565496

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

DURING AN RNAV DEP FROM LAS, I WAS PNF. WE WERE CLRED FOR THE IDALE RNAV DEP, TWENTY NINE PALMS TRANSITION. BOTH UNDERSTOOD WE WERE CLRED FOR TKOF, RWY HEADING TO 7000 FT. AFTER SWITCHING TO DEP CTL, AND APPROX 6 MI S OF LAS, THE CTLR ASKED IF WE WERE 'FLYING THE DEP?' I RESPONDED THAT WE WERE EXPECTING A VECTOR TO THE FIRST FIX ON THE DEP WHICH SEEMED TO GENERATE CONFUSION ON THE CTLR'S PART. WE RECEIVED A VECTOR TO JOTNU ON THE DEP AND WERE SUBSEQUENTLY HANDED OFF TO LAX.

Synopsis :

A TRACK DEV BY AN ACR CREW ON THE IDALE RNAV ONE DEP FROM LAS VEGAS, NV.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 18000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 565693

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

COMPANY FILED FOR LAS 1 DEP, DVC - PDC. CLRED AACES1..DVC. FIRST FIX ON LAS 1 IS AACES, AND CLRNC WAS UNDERSTOOD AS VECTORS TO AACES DVC, AS FILED. DEP GAVE VECTORS TO HITME, WHICH IS NOT ON LAS 1, AND WE QUESTIONED CLRNC. VECTORS WERE GIVEN AND NO CONFLICT NOTED. THE CONFUSION WAS DUE TO FIRST FIX ON FILED CLRNC AND NAME OF OTHER DEP EXACTLY THE SAME.

Synopsis :

THE FIRST FIX ON THE LAS VEGAS 1 DEP IS AACES. THIS CAUSED CONFUSION DURING A CHANGE OF ROUTING TO THE AACES RNAV 1 DEP FROM LAS VEGAS, NV.

Time

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

Place

Locale Reference.Intersection : ANDYY
State Reference : NV
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 565866

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 2092
ASRS Report : 565868

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

FO WAS FLYING THE IDALE1.HEC DEP. APCHING ANDYY FIX, LAS DEP CTL CLRED US DIRECT BOACH FIX AND ISSUED FURTHER CLB. I ENTERED THE FIX IN THE FMC AND THE ALT IN THE MCP. FO CONFIRMED BOTH. ATC LATER GAVE US A TURN APPROX 25 DEGS L FOR DIRECT BOACH. WE BOTH REALIZED FMS WAS COMMANDING A COURSE FOR DIRECT HEC. I BELIEVE THAT AT THE TIME THE CLRNC FOR DIRECT BOACH WAS RECEIVED, I MUST HAVE SEEN IT WAS LINE-SELECTABLE IN THE FMC. IN THE SLIGHT DELAY I TOOK TO SELECT IT, WE PASSED OVER ANDYY FIX. BOACH WOULD THEN BECOME THE '2L' BUTTON ON THE FMC. I, HOWEVER, MISTAKENLY PUSHED 3L ANYWAY, WHICH WOULD HAVE SELECTED HEC AS THE NEW 'DIRECT TO' FIX. THIS WAS EXECUTED, AND NEITHER PNF NOR PF REALIZED IT. IN THE FUTURE, I WILL BE MORE COGNIZANT OF EXACTLY WHAT IS IN THE FMC BEFORE I EXECUTE, AND BACK IT UP WITH THE DISPLAY ON THE EHSI. SUPPLEMENTAL INFO FROM ACN 565868: I WAS PF AND WATCHED AND CONFIRMED THAT CAPT LINE SELECTED BOACH TO TOP OF LEGS PAGE AND HIT ENTER. I TURNED ACFT TO GO DIRECT AND CALLED FOR LNAV. A FEW MINS LATER, ATC SAID WE WERE NOT GOING DIRECT. I HAVE NO EXPLANATION AS TO HOW THE FMC CHANGED FROM DIRECT BOACH TO HEC. I DID NOT SEE IT ON THE MAP PAGE ON THE NAV DISPLAY BECAUSE I WAS ON THE 10 SETTING.

Synopsis :

THE REPROGRAMMING REQUIRED BECAUSE OF A ROUTING CHANGE ENDS IN A TRACK DEV ON THE IDALE RNAV 1 DEP FROM LAS, NV.

Time

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

Place

State Reference : NV

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12500

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Type : 59
ASRS Report : 566882

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 185
Experience.Flight Time.Type : 14000
ASRS Report : 566571

Person / 4

Function.Controller : Radar

Person / 6

Function.Controller : Supervisor

Person / 5

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON THE LYNSY 1 ARR INTO LAS, WE WERE CLRED TO CROSS LYNSY AT 12000 FT AND CLRED THE ARR. IN THE DSCNT, I CONTACTED LAS OPS. I HAD BEEN HAVING PROBS WITH MY CDU BOX SO WE HAD CHANGED THE PRIMARY RADIO TO VHF #2 BECAUSE I WAS HAVING PROBS WITH VHF #1. DURING THE TIME I WAS CALLINGS OPS ON VHF #1 (GETTING GATE INFO, AND TALKING TO MAINT ABOUT MY RADIO PROBS), I LOST RADIO CONTACT WITH OPS. I INITIALLY THOUGHT IT WAS MY RADIO SELECTOR PANEL ACTING UP AGAIN. AFTER TRYING THE RADIO SEVERAL TIMES, I REALIZED THE CAPT HAD STARTED USING VHF #1 AS PRIMARY. I REALIZED OUR MISTAKE AND SWAPPED BACK TO VHF #2 AS PRIMARY. DURING THIS RADIO GAGGLE, WE LOST CONTACT WITH APCH. THE CAPT CONTINUED ON THE APCH, DSNDING AS DEPICTED ON THE ARR. COMPANY CONTACTED US AND GAVE US APCH FREQ AND TOLD US THEY WERE TRYING TO GET A HOLD OF US. WE CONTACTED APCH AND NOTIFIED THEM OF OUR RADIO PROBS. NOTHING WAS MENTIONED UNTIL WE TALKED TO GND. GND TOLD US TO CONTACT ATC. THE CAPT TALKED WITH ATC AND THEY SAID WE WERE NOT CLRED OUT OF 12000 FT. THE CAPT AGAIN CALLED ATC WHEN WE GOT TO LAX. ATC CHKED THE TAPES AND REALIZED THE CAPT TWICE SAID HE WAS FLYING THE ARR FOR WHICH HE THOUGHT HE WAS CLRED. ATC SAID THEY WOULD NOT VIOLATE US BECAUSE THE CTLR MISSED THE CAPT'S READBACK. SUPPLEMENTAL INFO FROM ACN 566571: I FLEW THE LYNSY 1 AS DEPICTED, DSNDING AS I THOUGHT WE WERE CLRED. XING MIROK AT OR ABOVE 11000 FT AND UTARE AT 8000 FT. UPON LNDG, I WAS DIRECTED TO CONTACT LAS TWR BY PHONE WHERE I LEARNED FOR THE FIRST TIME OF THE ALTDEV. TAPES WERE CHKED AND TWICE I HAD TOLD CTLR THAT I WAS 'LYNSY 1 PROFILE DSCNT' -- ZLA MISSED MY IMPROPER READBACK AND DID NOT CORRECT ME TO DSND AND MAINTAIN 12000 FT AT LYNSY. DEPS AT LAS WERE MOMENTARILY STOPPED UNTIL THEY GOT ME BACK ON FREQ. HE SAID I WAS OFF FREQ FOR JUST OVER 5 MINS. BECAUSE OF THE RADIO PROBS MY FO WAS EXPERIENCING, AND HIS NEWNESS TO OUR OP, I WAS MONITORING BOTH RADIOS -- TRYING TO ASSIST HIM. I KNEW LAS WAS LNDG ON RWY 1L&R, BUT BECAUSE OF THE NOTE ON THE LYNSY 1, THAT ACFT ARE 'TO PROCEED VIA LNDG RWY 25L UNTIL OTHERWISE INSTRUCTED BY ATC,' I DID NOT QUESTION IN MY MIND, ROUTING AND ALTS ON THE ARR AND WAS EXPECTING THE PROFILE DSCNT WHICH LED TO MY ERROR. I DID NOT REALIZE THAT WE HAD LOST CONTACT WITH LAS APCH UNTIL I HAD ALREADY COMMITTED MY ERROR. IOE AND RADIO DIFFICULTIES WERE DEFINITELY CONTRIBUTORS.

Synopsis :

MULTIPLE DISTRS AND COM PROBS DURING ARR TO LAS VEGAS, NV, ON THE LYNSY RNAV 1 ARR LED TO TRACK AND ALTDEVS CAUSING DEPS TO BE STOPPED FOR A SHORT PERIOD OF TIME.

