

ASRS Database Report Set

Runway Incursions

Report Set Description.....	A sampling of reports from all aviation arenas referencing runway incursions.
Update Number.....	9.0
Date of Update	October 9, 2003
Number of Records in Report Set.....	50
Number of New Records in Report Set	22
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

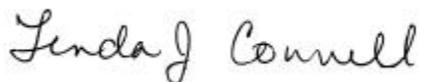
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

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

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

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

A handwritten signature in cursive script that reads "Linda J. Connell".

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

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

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

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

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

Time

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

Place

Locale Reference.Airport : CMI.Airport
State Reference : IL

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : CMI.Tower
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Mission : Training
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.Tower : CMI.Tower
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Person / 1

Experience.Flight Time.Total : 950
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 300
ASRS Report : 537549

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 275
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

MY STUDENT AND I EXPERIENCED A RWY INCURSION THROUGH THE 32L/22R INTERSECTION AT CMI. WE WERE FLYING THE ILS 32 PRACTICE APCH AND DID A TOUCH-N-GO THROUGH THE INTERSECTION WHILE ANOTHER ACFT, ACFT Y WAS CLRED FOR A TOUCH-N-GO ON THE INTERSECTING RWY 22R. AS A RESULT, WE BOTH PASSED THROUGH THE INTERSECTION AT THE SAME TIME, WITH MY PLANE PASSING 300FT OVERHEAD. AFTER TALKING WITH THE TWR AFTER THE INCIDENT, WE DETERMINED THAT MISCOMMUNICATION AND CONFUSION WAS AT FAULT. ON OUR APCH, INSIDE THE FINAL APCH FIX, WE WERE ASKED IF WE WANTED A TOUCH-N-GO OUT OF OUR APCH AND WE REPLIED 'AFFIRMATIVE.' TWR THE STATED, 'CLR TO LAND RWY 32, HOLD SHORT RWY 22 AND WAIT FOR RELEASE.' WE FULLY READBACK THE CLRNC. APPROX 20 SECS LATER TWR THEN STATED, 'ACFT X, CONTINUE MISSED APCH, MAINTAIN 3000 FT TURN R 90 DEGS TO INTERCEPT THE 60 DEG RADIAL,' TO HOLD AT A FIX. THROUGH PAST EXPERIENCE, I INTERPRETED THIS CLRNC AS A TOUCH-N-GO AND AFTER THAT WE WERE CLRED TO THE HOLDING FIX. THIS HOWEVER, WAS NOT WHAT TWR WANTED US TO DO AS THEY WERE EXPECTING US TO LAND, HOLD SHORT, AND THEN AWAIT A RELEASE. TO PREVENT AN INCIDENT LIKE THIS FROM HAPPENING, I SHOULD HAVE QUERIED ATC ABOUT THE CLRNC INSTEAD OF ASSUMING WE WERE CLRED FOR THE TOUCH-N-GO. IN ADDITION I SHOULD HAVE BEEN MORE AWARE OF THE SURROUNDING TFC THAT WAS PRACTICING LNDGS ON THE INTERSECTING RWY. ALSO, ATC SHOULD HAVE BEEN MORE SPECIFIC IN THEIR CLRNC AND NOT GIVEN ANY MISSED APCH INSTRUCTIONS UNTIL WE WERE STOPPED ON THE RWY AND CLRED FOR TAKEOFF.

Synopsis :

RWY INCURSION AND CRITICAL GND CONFLICT OCCURS AT THE JUNCTION ON RWY 22 AND RWY 32L WHEN A STUDENT PLT AND CFI MISINTERP THEIR MISSED APCH CLRNC FOR A LNDG CLRNC DURING ILS APCH TO RWY 32L AT CMI, IL.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger

Aircraft / 2

Operator.Common Carrier : Air Carrier
Make Model : MD-11

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10900
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 920
ASRS Report : 537572

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 15384
Experience.Flight Time.Last 90 Days : 34
Experience.Flight Time.Type : 17
ASRS Report : 537570