Time

Date : 200212
Day : Sun
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-83
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5900
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 400
ASRS Report : 567119

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
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 : Aircraft
Problem Areas : Company
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

THE ACFT MADE AN EARLY L TURN WHILE EXECUTING THE IDALE DEP AFTER THE AUTOPLT WAS SELECTED 'ON' SHORTLY AFTER TKOF. THE CAPT'S FLT DIRECTOR FAILED AND THE FO'S FMS MATCHED THE CAPT'S FMS. HOWEVER, THE ACFT DID NOT CONTINUE TO FLY TO THE FIRST WAYPOINT AND TURNED TO THE S TOO EARLY. WHEN THE CAPT'S FLT DIRECTOR FAILED, THE ACFT SHOULD HAVE BEEN FLOWN IN HDG SELECT UNTIL THE PROB COULD HAVE BEEN IDENTED.

Synopsis :

MD83 CREW HAD A TRACK DEV WHILE FLYING AN RNAV DEP AT LAS.

Time

Date : 200301
Day : Mon
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 10000
ASRS Report : 571991

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 290
Experience.Flight Time.Type : 1200
ASRS Report : 571992

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

DURING DSCNT INTO LAS ON THE SKEBR RNAV 2 ARR, I CHANGED THE ALT IN THE CDU AT MISEN TO FL240 (VICE THE FL240A, WHICH IS NEVER ISSUED) AND VERIFIED THE RTEING AS FAR AS SKEBR. I WAS BEHIND THE PWR CURVE GETTING THE ATIS, SO WENT OFF, RECORDED IT, AND COMPUTED THE LNDG DATA. DISTRED NOW, I FAILED TO RETURN TO THE CDU AND VERIFY THE RTEING AND APCH THE FO HAD SELECTED AFTER SKEBR. AFTER SKEBR, THE ACFT TURNED DIRECT SHAND ON THE ILS RWY 25L. THE CTLR QUICKLY NOTICED WE MISSED THE TURN TO KEPEC AND ISSUED A HDG OF 320 DEGS. WE CHKED THE CDU AND SAW THAT ALL THE FIXES AFTER SKEBR ON THE ARR HAD BEEN SOMEHOW DELETED. WE RE-ENTERED THE ARR IN THE CDU AND RESUMED THE ARR DIRECT IPUMY. FORTUNATELY, THERE WAS NO TFC CONFLICT OR ANY PROB CAUSED BY THE DEV. THE FO, WHO HAD PROGRAMMED THE ARR, WAS UNABLE TO EXPLAIN HOW THE FIXES WERE DELETED. HE RECALLED SETTING UP THE ARR, BUT SAID HE DID NOT LINE-SELECT ANY FIXES THAT WOULD HAVE CAUSED THE DELETION OF THE RNAV FIXES. I TALKED TO A CTLR AT LAS TRACON AFTER THE FLT, AND HE TOLD ME HE HAD SEEN ACFT PROCEED ERRONEOUSLY SKEBR-SHAND PREVIOUSLY. HE ASSURED ME THERE WAS NO CONFLICT AND THAT NO PAPERWORK WOULD BE FILED. LESSON LEARNED -- I ALWAYS VERIFY THE ARR RTEING AND APCH, USUALLY PRIOR TO DSCNT. FROM NOW ON, I WILL NOT ALLOW ANY DISRUPTIONS DURING THIS TASK.

Synopsis :

A B737-300 CREW HAD TRACK DEV WHILE FLYING THE SKEBR 2 RNAV APCH INTO LAS.

ACN: 572290

Time

Date : 200301

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : MIROK

State Reference : NV

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B757-200

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 572290

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON THE MIROK 1 ARR INTO LAS VEGAS, AFTER LEAVING MIROK AWAITING RADAR VECTORS WE WERE ASKED BY APCH TO CONFIRM WE WERE ON THE LYNSY 2 ARR. I REPLIED WE WERE ON THE MIROK 1. WE WERE THEN GIVEN HDG 360 DEGS AND DSCND TO 8000 FT AND HANDED OFF TO THE FINAL CTLR. AFTER LNDG, WE WERE REQUESTED TO CALL THE TRACON. I DISCUSSED THIS WITH THE TRACON AND WAS ASKED IF WE HAD BEEN CLRED VIA THE LYNSY ARR. I REMEMBERED BEING CLRED DIRECT LYNSY BY ZLA BUT NOT THE LYNSY RNAV ARR NOR DID I RECALL READING THAT BACK. THE TRACON INDICATED THEY HAD BEEN HAVING PROBS WITH THE RNAV ARR. UPON REFLECTION AT THE HOTEL I RECALLED THE READBACK BY ME AS CLRED DIRECT LYNSY AND THE ARR. I HEARD THE MIROK ARR BUT DID NOT INCLUDE IT IN MY READBACK. TO PREVENT THIS IN THE FUTURE I RECOMMEND THE FOLLOWING: 1) FULL READBACK OF CLRNCS BY MYSELF. 2) FILE AND CLR US VIA THE RNAV ARRS WITH OUR INITIAL ATC CLRNC (PDC). 3) USE THE PHRASE 'NEW ARR, NOW CLRED' -- SIMILAR TO WHEN FLYING INTO LAX -- ALLOWING TIME TO SET UP THE NEW ARR (IE, MITTS VERSUS CIVET). 4) NAME ARRS SO THEY ARE NOT EASILY CONFUSED. BOTH LYNSY AND MIROK ARE ON BOTH ARRS. NAME THE RNAV ARR WITH A DISTINCTIVE INTXN ONLY APPLICABLE TO ITSELF SUCH AS UTARE, WHICH IS ONLY ON THE LYNSY RNAV 2. 5) DELAY PUTTING THE ARR INTO THE FMC. OUR INITIAL ATC CLRNC AT DFW INCLUDED THE MIROK 1 AND WE HAD THAT IN OUR PLANS AND LOADED IN THE FMC. 6) THIS FLT WAS AFTER AN ALL NIGHTER TO MIA -- SLEEP DURING THE DAY AND 2 LEGS MIA-DFW-LAS. DESPITE OUR SLEEP PLANNING, FATIGUE PLAYED A ROLE.

Synopsis :

AN ACR B757-200 CREW FLIES THE MIROK 1 ARR INSTEAD OF THE LYNSY RNAV 2 ARR TO LAS, NV, UNTIL QUESTIONED BY THE APCH CTLR.

Time

Date : 200302
Day : Sat
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

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
Experience.Flight Time.Total : 200
ASRS Report : 572343

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 500
ASRS Report : 572344

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

RNAV ARR. AT SKEBR INTXN ON THE SKEBR ARR TO LAS, THE AUTOPLT TURNED THE ACFT SLIGHTLY R, ATTEMPTING TO PROCEED DIRECT SHAND 10 DME FIX ON FINAL FOR RWY 25L. LNAV WAS DESELECTED AND ACFT WAS MANUALLY TURNED FOR KEPEC. I ASKED THE FO TO INSTALL KEPEC AS THE NEXT WAYPOINT WHEN ATC CALLED. THE TIME TO REACT AND MAKE THE MANUAL CORRECTION AT SKEBR WAS APPROX 10 SECONDS. AT ATC'S REQUEST, THE APCH WAS COMPLETED VIA RADAR VECTORS. A SUBSEQUENT PHONE CALL TO LAS APCH RESULTED IN A CORDIAL EXCHANGE OF INFO. I WAS INFORMED THAT SKEBR AND TRAGR INTXNS ARE BOTH 'PROBS' FOR 'ONLY COMPANY ACFT.' FURTHER, THE CREW THAT TOOK THE ACFT AT THE END OF THE DAY ALLOWED THEY HAD THE EXACT SAME THING HAPPEN, AT THE EXACT SAME SPOT ON THEIR CURRENT TRIP. LAS APCH INDICATED THERE WERE 'NO ISSUES' RESULTING FROM THIS EVENT, BUT ASKED THAT THE INFO BE PASSED ON TO COMPANY. NOTES: THE RTE WAS CHKED AFTER BEING INSTALLED AT THE GATE IN ONT. IT APPEARS THAT ALL THE ARR LEGS AFTER SKEBR WERE DELETED WHEN THE ARR RWY (RWY 25L) WAS SELECTED. I SHOULD HAVE CAUGHT THIS SOONER. DO WE NEED A SOFTWARE FIX? UPON REVIEW, IT SEEMS WHEN THE RTE IS SELECTED, THE SKEBR ARR BEING ACTIVATED DOES NOT INCLUDE THE RWY 25L WAYPOINTS EVEN AFTER RWY 25L HAS BEEN SELECTED AND ACTIVATED. THE SKEBR ARR MUST BE SELECTED AGAIN AND ACTIVATED BEFORE THE RWY 25L WAYPOINTS APPEAR. SUPPLEMENTAL INFO FROM ACN 572344: I DID LOAD THE RTE (ONTLAS01), THEN SELECTED THE ILS RWY 25L APCH TO LAS. I DO NOT RECALL IF THE ENTIRE APCH WAS IN THE FMC AT THAT TIME. DUE TO THE SHORT FLT (WE BEGAN DSCNT AT THE TOP OF CLB) AND HIGH WORKLOAD (ATIS, IN-RANGE CALL, OPC COMPUTATION, ETC) I DID NOT VERIFY THE POINTS ON THE ARR AND BACK UP THE CAPT FLYING.

Synopsis :

A TRACK DEV IS CAUGHT EARLY BY THE CREW AND IS VERY FAMILIAR TO ATC ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

Date : 200301
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12500

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.Flight Crew : First Officer
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 375
Experience.Flight Time.Type : 2600
ASRS Report : 572373

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

COURSE DEVIATION ON THE GND IN LAX, I PROGRAMMED FMC FOR RTE AND ARR TO RWY 35L IN LAS SKEBR RNAV 2 ARR. I VERIFIED RTE PRIOR TO PUSHBACK. UPON ARR INTO LAS AIRSPACE, WE WERE CLRED TO CROSS CLARR INTXN AT 13000 FT. WE WERE LATER GIVEN THE CLRNC 'FLY THE SKEBR ARR EXCEPT MAINTAIN 13000 FT.' I REMAINED ON THE FMC DSCNT PAGE FOR MY DSCNT PROFILE TO CROSS CLARR AT 13000 FT AND 250 KTS. AFTER XING CLARR INTXN, THE ACFT BEGAN A R TURN, SOMETHING BOTH THE CAPT AND I IMMEDIATELY REALIZED WAS NOT WHAT WE SHOULD BE DOING. I STARTED TYPING IN THE NEXT FIX (SKEBR) AND THE CAPT NOTIFIED ATC THAT WE WERE CORRECTING BACK TO THE L. WE WERE GIVEN A VECTOR HDG FOR SPACING, AND LATER TOLD TO GO DIRECT BLD VOR. WHEN I REPROGRAMMED THE FMC, I NOTICED THAT WE WERE GOING FROM CLARR INTXN DIRECTLY TO SHAND INTXN. SOMEWHERE BTWN LAX AND LAS, THE ARR FIXES AFTER CLARR DROPPED OUT?! BOTH THE CAPT AND I HAD VERIFIED THAT THE ARR FIXES WERE PROGRAMMED IN THE BOX BOTH PRIOR TO PUSHBACK AND ALSO ENRTE.

Synopsis :

AN APPARENT LOSS OF PREVIOUSLY PROGRAMMED FIXES ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

Date : 200301
Day : Wed
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC

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.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 5000
ASRS Report : 572410

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 23000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 20000
ASRS Report : 572531

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Returned To Intended or Assigned Course
Resolutory Action.Flight Crew : Returned To Original Clearance
Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

LNAV RTE INTERRUPTION. ON THE SKEBR ARR INTO LAS, I NOTICED THE HSI BROKE LOCK AND THE LNAV DISENGAGED AT THE SKEBR FIX. THE LEGS PAGE SHOWED THAT THE RWY 25L TRANSITION HAD NOT BEEN EXECUTED, SO WE WERE NOT HEADED TOWARDS KEPEC FIX FROM SKEBR. I EXECUTED THE TRANSITION JUST AS APCH ASKED IF WE WERE STILL ON THE SKEBR ARR. THE CAPT HAD RE-ENGAGED THE LNAV AND WE APPEARED TO BE BACK ON COURSE HEADED TOWARDS KEPEC. LAS APCH ADVISED US TO CALL THEM ON THE GND. AFTER LNDG AND TALKING TO APCH, THE CAPT WAS TOLD THAT THERE WOULD BE NO FORMAL ACTION TAKEN, BUT THE INCIDENT SHOULD BE RPTED TO THE COMPANY. IN THE FUTURE, I WILL NOT ONLY ENSURE THAT ALL TRANSITIONS ARE ENTERED INTO THE FMC, BUT THAT THEY ARE EXECUTED AND THE BOX 'CLEANED UP.'

Synopsis :

LNAV DISENGAGED FOR LACK OF FURTHER ROUTING ON THE SKEBR RNAV 2 ARR TO LAS, NV. THE REST OF THE ARR HAD NOT BEEN EXECUTED BY THE CREW.

Time

Date : 200301
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Ceiling : CLR

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
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 225
Experience.Flight Time.Type : 10000
ASRS Report : 572435

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 300
ASRS Report : 572541

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolutory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

ON THE GND IN OAK, THE FO PROGRAMMED THE CDU FOR OUR FLT. WHILE HE PROGRAMMED THE RTE, I MONITORED HIS KEY STROKES. HE PUT IN OUR RTE OAKLAS01 THEN ACTIVATED AND EXECUTED THE RTE. THEN HE PAGED THROUGH THE RTE ON THE RTE PAGE TO ENSURE THE PROGRAMMED RTE MATCHED THE FLT PLAN. THEN HE WENT TO THE ARR PAGE AND ASSURED THE TRAGR 2 TO RWY 25L WAS ACTIVE, AND IT WAS. THEN HE WENT TO THE LEGS PAGE AND PAGED THROUGH THE ENTIRE RTE. WHEN HE GOT TO THE TRAGR 2 SECTION OF THE ARR, THE RTE WENT FROM TRAGR INTXN WITH A DISCONTINUITY AND THEN TO THE SHAND INTXN. THE DISCONTINUITY WAS CLEANED UP AND WE WERE BOTH SATISFIED THAT THE RTE WAS CORRECTLY ENTERED. ONCE WE WERE ON THE ARR, WE OF COURSE PASSED THE TRAGR INTXN AND WENT DIRECTLY TO THE SHAND INTXN. ATC NOTICED OUR OFF-COURSE TREND AND ASKED WHERE WE WERE GOING. CONSULTING THE LEGS PAGE, WE NOTICED OUR MISTAKE AND MADE A COURSE CORRECTION DIRECT TO IPUMY INTXN AND THE REMAINDER OF THE TRAGR 2 ARR. ONCE ON THE GND, THE FO REPROGRAMMED THE COMPUTER FOR THE SAME RTE. IT WAS THEN THAT WE REALIZED OUR MISTAKE. THE NEW DATABASE DROPPED THE LAST 3 INTXNS ON THE TRAGR 2 ARR AND WE ASSUMED THAT THE ENTIRE ARR WAS IN THE STORED COMPANY RTE. THE COMPANY RTE SHOULD INCLUDE ALL OF THE FIXES ON THE ARR. IF ALL OF THE INTXNS ARE NOT INCLUDED IN THE STORED RTE, THEN A NOTE ON THE DISPATCH RELEASE SHOULD BE MANDATORY. SUPPLEMENTAL INFO FROM ACN 572541: A COMPANY NOTAM STATED 'FMC DATABASE INACCURACIES', BUT FAILED TO MENTION THE POSSIBILITY OF MISSING FIXES. IN THE FUTURE, I WILL VERIFY THE RTE VIA THE LEGS PAGES, ALSO ANY NOTAMS SHOULD INCLUDE MORE DETAIL OR A NOTE TO CONTACT DISPATCH TO VERIFY THE PROB.

Synopsis :

A TRACK DEV ON THE TRAGR 2 ARR TO LAS, NV.

Time

Date : 200301
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12500

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.Flight Crew : First Officer
Experience.Flight Time.Total : 12500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2000
ASRS Report : 572437

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10500
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 7000
ASRS Report : 572433

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

INCORRECT FMC PROGRAMMING. PROGRAMMED FMC IN OAK (AOK.LAS.01) AND SELECTED RWY 25L TO GET THE ENTIRE RTE FOR THE TRAGR ARR. I CLOSED THE RTE DISCONTINUITY BTWN THE ARR AND RWY, BUT DID NOT LOOK CLOSE ENOUGH TO SEE THAT THE FIXES FROM TRAGR, THEN KIMME WERE NOT LISTED. WHILE WE WERE ON THE ARR, WE DID NOT HAVE THE LEGS PAGE UP. WE NOTICED THE ACFT TURN ABOUT 20 DEGS L (WHICH WE KNEW WAS INCORRECT). IT TOOK US A FEW SECONDS TO FIGURE OUT WHAT WAS GOING ON. ATC NOTICED OUR TURN AND ASKED IF WE WERE HEADED TO SHAND, WE SAID YES, AND ATC GAVE US A R TURN TO 130 DEGS AND GAVE US A PHONE NUMBER TO CALL. ON THE GND WE CALLED COMPANY ATC SPECIALIST, WHO CALLED BACK AND SAID ALL WAS OK. I BELIEVE THIS PROB WAS CAUSED BY A NUMBER OF FACTORS: 1) DATABASE IN FMC WAS INCORRECT, PROB WAS NOTED IN FLT RELEASE. 2) TO QUICK TO PROGRAM FMC. 3) LEGS PAGE WAS NOT DISPLAYED DURING ARR.