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 750

Supplementary

Problem Areas : Airport
Problem Areas : ATC Human Performance
Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE GIVEN A CLRNC TO TAXI TO RWY 15R. AS WE APCHED THE INTERSECTION OF TXWYS A AND P, WE WERE INSTRUCTED TO TAXI VIA P. AS WE TAXIED, A PAX ISSUE CAME UP WITH REGARD TO THE JUMPSEAT RIDER BEING SHOWN ON THE FINAL WEIGHT AND BALANCE AS BEING IN THE CABIN. HE WAS. I WAS APCHING A RWY AT THAT POINT AND ASKED THE FO TO CONFIRM THAT WE WERE CLRED ALL THE WAY TO RWY 15R. HE CONFIRMED THAT WE WERE. AS I ENTERED THE RWY I TOOK ANOTHER LOOK TO MAKE SURE THAT THE RWY WAS CLR. I LOOKED L, AND R, IT WAS THEN THAT I SAW AN MD11 ON THE RWY THAT I WAS CROSSING. WITH NO WAY TO HOLD SHORT, I APPLIED A HIGH THRUST SETTING TO HURRY ACROSS THE RWY. I SAW THE MD11 REJECT THEIR TAKE OFF. I CALLED GND CTL AND TOLD THEM THAT THERE WAS A RWY INCURSION. I TRULY THOUGHT THAT THE MD11 WAS IN ERROR. ONLY THEN DID I REALIZE THAT I HAD MISSED A TURN FOR RWY 15R AND HAD ACTUALLY CROSSED IT. WE LATER TAXIED BACK TO THE GATE. SUPPLEMENTAL INFO FROM ACN 537570: THE CAPT ASKED IF WE HAD BEEN CLRED ALL THE WAY TO RWY 15R. MY ATTENTION WAS STILL DIVERTED TO THE WEIGHT AND BALANCE DATA AND VERIFYING THAT I HAD ENTERED IT CORRECTLY (AS I HAVE NOT FLOWN FOR SOMETIME AS A FO, AND THIS TRIP WAS MY IOE IN THE RIGHT SEAT, I WAS BEING EXTRA VIGILANT ABOUT ENTERING THE DATA DURING THE ENTIRE TRIP), AND HIS QUESTION DID NOT 'RAISE ANY FLAGS' FOR ME. IT DID NOT BECOME CLR TO ME THAT WE HAD IN FACT CROSSED RWY 15R, UNTIL I LOOKED AT THE ARPT CHART AND REALIZED THAT WE HAD MISSED THE R HAND TURN ONTO THE PARALLEL TXWY TO RWY 15R. WHEN THE CAPT ASKED IF WE WERE CLRED ALL OF THE WAY TO RWY 15R, IT SHOULD HAVE RAISED A 'RED FLAG' FOR ME, AND I SHOULD HAVE LOOKED UP AT THAT TIME TO SEE WHY HE WAS ASKING. I DID NOT, AND THEREFORE I DID NOT PROVIDE AN EFFECTIVE BACK UP TO THE CAPT. ON TODAY'S VASTLY MORE COMPLEX AND BUSY ARPTS, I BELIEVE IT IS TIME FOR THE RULE ALLOWING ACFT TO CROSS ALL RWYS WHEN CLRED TO TAXI ALL THE WAY TO THE DEP RWY NEEDS TO BE CHANGED. ACFT SHOULD BE REQUIRED TO STOP AND CONFIRM THAT THEY ARE CLRED TO CROSS ANY RWY WHILE TAXIING. THIS TYPE OF INADVERTENT RWY INCURSION KEEPS HAPPENING TO EXPERIENCED, CAREFUL PLTS. MAYBE IT IS TIME FOR A BETTER METHOD OF ASSURING THAT AN ACFT IS CLRED TO CROSS A RWY. YES, WE HAD MADE A WRONG TURN, HOWEVER A BETTER CROSSING PROTOCOL WOULD MORE THAN LIKELY HAVE ALERTED US TO THE FACT THAT WE WERE ABOUT TO CROSS AN INCORRECT RWY.

Synopsis :

CRITICAL GND CONFLICT OCCURS DURING A RWY INCURSION AT BWI, MD.

Time

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

Place

State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Sail Plane
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Small Aircraft
Mission.Other : GLIDER TOW

Aircraft / 3

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 12
ASRS Report : 537715

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 10

Supplementary

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

Narrative :

TOW PLANE AND GLIDER TAKING OFF FROM GRASS AREA BESIDE RWY 7/25 IN A SE DIRECTION XING RWY 7 ABOUT MIDWAY. PWR TFC LNDG RWY 7 FROM OUR R SIDE WAS ON RWY, STILL MOVING. NEITHER TOW PLT NOR I SAW THIS ACFT UNTIL WE WERE JUST PAST HIS LINE OF MOVEMENT, WITH AN ALT OF PROBABLY 10 FT. THE PWR PLT WAS MOVING AT A RATE OF SPD TO WHERE HE COULD HAVE STOPPED IF NECESSARY. IT COULD POSSIBLY HAVE BEEN A SERIOUS ACCIDENT HAD CLOSING RATES BEEN FASTER, BUT THE PWR PLT WAS ABLE TO STOP SAFELY BEFORE REACHING OUR FLT PATH.