Synopsis :

A TRACK DEV ON THE TRAGR RNAV 2 ARR TO LAS, NV.

Time

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

Place

Locale Reference.Intersection : SKEBR
State Reference : NV
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC
Ceiling : CLR

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
Experience.Flight Time.Total : 10420
Experience.Flight Time.Last 90 Days : 195
Experience.Flight Time.Type : 7025
ASRS Report : 572571

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4300
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1200
ASRS Report : 572572

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

ON SKEBR ARR INTO LAS, AT SKEBR ACFT WAS NOTED TURNING R ON APPROX 040 DEG HDG RATHER THAN A HARD L TURN TO KEPEC. BEFORE WE COULD GET KEPEC MANUALLY ENTERED INTO FMC, CTLR NOTED OUR COURSE DEV AND GAVE US VECTORS FOR REMAINDER OF ARR (CAPT WAS FLYING). RECREATING CIRCUMSTANCES, I DISCOVERED THAT WAYPOINTS BTWN SKEBR AND SHAND ON SKEBR ARR HAD NOT BEEN PLACED INTO FMC. FURTHER INVESTIGATION SHOWED NOTE ON FLT RELEASE THAT I HAD MISSED IN SAN DIEGO STATING THAT SKEBR AND IDALE ARR RTES IN FMC WERE MISSING THESE POINTS. IN RETROSPECT, I REALIZE NOW THAT AFTER SELECTING RWY 25L AS THE RWY, I CLOSED UP SHAND TO THE TOP OF ITS PAGE WITHOUT GOING TO PREVIOUS PAGE TO VERIFY WHICH WAYPOINT IT WAS FOLLOWING. I ALSO MISSED THE NOTE AT THE BOTTOM OF THE RELEASE WHICH WOULD HAVE ALERTED US TO THE PROB. NOTE WAS SOMEWHAT 'HIDDEN' IN THAT IT FOLLOWED THE NOTE ON RWY 25L ARRS WHICH HAS BEEN ON RELEASES FOR A LONG TIME -- MAKING IT EASY TO THINK IT'S THE SAME NOTE I'VE SEEN A THOUSAND TIMES. I'LL BE MAKING SURE I READ THOSE MORE THOROUGHLY IN THE FUTURE. WE ALSO COULD HAVE HELPED OURSELVES BY IMMEDIATELY ASKING FOR VECTORS FROM THE CTLR WHEN WE SAW WE HAD MISSED THE TURN RATHER THAN WASTING TIME TRYING TO ENTER THE MISSING POINT. HAVING THE FMC ON THE APCH PLATE WOULD HAVE BEEN HELPFUL AS WELL TO AT LEAST GET US TURNING IN THE CORRECT DIRECTION.

Synopsis :

A COURSE DEV ON THE SKEBR RNAV 2 ARR TO LAS, NV, QUICKLY CORRECTED BY ATC.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 13000

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.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
ASRS Report : 572582

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FO IS ON THE SKEBR 2 ARR AT LAS LNDG RWY 25L. ON REVIEW OF ATIS, FO SELECTS ON THE FMS SKEBR 2 FOR RWY 25L SELECTS NO TRANSITION AND CLRS ANY DISCONTINUITIES ON THE FMC. AT SKEBR, THE ACFT STARTS A R-HAND TURN TO SHAND (THE 10 DME FIX ON THE LOC). WE SHOULD BE GOING TO KEPEC AFTER A 20 DEG HDG CHANGE (APPROX). KEPEC IS SELECTED IN THE FMC AND WE START TURNING BACK TOWARDS KEPEC. ATC ASKS WHERE WE ARE GOING. WE TELL THEM WE HAD OUR LNAV SET UP INCORRECTLY AND THEY ASK US TO GIVE THEM A CALL. THE REST OF THE ARR AND LNDG WAS UNEVENTFUL. IN CONCLUSION, I WILL FLY WITH THE LEGS PAGE SELECTED AND WHEN SETTING UP THE FMC, I WILL SELECT ALL TRANSITIONS THAT APPLY.

Synopsis :

A COURSE DEV ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

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

Place

Locale Reference.Intersection : LAS
State Reference : NV
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-800
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 43
Experience.Flight Time.Type : 400
ASRS Report : 572584

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 4000
ASRS Report : 572581

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : ATC Human Performance
Problem Areas : Company

Narrative :

DEV FROM CLRED ROUTING. WE WERE ON THE TRAGR RNAV 2 ARR INTO LAS WITH THE AUTOPLT ENGAGED. SOMETIME AFTER TRAGR, THE CTLR ASKED US IF WE WERE GOING DIRECT SHAND WHICH IS A FIX ON THE ILS RWY 25L APCH. WE LOOKED AT THE FMS AND REALIZED THAT WE WERE, EVEN THOUGH WE SHOULD HAVE BEEN GOING TO IPUMY. THE CTLR'S RESPONSE CAUSED ME TO LOOK AT THE CAPT AND SAY 'IT SOUNDS LIKE THIS HAS HAPPENED BEFORE.' THE CTLR THEN SAID THAT IPUMY HAS BEEN 'DROPPING OUT' FOR US (COMPANY). AFTER A VECTOR AND THEN PROCEEDING DIRECT TO BLD, WE LANDED UNEVENTFULLY. WE HAD NO TFC CONFLICTS FROM OUR ERROR. THE CAPT CALLED ATC WHEN WE LANDED AND WAS TOLD THAT WE WERE THE 7TH COMPANY CREW TO DO THIS SAME THING TODAY AND THAT THEY HAD NOTIFIED OUR COMPANY ABOUT THE PROB. ATC SAID THEY WERE REALLY JUST TRYING TO FIND OUT THE FACTS OF WHAT WAS GOING ON AND DIDN'T SEEM TOO BOTHERED ABOUT OUR DEV. I AM NOT 100% CONVINCED THAT THE LAST 3 FIXES ON THE ARR WERE NOT AT SOME TIME IN THE FMS AND THAT THEY DROPPED OUT. I SAY THIS BECAUSE WHILE IN CRUISE I BEGAN TO VERIFY THAT THE ALT AND SPD XING RESTRS FOR THE ARR WERE ENTERED IN THE LEGS PAGE. THE CAPT REMEMBERED SEEING ME CHK THEM. ALL 3 FIXES THAT WE MISSED HAVE ALT OR SPD RESTRS. HOWEVER, I CANNOT RECALL SPECIFICALLY VERIFYING EACH AND EVERY ONE. IF I DID NOT, IT WAS DUE TO A DISTR BECAUSE MY NORMAL ROUTINE WOULD HAVE HAD ME CHK ALL OF THEM AND I WOULD HAVE, THEREFORE, NOTICED THESE FIXES WERE NOT IN THE FMS. REGARDLESS, I SHOULD HAVE MONITORED THE FMS MORE CLOSELY AND VERIFIED AFTER XING EACH FIX THAT WE WERE PROCEEDING TO THE NEXT ONE. AS A SIDE NOTE, IF THE CTLR HAD LET US DSND VIA THE PUBLISHED ARR INSTEAD OF ISSUING US ALTS AND SPDS HIMSELF WE WOULD HAVE NOTICED IPUMY WAS NOT IN THE FMS. ATC SEEMS TO DO THIS REGULARLY. THEIR RESTRS ARE USUALLY VERY CLOSE TO WHAT IS ON THE PUBLISHED STAR SO WHY NOT JUST LET US FLY WHAT IS PUBLISHED? CAREFUL MONITORING OF OUR PROGRESS ON THE ARR WOULD HAVE PREVENTED THIS FROM HAPPENING AND I WILL BE MORE VIGILANT FROM NOW ON.

Synopsis :

A COURSE DEV ON THE TRAGR RNAV 2 ARR TO LAS, NV.

Time

Date : 200302
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 7000
ASRS Report : 572586

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

NAV ERROR, RNAV. NEW TRIP WITH A NEW (TO ME) FO, FIRST LEG OF THE FIRST DAY. WE BOTH ARRIVED AT THE ORIGINATING ACFT EARLIER THAN REQUIRED. AFTER COMPLETING THE CREW BRIEFING AND THE BEFORE START ORIGINATING CHKLIST, I DID MY USUAL CHKING OF THE RTE IN THE FMC. ON THE RTE PAGE, THE PROPER DATA HAD BEEN INSERTED BY THE FO -- BTY.TRAGR2.25L. I DID NOT CHK EACH LEG AS I SHOULD HAVE. ALSO, I FAILED TO READ THE ENTIRE COMPANY NOTAMS COMPLETELY. HAD I DONE SO, I WOULD HAVE SEEN THE NOTAM ABOUT THE FMC INCOMPLETE RTES INTO LAS. LONG STORY SHORT, AFTER REACHING THE TRAGR FIX ON THE ARR, THE FMC (AS IT HAD BEEN PROGRAMMED TO DO) NAVED TO SHAND ON THE FINAL FOR RWY 25L. THE CTLR WAS NICE AND ASKED US IF WE WERE GOING DIRECT TO SHAND. THAT IS WHEN I FIRST NOTICED OUR NAV ERROR. VISUALLY, I SHOULD HAVE NOTICED OUR OTHER THAN THE NORMAL TRACK AND CERTAINLY SHOULD HAVE CONSULTED THE LEGS OF PROGRESS PAGE. THIS WAS THE TYPICAL LATE TO GET THE ATIS INTO LAS FROM THIS DIRECTION DUE TO THE LOW ALTS THAT ATC HAS US FLY. MUCH OF THE TIME WE CANNOT GET THE ATIS UNTIL LATE INTO THE ARR SO THE PNF MUST BE OFF THE RADIO AT POOR TIMES INSTEAD OF BEING ABLE TO BACK UP THE PF. HAVING FLOWN INTO LAS NUMEROUS TIMES AND KNOWING THE DESIRED GND TRACK, I USE THIS INFO TO BACK UP THE FMC -- EXCEPT TODAY, I GOT LAX AND FAILED TO ENSURE THE PROPER FIXES ON EACH LEG OF THE RNAV ARR. ALSO, HAD I FULLY READ THE COMPANY NOTAM, I WOULD HAVE BEEN ALERTED TO THE FMC DATA ERROR. ON THAT NOTE, WITH OUR QUICK TURNS AND FAMILIARITY WITH MANY OF THE STATIONS, IT IS EASY TO GLOSS OVER THE NUMEROUS NOTAMS WE RECEIVE EACH LEG. JUST LOOK AT LAS AND PHX FOR INSTANCE. PHX WE USUALLY GET 2-3 PAGES OF LUKE NOTAMS IN THE PAPERWORK. THERE ARE NO EXCUSES FOR MY FAILURE TO ENSURE THAT WE WERE PROPERLY NAVING. AS A RECOMMENDATION, I WOULD LIKE TO SEE NON PERTINENT NOTAMS EXCLUDED, AND ONLY IMPORTANT ONES INCLUDED IN THE PAPERWORK. PERHAPS AN RBF WOULD HAVE CAUGHT MY ATTN AS WELL. ATC SAID THAT WE WERE THE SECOND ACFT IN 30 MINS TO DO THE EXACT SAME THING. I MENTIONED THIS TO THE CREW THAT TOOK OVER OUR ACFT (CHK AIRMAN) AND THEY SAID THE SAME HAPPENED TO THEM ON A DIFFERENT ARR TODAY. I GUESS IT WAS NOT ONLY US THAT MISSED THE NOTAM.

Synopsis :

A COURSE DEV ON THE TRAGR RNAV 2 ARR TO LAS, NV.

Time

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

Place

Locale Reference.Intersection : SKEBR
State Reference : NV
Altitude.MSL.Single Value : 13000

Environment

Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 225
Experience.Flight Time.Type : 14000
ASRS Report : 572587

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

DEV FROM PUBLISHED ARR PROC. THE SKEBR RNAV 2 ARR WAS PROGRAMMED INTO THE FMC WHILE AT THE GATE IN LAX. RWY 25L WAS ENTERED WHILE AIRBORNE, AFTER PASSING MISEN, AND FIXES VERIFIED ON THE LEGS PAGE. AFTER PASSING SKEBR, ATC ISSUED A HDG OF 340 DEGS, AND I LOOKED DOWN AT THE BOX TO SEE THE AIRPLANE FLYING SKEBR DIRECT SHAND. IT HAD DROPPED KEPEC, IPUMY, POVOC, AND KIMME. ATC STATED THAT THERE WAS NOT A PROB, BUT ASKED WHERE WE WERE HEADED AFTER SKEBR. HE INFORMED US THAT 8 OTHER COMPANY ACFT HAD DONE THE SAME THING THAT SAME DAY, AND ASKED ME TO CALL TRACON UPON ARR. ON THE PHONE WITH THE LAS TRACON SUPVR, I WAS TOLD THAT WE WERE NUMBER 9 IN A STRING OF COMPANY DEVS THAT DAY ALONE. NO OTHER CARRIERS HAVE HAD THE PROB. THE SUPVR HAD SPOKEN WITH SEVERAL OF OUR CAPTS THAT DAY AND FELT THAT THE PROB OCCURRED WHEN THE FMC WAS PROGRAMMED WITH THE ARR RWY WHILE AIRBORNE. IF PROGRAMMED ON THE GND BEFORE DEP, THE BOX DID NOT DROP ANY FIXES. NO PLT'S DISCRETION WERE FILED, BUT I WAS ASKED TO PASS THE INFO ON TO THE COMPANY. ALTHOUGH I SEEM TO REMEMBER CONFIRMING THE FIXES AFTER I PROGRAMMED IN THE ARR RWY, APPARENTLY I DID NOT.

Synopsis :

A COURSE DEV ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

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

Place

Locale Reference.Intersection : SKEBR
State Reference : NV
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 5000
ASRS Report : 572588

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON ARR INTO LAS ON THE SKEBR 1, WE MISSED THE TURN FROM SKEBR TO KEPEC. THE FMC HAD THE ACFT GO TO SHADE ON RWY 25L FROM SKEBR. I CAUGHT THIS PROB RIGHT AWAY AND MANUALLY TURNED THE ACFT TO KEPEC AND THEN RESELECTED THE ARR AND RE-ENGAGED THE FMC. ATC ASKED IF WE MISSED THE TURN AND WANTED US TO CALL THEM. I CALLED ATC SPECIALIST FIRST, THEN CALLED THEM. AFTER THE CALLS, WE REBUILT THE FLT PLAN IN THE FMC AND FOUND THAT IF YOU SELECT ILS RWY 25L FROM DEP/APCH PAGE, THAT THE FMC DUMPS THE ARR FROM SKEBR AND GIVES A DISCONTINUITY TO SHAND ON RWY 25L. I WAS AT FAULT FOR NOT NOTICING THIS BEFORE SKEBR. WE WERE BOTH IN NAV MODE, BUT THE LEGS PAGE WAS NOT UP AT THAT TIME.

Synopsis :

A COURSE DEV ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

Date : 200302
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : SKEBR
State Reference : NV
Altitude.MSL.Single Value : 13000

Environment

Ceiling.Single Value : 12500
Ceiling.Bound Lower : 78

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.Flight Crew : First Officer
Experience.Flight Time.Total : 14500
Experience.Flight Time.Last 90 Days : 175
ASRS Report : 572835

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Type : 10000
ASRS Report : 572837

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Resolutive Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

COURSE DEV. FLYING THE SKEBR 2 ARR INTO LAS, THE PF SELECTED RWY 25L AS THE LNDG RWY ON THE CDU. BOTH PLTS HAD VERIFIED THE RTE WAS CORRECT ON THE LEGS PAGE. SHORTLY AFTER XING CLARR INTXN AT 13000 FT AND 250 KTS, ATC INSTRUCTED US TO FLY THE SKEBR 2 ARR FOR RWY 25L EXCEPT MAINTAIN 13000 FT. SHORTLY AFTER PASSING SKEBR INTXN, ATC NOTIFIED US THAT WE HAD APPARENTLY MISSED A TURN ON THE ARR AND TO TURN TO A HDG OF 350 DEGS AND MAINTAIN 13000 FT. THE CTLR ALSO TOLD US THAT THERE HAD BEEN SEVERAL COMPANY ACFT MISS THE TURN TO KEPEC AFTER SKEBR. ONCE WE WERE ESTABLISHED ON THE ATC ASSIGNED HDG, A REVIEW OF THE LEGS PAGE ON THE CDU REVEALED THAT ALL WAYPOINTS ON THE SKEBR ARR HAD DROPPED OUT AND THE ACFT WAS PROCEEDING DIRECTLY FROM SKEBR TO SHAND INTXN ON THE RWY 25L ILS. UPON LNDG, THE CAPT CALLED LAS TRACON AND THE CTLR TOLD HIM THAT WE HAD NOT CAUSED A CONFLICT AND THAT APPARENTLY WE HAD SOME SORT OF PROB WITH OUR FMC DATABASE BECAUSE OF THE NUMBER OF COMPANY ACFT THAT HAD DEVIATED FROM THE ARR.

Synopsis :

A COURSE DEV ON THE SKEBR RNAV 2 ARR TO LAS, NV.