Synopsis :

RWY INCURSION AND CONFLICT OCCURS WHEN A GLIDER AND ITS TOW PLANE ALMOST COLLIDE WITH LNDG TFC AS THEY TAKE OFF ACROSS THE ACTIVE RWY FROM A GRASSY AREA AT A NON TWR ARPT, HEG, FL.

ACN: 537880

Time

Date : 200202

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVG.Airport

State Reference : KY

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : CVG.Tower

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : CVG.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-88

Mission : Passenger

Aircraft / 3

Controlling Facilities.Tower : CVG.Tower

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11200

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1400

ASRS Report : 537880

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Narrative :

THIS IN MY SECOND INSTANCE OF THIS OCCURRENCE AND MY SECOND NASA RPT ON THIS SUBJECT. LANDED RWY 18R CVG AND TOLD BY LCL TO EXIT AT D7 AND HOLD SHORT OF D AT D7. ACFT Y, AN MD88 MOVING N ON D WAS TO MY R. TWR CLRED ON ACR ABC (ACFT Z) (WE WERE ACR ABD (ACFT X) INTO POS AND HOLD. I TOLD TWR THAT HOLDING SHORT OF D ON D7 WOULD KEEP ME ON RWY 18R SURFACE BY LOCATION OF HOLD SHORT MARKINGS AND BY DEFINITION OF THOSE MARKINGS. HE TOLD ME TO HOLD SHORT OF D AND I REPEATED MY OBJECTION. IT WAS OBVIOUS HIS INTENTION WAS TO LAUNCH ACR ABC (ACFT Z) WHICH WOULD HAVE RESULTED IN A LOSS OF SEPARATION WITH US SINCE WE WERE ON RWY 18R SIDE OF THE HOLD SHORT LINES. HE FINALLY ASKED ACR ABC (ACFT Z) WHAT HIS POSITION WAS AND ACFT Z ANSWERED HOLDING IN POSITION. I TOLD THE TWR ON THE RADIO THAT I HAD ALREADY SUBMITTED ONE NASA RPT FOR THIS. TWR THEN TOLD ACFT Z TO HOLD IN POSITION. THIS PROBABLY HAPPENS ON A DAILY BASIS. THE FAA FLOODS US WITH RWY INCURSION WARNINGS AND THEN ASKS US TO SIT ON RWY CONCRETE WHILE THEY ACTUALLY INCUR A D AND L BY LAUNCHING AN ACFT WITH ONE HOLDING SHORT OF A TXWY ON THE RWY SIDE. (MY OTHER OCCURRENCE THE TWR ACTUALLY LAUNCHED AN ACFT WITH ME STILL HOLDING SHORT OF D ON THE RWY SIDE). THE ACFT Y, MD88 HAD STOPPED SHORT OF D WAITING TO SEE WHAT WAS GOING TO HAPPEN. WHEN WE DIDN'T MOVE, THE MD88 CONTINUED ITS TAXI. AS IT APPROACHED D7, TWR CLRED US ACROSS D INTO THE RAMP AREA. I ADVISED TWR THAT WE WOULD HOLD FOR THE MD88 TO CLR BEFORE CROSSING TXWY D. HAD AN INTERESTING CONVERSATION WITH TWR SUPVR AFTER PARKING. THIS MUST STOP! ACFT HOLDING SHORT OF D ON D7 FOR CROSSING TFC ON D ARE NOT PROTECTED FROM ACFT TAKING OFF ON RWY 18R AT CVG. SOONER OR LATER THERE WILL BE AN ACCIDENT AND IT WILL BE FAA'S FAULT! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THE RWY HOLD SHORT LINE IS ABOUT TEN FT FROM THE PARALLEL TXWY. TO HOLD SHORT OF THE TXWY AFTER LNDG THERE IS NO WAY FOR THE HOLDING ACFT TO BE OUT OF THE RWY ENVIRONMENT AS DEFINED BY THE HOLD SHORT LINE.

Synopsis :

UNDER TWR LCL CTL AN ACR IS HELD SHORT OF THE PARALLEL TXWY ON THE RWY SIDE OF THE RWY HOLD SHORT LINE. ANOTHER ACFT IS HOLDING IN POSITION FOR TAKE OFF. PREVIOUS EXPERIENCE WITH ACFT BEING CLRED FOR TAKE OFF IN SIMILAR SITS CAUSES THE RPTR TO QUESTION TWR'S INTENTION.