Time

Date : 200301
Day : Fri
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Supervisor

Events

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

Supplementary

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

Narrative :

CLRNC ON FLT PLAN AND ON PDC SHOWED STL -- PGS.MIROK1.LAS. AFTER ARRIVING PGS, WE WERE VECTORED AND SLOWED TO METER BEHIND TFC. WE EVENTUALLY WERE CLRED DIRECT TO LYNSY. AS WE KNEW THE MIROK 1 TO BE OUR ARR (VECTORS AFTER MIROK AND TO LAND ON RWY 25L), WE THEN FLEW THE RTE TO MIROK INTXN. ONCE AT MIROK, WE ASKED APCH WHAT HDG THEY WANTED US TO FLY. AT THIS POINT, THE CTLR ABRUPTLY QUERIED IF WE WERE ON THE ARR. WE SAID YES. HE, WE LATER FOUND OUT, MEANT THE LYNSY RNAV 2 ARR. AS PER THE MIROK 1 STAR, WE WERE AT 12000 FT AND 250 KTS AT LYNSY, AND THUS, THE SAME AT MIROK. THE CTLR THEN GAVE US SOME EASTERLY HDG AND CLRED US TO 11000 FT THEN 8000 FT. AS ALL OF THIS MISCOM WAS UNFOLDING, I WANTED TO INSURE THE ALTS AND HDG GIVEN WAS SAFE, REF THE TERRAIN. WE WERE ASSURED IT WAS. EVENTUALLY, WE UNDERSTOOD FROM THE CTLR THAT WE WERE TO HAVE BEEN ON THE LYNSY RNAV 2 ARR, PRESUMABLY AFTER LYNSY INTXN. THE FO BEGAN TO LOOK FOR THAT ARR APCH PLATE, WHILE I FLEW AND INSURED THE ALTS WERE SAFE. WE DON'T BELIEVE THAT THE CTLR ORIGINALLY GAVE US THE RNAV ARR OR IF HE DID, WE DID NOT READ IT BACK, AND HE DIDN'T CLARIFY OR QUERY US.

Synopsis :

CLRNC CONFUSION REGARDING THE LYNSY RNAV 2 AND THE MIROK 1 ARR TO LAS, NV.

Time

Date : 200301
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 269
ASRS Report : 572914

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 572915

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Resolutory Action.Controller : Issued Advisory
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE DEPARTED LAS ON THE IDALE 2 DEP, AND USING THE LNAV MODE, ENDED UP GOING DIRECTLY TOWARD OAL AFTER IDALE INSTEAD OF THE DEP RTE TO SHEAD INTXN, BIKKN INTXN, THEN OAL VOR. AS WE MADE THE TURN TOWARD OAL, ATC QUERIED US AND GAVE US A HDG OF 240 DEGS. HE ASKED WHERE WE WERE HEADED. WE THEN LOOKED AT THE DEP IN THE BOX AND SAW THAT IT WASN'T IN THERE ANYMORE. WE HAD IT IN THE 'RE' WHEN WE CHKD IT AT THE GATE AND THINK THAT IT MUST HAVE DROPPED OUT WHEN WE DID THE RWY UPDATE, WE DID NOT CHK IT AGAIN AFTER THE UPDATE. THIS IS THE FIRST TIME THAT THE DEP SID WASN'T FLOWN, AS IT WAS SUPPOSED TO BE FLOWN, AND SINCE I AM PRETTY NEW WITH THE B757 COMING, OFF THE B727. I HAVE ALWAYS FOLLOWED SID MYSELF AND NOT TRUSTED THE BOX TO FLY IT BY ITSELF. I WAS ALWAYS TOLD TO 'RELAX, IT WILL DO FINE.' I STARTED TO COUNT ON THE AUTOPLT TO FLY IT AS IT WAS SUPPOSED TO AND GOT A LITTLE LAX. LESSON LEARNED! ALWAYS BACK IT UP AND DON'T RELAX. GARBAGE IN, GARBAGE OUT. IF THE RTE ISN'T IN THERE OR IT DROPS OUT, YOU'RE NOT GOING TO FLY WHAT YOU'RE THINKING YOU'LL FLY. SUPPLEMENTAL INFO FROM ACN 572915: IN THE TURN FROM IDALE DIRECT TO OAL, THE DEP CTLR CORRECTED OUR HDG (ABOUT 30 DEGS) TO RE-ESTABLISH US ON THE IDALE 2 DEP. I SPOKE WITH THE DEP SUPVR WHEN WE ARRIVED IN SFO AND TOLD HIM THE SERIES OF EVENTS FROM OUR VIEWPOINT.

Synopsis :

DEPENDING ON THE RNAV SYS, AN ACR CREW HAS A TRACK DEV ON THE IDALE RNAV 2 DEP FROM LAS, NV. THAT IS QUICKLY CORRECTED BY THE DEP CTLR.

Time

Date : 200302
Day : Mon
Local Time Of Day : 0601 To 1200

Place

State Reference : NV
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 5500
ASRS Report : 573056

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 400
ASRS Report : 572813

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolutory Action.Controller : Issued Advisory
Resolutory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON IDALE DEP FROM LAS, NAV ENGAGED AT IDALE INTXN, THEN ACFT WENT DIRECT OAL. DURING CLBOUT, CTLR ISSUED REQUEST TO EXPEDITE CLB THROUGH 14000 FT. AS WE WERE CLBING THROUGH 12000 FT AT 4000 FPM, THE CTLR INFORMED US THAT OUR TRACK LOOKED LIKE IT WAS TAKING US DIRECT TO OAL, THEN ISSUED DIRECT SHEAD. WE COMPLIED. WHEN WE LOOKED AT FMS, THIS DEP HAD DROPPED OUT OF THE SYS. WE THEN COMPLIED WITH VECTORS. NO CONFLICT WITH OTHER. NEXT TIME, DOUBLECHK DEPS IN FMS.

Synopsis :

A TRACK DEV ON THE IDALE RNAV 2 DEP FROM LAS, NV, IS QUICKLY NOTED AND CORRECTED BY ATC.

Time

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

Place

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

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 573075

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ON THE LYNSY 2 ARR INTO LAS, LOS ANGELES CTR CLRED US TO CROSS LYNSY AT 12000 FT. WE INQUIRED ABOUT THE OTHER RESTRS, AND HE ADVISED TO COMPLY WITH THE OTHER RESTRS. AT LYNSY, WE SET 11000 FT ON THE DFG'S AND BEGAN OUR DSCNT TO 11000 FT TO COMPLY WITH THE MIROK RESTR. AT 11000 FT, THE CTLR INQUIRED ABOUT OUR ALT. HE ADVISED WE WERE NOT CLRED FOR THE PROFILE DSCNT. ASKED IF HE WANTED US TO CLB TO 12000 FT. HE ADVISED NO.

Synopsis :

A DSCNT BELOW THE CLRED ALT ON THE LYNSY RNAV 2 ARR TO LAS, NV.

Time

Date : 200302
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : MISEN
State Reference : NV
Altitude.MSL.Single Value : 19000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 8000
ASRS Report : 573557

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert

Supplementary

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

Narrative :

WHILE ON THE SKEBR ARR IN TO LAS, WE APCHED MISEN. JUST PRIOR TO MISEN, ZLA GAVE US CLAAAR AT 13000 FT AND 250 KTS. MISEN IS PROGRAMMED AT FL240. WE WERE AT FL190 DUE TO TURB CONDITIONS (OUR FINAL ALT). SO THAT WE COULD OBTAIN THE DSCNT PROFILE IN THE FMC IMMEDIATELY PRIOR TO MISEN, WE HIT THE 'DELETE' BUTTON AND KEY 1R TO DELETE THE INPUT ALT AT MISEN AND ENTERED FL190 AND HIT EXECUTE. THIS TOOK MAYBE 5-10 SECONDS TO COMPLETE, BUT IT JUST SO HAPPENED THAT IT TOOK PLACE AS WE PASSED OVER MISEN (STARTED JUST PRIOR AND EXECUTED JUST PAST). FOR SOME REASON, MISEN NEVER DROPPED OUT AS WE PASSED OVER (POSSIBLE SOFTWARE GLITCH). AFTER THE EXECUTE BUTTON WAS PUSHED, WE HAD ACTUALLY PASSED OVER MISEN, BUT SINCE IT DID NOT DROP OUT, THE ACFT STARTED A L TURN. SINCE WE WERE EXPECTING A TURN TO THE N ANYWAY (AT CLAAAR), WE DIDN'T REALIZE WHAT THE ACFT WAS DOING WAS NOT RIGHT. MY 1ST INDICATION THAT SOMETHING WAS WRONG WAS MY HSI WAS 180 DEGS OUT WITH THE COURSE LINE FULLY DEFLECTED TO THE L. WE PROBABLY TURNED APPROX 40 DEGS BEFORE WE WERE ABLE TO FIGURE OUT WHAT WAS GOING ON. BEING IMC AND OPERATING ABOUT XA00 BODY CLOCK TIME PROBABLY CONTRIBUTED TO OUR TEMPORARY LOSS OF SITUATIONAL AWARENESS. WHEN WE REALIZED WHAT WAS GOING ON, I SELECTED 'HDG SELECT' AND STARTED A TURN BACK TO CLAAAR. LAX CTR ASKED IF WE WERE TURNING. WE RESPONDED 'YES, BACK TO CLAAAR.' WE FELT THERE WAS NO PROB WITH LAX CTR AND DID NOT CONSIDER A COMPANY RPT AT THE TIME. AFTER THINKING ABOUT THE POTENTIAL CONSEQUENCES OF THIS HAPPENING POSSIBLY IN A MORE MOUNTAINOUS TERRAIN (ACR IN SOUTH AMERICA), FELT THE NEED TO SUBMIT.