Time

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

Place

Locale Reference.Airport : PBI.Airport
State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : PBI.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream IV
Mission : Business

Person / 1

Function.Controller : Local
ASRS Report : 538064

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

THE PA28 LANDED ON THE CROSSING RWY 13 AND WAS TOLD TO TURN R ON THE NEXT TXWY WHICH WOULD HAVE BEEN F. THE PA28 TURNED ON THE REVERSE A. I GOT HIM GOING IN THE RIGHT DIRECTION AND WENT ABOUT MY BUSINESS. WHEN THE PA28 WAS ON F I GAVE HIM FURTHER INSTRUCTIONS TO CROSS TXWY C HOLD SHORT ON RWY 9L ON F. HE SAID 'OKAY, DO YOU WANT US TO STAY WITH YOU OR GO TO GND?' I SAID 'STAY WITH ME' AND THEN CLRED THE G3 FOR TAKEOFF ON RWY 9L. THE G3 WAS APPROX 800 FT DOWN THE RWY ON TKOF ROLL WHEN I SAW THAT THE PA28 WAS NOT GOING TO STOP OR HOLD SHORT OF RWY 9L. I IMMEDIATELY TOLD THE G3 TO 'ABORT YOUR TKOF, CANCEL TKOF CLRNC' AND TOLD HE PA28 TO CONTINUE ACROSS RWY 9L, THE G3 TURNED L ON THE NEXT TXWY AND TAXIED BACK TO THE APCH END OF RWY 9L FOR DEP. THE PA28 WENT TO GND CTL AND WAS GIVEN THE FACILITY PHONE NUMBER, HE CALLED AND SPOKE TO THE OPS MGR AND ADMITTED THAT HE MESSED UP. I DID NOT VERIFY THE HOLD SHORT INSTRUCTIONS WERE RECEIVED BY THE PA28. THERE ARE TIMES WHEN YOU CAN TELL BY THE PLTS VOICE WHETHER THEY HAVE TO BE LED BY THE HAND OR CAN WORK SOMEWHAT INDEPENDENTLY, I WAS FOOLED THIS TIME. UPON DOING SOME RESEARCH IN THE AIM WE FOUND THAT PLTS ARE NOT REQUIRED TO READBACK HOLD SHORT INSTRUCTIONS, THIS IS GOOD OP PRACTICE BUT NOT REQUIRED. ATC'S ARE TO REQUEST READBACK INSTRUCTIONS. IT SEEMS TO ME THERE IS A MISSING LINK, THE TWO DO NOT CONNECT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT WHEN THE PA28 WAS INSTRUCTED TO HOLD SHORT OR RWY 9L, HE SAID OK, BUT CONTINUED ACROSS THE RWY. RPTR SAID THE CONFLICT WAS CLASSIFIED AS A SURFACE INCIDENT.

Synopsis :

CTRLR AT PBI DID NOT HAVE PLT READBACK HOLD SHORT INSTRUCTIONS RESULTING IN A SURFACE INCIDENT.

Time

Date : 200202
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HPN.Airport
State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HPN.Tower
Operator.Common Carrier : Air Carrier
Make Model : Jetstream 41
Mission : Repositioning

Aircraft / 2

Controlling Facilities.Tower : HPN.Tower
Operator.General Aviation : Corporate
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2205
Experience.Flight Time.Last 90 Days : 223
Experience.Flight Time.Type : 528
ASRS Report : 539795

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 6

Function.Controller : Supervisor

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 125

Supplementary

Problem Areas : ATC Human Performance

Narrative :

AFTER OFF LOADING PAX, I CALLED HPN GND CTL FOR REPOSITION FROM GATE TO FBO. GND CLRED US TO TAXI TO FBO VIA HOTEL, HOLD SHORT OF RWY 34. THE CLRNC WAS READ BACK. WE TAXIIED TO AND HELD SHORT OF RWY 34 ON HOTEL. GND THEN CLRED US TO CROSS RWY 34 TO FBO. THE CLRNC WAS READ BACK. WHILE CROSSING THE HOLD LINE ONTO RWY 34 AND CHKING BOTH DIRECTIONS, WE NOTICED AN ACFT MOVING ONTO RWY 34 AND TURNING ON ITS LIGHTS AND BEGINNING A TKOF ROLL. WE STOPPED JUST ACROSS THE HOLD LINE. THE CORPORATE JET SPED PAST. I ASKED GND IF THE JET WAS CLRED FOR TKOF, ADDING THAT WE HAD BEEN CLRED TO CROSS THE RWY. THERE WAS A LONG MOMENT OF SILENCE, THEN A NEW CTLR CLRED US AGAIN TO CROSS RWY 34. THE CLRNC WAS READ BACK, WE TAXIIED WITHOUT FURTHER INCIDENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT HE HAS OBSERVED AN INCREASE IN HPN TFC, CAUSED BY MOVEMENT OF ACFT FROM TEB ARPT DUE TO RECENT AIRSPACE RESTR CHANGES IN THE GREATER NYC AREA.