Synopsis :

B737-300 CREW HAD TRACK DEV WHILE FLYING THE SKEBR 2 RNAV APCH INTO LAS.

Time

Date : 200302
Day : Tue
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A310C
Mission : Freight

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 574386

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Person / 5

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

CLRED WYLDD 2 (RNAV) DEP. LAS TWR CLRED US (ACR X) FOR TKOF RWY 25L AND TO RPT THE ACR Y FLT IN SIGHT (HE HAD JUST LIFTED OFF). ON CLBOUT (CLRED TO FL290) AFTER PASSING THE EYNE FIX ENROUTE TO IDALE, WITH A PROGRAMMED TURN TO HITME FIX, THE FMS CALCULATED A TURN (APPROX 100 DEGS) WITH A LEAD POINT SO AS NOT TO OVERFLY IDALE. IDALE IS NOT A MANDATORY FLYOVER POINT AS DEPICTED, SO THE FMS MADE ITS CALCULATIONS ACCORDINGLY. ACR Y WAS ON THE SAME DEP AS US, BUT WAS CLOSER TO IDALE BEFORE STARTING HIS TURN. SINCE OUR TURN RADIUS WAS INSIDE HIS, AND WE WERE OUTCLBING HIM, WE WERE CONCERNED ABOUT OUR SEPARATION AND QUERIED THE CTLR WHILE LEVELING OFF AT 10000 FT MSL. HIS REPLY WAS OUR INQUIRY WAS 'WHY DID WE TURN EARLY?' THERE WAS NO LOSS OF SEPARATION AND WE HAD THE ACR Y FLT IN SIGHT AT ALL TIMES. A DIFFERENT CTLR CAME ON AND WE CONTINUED OUR CLB. THE FLT CONTINUED AND NO MORE WAS SAID BY THE CTLRS. I BELIEVE THAT A CLARIFICATION SHOULD BE MADE WHETHER OR NOT THE CTLRS EXPECT ACFT TO FLY OVER IDALE OR USE APPROPRIATE LEAD POINTS. THERE WAS NOTHING IN THE NOTAMS OR ON THE CURRENT ATIS. ALSO, NO SPD RESTR IS DEPICTED, SO WHEN PASSING 10000 FT, THE FMS CALCULATES A TURN USING A FASTER SPD, THUS REQUIRING A LONGER LEAD POINT. SINCE WE WERE CLBING FASTER THAN ACR Y, THIS MAY HAVE BEEN A FACTOR.

Synopsis :

AN AIRBUS A310 IS PERCEIVED TO HAVE MADE AN EARLY TURN AT IDALE WHEN FLYING THE WYLDD RNAV 2 DEP FROM LAS, NV.

Time

Date : 200302
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : LUXOR
State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 18500
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1800
ASRS Report : 574481

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE ARR RTE TO LAS VEGAS ATC CLRED US TO PROCEED DIRECT TO LUXOR FIX AND THE REMAINDER OF THE KSINO RNAV 2 ARR. SHORTLY THEREAFTER, WE WERE CLRED TO CROSS LUXOR AT 12000 FT AND 250 KTS. AFTER MEETING THE LUXOR REQUIREMENTS, BOTH PLTS THOUGHT WE HAD BEEN CLRED TO DSND TO THE NEXT XING ALT ON THE ARR, WHICH WAS 10000 FT. AT 11600 FT, ATC TOLD US TO CLB BACK TO AND MAINTAIN 12000 FT, WHICH WE IMMEDIATELY DID. THE REMAINDER OF THE APCH AND LNDG IN LAS VEGAS WAS STANDARD AND ROUTINE. AS IN OUR CASE, A CLRNC TO FLY A STAR RTE ONLY, AS OPPOSED TO FLYING THE RTE AND DSNDING TO THE PUBLISHED FIX XING ALTS, CAN BE MISUNDERSTOOD. WE WERE LED TO BELIEVE THAT THE LATTER WAS THE CASE. AFTER CLRING US TO THE LUXOR FIX AND TO THE PUBLISHED LUXOR ALT AND SPD. MORE VERBIAGE FROM THE CTLR MIGHT HAVE PREVENTED THE FURTHER DSCNT.

Synopsis :

AN ACR DSNDS WITHOUT CLRNC ON THE KSINO RNAV 2 ARR TO LAS, NV.

Time

Date : 200302
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Intersection : LODZY
State Reference : NV
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 22000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 12000
ASRS Report : 575000

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 4800
ASRS Report : 574998

Person / 4

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Company
Problem Areas : Environmental Factor
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

COURSE DEV ON LNAV DEP. FO WAS THE PF ON THE FLT TO LAX. HE WAS ON DAY 2 OF HIS UOE, AND I WAS THE CHK AIRMAN FLYING IN THE R SEAT. THE FLT WAS BEING OBSERVED BY FAA INSPECTOR. WE WERE CLRED VIA THE IDALE 2 LNAV DEP, WHICH FO THOROUGHLY BRIEFED AND RTE WAS CLOSED AND VERIFIED CORRECT IN THE MCDU. THE FLT PUSHED AND WAS OFF. COMPANY LNAV DEP PROCS WERE FOLLOWED TO THE LETTER, AND WE LEVELED AT 7000 FT MSL. BTWN LODZY AND IDALE, DEP CTL CLRED US TO BOACH. FO ASKED ME TO ENTER BOACH IN THE MCDU, AND I DID. I ASKED HIM IF HE WANTED ME TO EXECUTE BOACH. HE VERIFIED BOACH WAS IN THE PROPER POS AND SAID TO EXECUTE. I EXECUTED BOACH AND IT WAS HIGHLIGHTED IN THE MCDU, AND A MAGENTA LINE FORMED ON THE CFIS DISPLAY FROM PRESENT POS TO BOACH, AND THE ACFT BEGAN A L TURN TO BOACH. SHORTLY AFTER THAT, BOTH MCDU'S BLANKED AND FLASHED BACK ON. BOACH WAS NO LONGER HIGHLIGHTED. SEVERAL RTE DISCONTINUITY BLOCKS APPEARED ON THE LEGS PAGE, AND BOACH WAS NO LONGER DISPLAYED ON THE EFIS DISPLAY. THE ACFT SEQUENCED ITS BANK AND CONTINUED TURNING L TOWARD AN UNKNOWN FIX. I TOLD FO THAT 'THE BOX HAD DROPPED BOACH, AND WE NEEDED TO TURN R.' FO SELECTED HDG MODE ON THE MCP AND BEGAN AN IMMEDIATE R TURN. AT THIS TIME, DEP CTL ASKED 'COMPANY NUMBER WHERE ARE YOU GOING?' I ANSWERED, WE WERE IN A R TURN TOWARDS HECTOR. WE COULD NO LONGER IDENT BOACH, AND HECTOR WAS THE NEXT FIX. DEP CTL INSTRUCTED US TO GO DIRECT BOACH. BY THIS TIME, FO HAD RE-ESTABLISHED BOACH IN THE MCDU AND EXECUTED IT AND ENGAGED LNAV. WE PROCEEDED TOWARDS BOACH, BUT THE EFIS DISPLAY NOW SHOWED A MAGENTA LINE TO BOACH, HECTOR AND BACK BOACH. FO CORRECTED THE PROB, AND NO FURTHER PROBS OCCURRED. INSPECTOR INDICATED THAT IT APPEARED THAT WE HAD A SOFTWARE PROB. WE PROCEEDED TO LAX AND LANDED. DURING THE DEBRIEF OF THE FLT, INSPECTOR, AGAIN, STATED THAT HE WAS OF THE OPINION THAT THE SOFTWARE HAD FAILED, AND IT APPEARED TO HIM THAT WE WERE DOING EVERYTHING POSSIBLE TO CORRECT THE PROB. HE STATED THAT HE THOUGHT FO'S SITUATIONAL AWARENESS COULD HAVE BEEN BETTER, BUT HE REACTED AS RAPIDLY AS POSSIBLE, AND HE WOULD BE AVAILABLE TO VERIFY THE FACTS OF OUR PROB. INSPECTOR SIGNED FO'S UOE FORMS, AND TOLD US TO CONTINUE OUR UOE. I CALLED THE NUMBER REQUESTED OF US TO CALL, AND WAS ANSWERED WITH A RECORDED MESSAGE FROM 'NAME.' I LEFT A BRIEF MESSAGE OF THE SIT. I THEN CALLED CHIEF PLT AND RELAYED THE EVENTS. I MADE A WRITE-UP IN THE ACFT LOGBOOK, AND LAX MAINT PERFORMED SEVERAL TESTS AND SIGNED OFF THE ACFT FOR SVC. I CONTACTED COMPANY ATC SPECIALIST AND RELAYED THE EVENTS TO HIM. FO AND I BOTH MADE PHONE CALLS TO COMPANY SAFETY COMMITTEE AND ANSWERED THE QUESTIONS. IN RETROSPECT, I FEEL WE WERE REACTING TO IDENTING A PROB AND CORRECTING THE PROB AS FAST AS HUMANLY POSSIBLE. I FEEL I SHOULD HAVE IMMEDIATELY ASKED FOR A VECTOR DUE TO AN LNAV FAILURE. I AM CONFIDENT THE PROB WAS NOT INDUCED BY PLT ACTION. I HAVE NEVER SEEN THIS KIND OF PROB BEFORE, AND HAVE NOT HAD ANY PROBS WITH ANY LNAV DEPS. I THINK FO DID A VERY NICE JOB IN THE BRIEFING AND EXECUTION OF OUR LNAV DEP PROCS. THIS WAS THE SECOND DAY OF HIS UOE AND UNDER THE CIRCUMSTANCES, I THINK HE DID AN ADMIRABLE JOB. RESULT: A GROWING DISTRUST OF LNAV DEPS. RECOMMENDATION: EXTREME VIGILANCE OF ALL LNAV PROCS AND IMMEDIATE DECLARATIONS OF LNAV FAILURE TO ATC AND REQUEST VECTORS.

Synopsis :

DEV FROM CLRED RNAV (DP) RTE DUE TO MALFUNCTION OF SINGLE FMC SYS.

Time

Date : 200303
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.General Aviation : Corporate
Make Model : Falcon 2000
Mission : Business

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6600
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 265
ASRS Report : 577389

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2500
ASRS Report : 577608

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Clearance
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

AFTER DEP, CTLR ASKED US IF WE WERE ON THE RNAV DEP. WE IMMEDIATELY SAID 'NO, THE LAS VEGAS ONE VECTOR.' SHE SAID WE SHOULD BE ON RNAV AND GAVE US HEADING TO INTERCEPT. THERE WAS NO CONFLICT. I BELIEVE THIS WAS CAUSED BY NOT DOUBLE-CHKING THE CLRNC. IT WOULD HELP TO VERIFY THE DEP WITH THE TWR OR GND CTLR BEFORE TAXI. I HAVE SEEN THIS AT OTHER ARPTS WITH HIGH USE OF RNAV DEPS AND ARRS. SUPPLEMENTAL INFO FROM ACN 577608: IN FUTURE I WILL ALWAYS CONFIRM DEP CLRNC BEFORE DEPARTING. OUR PRE-DEP CLRNC STATED CLRED AS FILED. WE HAD FILED THE LAS VEGAS ONE. HOWEVER THE DEP HAD BEEN CHANGED TO RNAV AND WAS NOT CAUGHT BY US.

Synopsis :

CONFUSION AFTER TKOF FROM LAS VEGAS WHEN THE CREW FLIES ONE DEP AND ATC EXPECTS THEM TO BE FLYING ANOTHER.

Time

Date : 200303
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : TX
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 800
ASRS Report : 577542

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PLEASE LOOK AT A COMMERCIAL CHART 'BOWIE 7 ARR' (UKW.UKW7) TO DALLAS. ABEAM DFW IS A FIX NAMED 'SILER' (TTT 306 DEG RADIAL 9 DME). FROM SILER YOU EITHER FLY TO STURN OR HEAD 175 DEGS TO FUZ VOR. NOTE #1 APPLIES TO STURN AND SAYS 'E, F, G, I, R & W SUFFIXED ACFT LNDG N.' NOTE #2 APPLIES TO FUZ AND SAID 'JETS LNDG N.' THIS IS CONFUSING. THE CAPT PROGRAMMED FUZ BECAUSE THE A320 IS A 'JET.' MAKES SENSE. I SUGGESTED STURN BECAUSE OF OUR SUFFIX. I ASKED APCH CTL ONCE WE WERE HANDED OFF, AND APCH INSTRUCTED US TO USE STURN. WE WERE FACED WITH REPROGRAMMING THE APCH, WHICH IS USUALLY NOT A PROB. THEN APCH CHANGED THE KAGLE AT 11000 FT TO BAMBE, THEN CANCELED THE SPD RESTR. TOO MANY CHANGES CLOSE IN. THE 'NOTES' ON THIS PLATE SHOULD BE CLARIFIED. NOTE #1 SHOULD SAY 'ALL ACFT WITH E, F, G, I R, W SUFFIX.' NOTE #2 SHOULD SAY 'ALL OTHER JETS.' THERE IS NO NEED TO MAKE THIS CONFUSING.

Synopsis :

A320 FLT CREW MISINTERPS ARR AND FLIES WRONG HDG DURING ARR TO DFW.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 22000

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 5000
ASRS Report : 583543

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Separated Traffic
Miss Distance.Horizontal : 21000

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

THIS INCIDENT IDENTIFIES A POTENTIAL ACFT CONFLICT DUE TO LAS DEP PROCS. WE WERE GIVEN THE IDALE DEP FROM LAS TO XXX. OUR COMPANY FLT, A B737-700, WAS AHEAD OF US AND GIVEN TKOF CLRNC ON RWY 25R. WE WERE CLRED FOR TKOF ON RWY 25R JUST AS THE OTHER FLT WAS LIFTING OFF THE RWY AND WE BEGAN OUR ROLL. THE FO WAS FLYING THIS LEG. WE WERE SET UP FOR THE RNAV DEP WITH BOTH THE NAV SWITCHES IN NAV. THE FO SELECTED 'LVL CHG' AND 'LNAV' AT 400-500 FT AGL. AT APPROX 1500 FT AGL, THE FO SELECTED AUTOPLT AND I SELECTED AND EXECUTED AN UPDATE TO LODZY ON THE LEGS PAGE AND OFF WE WENT. I WAS WATCHING THE FLT IN FRONT OF US AND WONDERED WHAT DEP HE WAS GIVEN BECAUSE, AS WE APCHED LODZY, THAT FLT WAS STILL HEADING 250 DEGS. WE WERE ABOUT 3-4 NM IN TRAIL OF HIM. OUR ACFT INITIATED ITS LNAV TURN TOWARDS IDALE AND, AT THAT TIME, THE CTLR GAVE US A CLB CLRNC TO FL190. I BELIEVE THE OTHER FLT WAS ISSUED A SIMILAR CLRNC TO FL190. THE PROB AROSE WHEN THE OTHER FLT WAS ISSUED A TURN TOWARDS THE E. POTENTIALLY, WE COULD HAVE CREATED A CONFLICT. BOTH THE CTLR AND I CAUGHT IT RIGHT AWAY, AND THERE WAS NO ISSUE, BUT THE POTENTIAL WAS CERTAINLY THERE. I ASKED THE DEP CTLR WHAT DEP PROC THE OTHER FLT WAS GIVEN AND HE SAID IT WAS A 'CLASSIC' DEP, BY WHICH I BELIEVE HE MEANT IT WAS NOT AN RNAV DEP. I THINK HE WENT ON TO SAY THE OTHER FLT WAS ON THE LAS VEGAS DEP WHICH IS JUST A RADAR VECTOR DEP. IN THIS CASE, EVERYONE WAS DOING WHAT THEY WERE SUPPOSED TO BE DOING BUT, DUE TO THE NATURE OF THE DEP PROCS, A CONFLICT MAY RESULT. RECOMMENDATIONS: 1) CHANGE ALL THE DEP PROC AT LAS TO REQUIRE A TURN AT 4 NM, WHETHER THE ACFT IS ON A RNAV DEP OR 'CLASSIC' DEP. 2) COMPANY DISPATCH SHOULD NOT FILE FOR THE LAS VEGAS DEP SIMPLY BECAUSE WE OPERATE SO MANY FLTS FROM THAT ARPT. 3) REQUIRE GND AND TWR CTLRS TO COORDINATE DEPS SO THAT A LAS VEGAS DEP IS NOT FOLLOWED CLOSELY BY AN IDALE DEP. 4) CONDUCT TRAINING FOR THE DEP CTLRS IN LAS CONCERNING THIS INCIDENT. 5) LIKE USUAL, GET OUR COMPANY ATC SPECIALIST IN THE LOOP.

Synopsis :

PLT OF B737-300 THINKS LAS LCL CTLRS AND L30 TRACON SHOULD DO A BETTER JOB OF COORDINATING IDALE RNAV DEPS AND EBOUND LAS VEGAS RADAR VECTOR DEPS, TO REDUCE POTENTIAL CONFLICTS.