Synopsis :

BA41 FLC STOPS TAXI ACROSS HPN RWY 34 WHEN OBSERVING ANOTHER ACFT ON TKOF ROLL.

Time

Date : 200203
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport
State Reference : OH

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower
Make Model : Light Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1500
ASRS Report : 542057

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9700
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 2600
ASRS Report : 545285

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor
Function.Controller : Supervisor

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Narrative :

AFTER LNDG ON RWY 24R TOLD TO HOLD SHORT OF RWY 24L AT 'N' WE WERE HOLDING SHORT OF FIRST (APPLICABLE) HOLD SHORT BARS FOR RWY 24L. WHEN ATC CLRED AN ACFT (CESSNA JET) TO TKOF. ACFT TOOK OFF AND PASSED OVER OUR PLANE. SPOKE TO MR. X, A SUPVR AT THE TRACON AND HE SAID THERE WAS AN ERROR AND IT WILL BE INVESTIGATED. ALSO AIRPLANE WAS PERPENDICULAR TO TWR CAB SO WE WERE VERY VISIBLE TO TWR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CONFIRMED, EVEN THOUGH HE WAS STOPPED AT THE RWY 24L HOLD/SHORT LINE, MOST OF HIS B737-800 WAS STILL ON RWY 24R WHEN THE TWR CLRED THE TWIN JET FOR TKOF. RPTR ALSO ESTIMATED THAT THE CITATION JET PASSED OVERHEAD HIS ACFT APPROX 500 FT. RPTR ALSO VERIFIED THAT BOTH ACFT WERE ON THE LOCAL FREQ.

Synopsis :

CLE TWR CLRS A CITATION JET FOR TKOF ON RWY 24R WITH A B737-800 ARRIVAL HOLDING SHORT OF RWY 24L AND POSSIBLY NOT COMPLETELY CLR OF RWY 24R.

Time

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

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 542184

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Supervisor

Person / 7

Function.Controller : Radar

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 200

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE CLRED FOR TAKEOFF ON RWY 25R FULL LENGTH. ABOUT HALFWAY INTO OUR TKOF ROLL, WE SAW A 737 APCH THE HOLD LINE FOR RWY 25R ON THE TANGO HIGH SPEED TXWY. THE 737 ACFT APPEARED TO BE SLOWING FOR A STOP AT THE HOLD LINE. WE HEARD THE TWR CTLR ISSUE THE HOLD SHORT ORDER TO THE 737, BUT DID NOT HEAR A REPLY. AFTER WE WERE COMMITTED TO TAKEOFF, WE SAW THE 737 CROSS THE HOLD LINE FOR RWY 25R AND CONTINUE UNTIL STOPPING WITH THE NOSE OF THE B737 PROTRUDING A FEW FEET ACROSS THE L EDGE OF THE RWY. WE ELECTED NOT TO ABORT AS WE FELT CONFIDENT THAT WE WOULD BE AIRBORNE WELL BEFORE THE 737S POSITION. NO EVASIVE MANEUVERS WERE REQUIRED AND THE REMAINDER OF THE TAKEOFF WAS NORMAL. AFTER CONTACTING LAX CTR, THEY ASKED FOR OUR ACFT REG #. WE INFORMED DISPATCHER WHO OBTAINED A PHONE # FOR US TO CALL LAX TWR. CALLED LAX TWR WHO SAID THE 737 HAD BEEN ORDERED TO HOLD SHORT OF RWY 25R AT TANGO. 737 ACK TWR OPR SAID THE 737 PLT CLAIMED HE WAS HOLDING SHORT. LAX TWR DISAGREED AND FILED VIOLATION ON ACR Y FOR FAILURE TO HOLD SHORT. SUPPLEMENTAL INFO FROM ACN 542433: I WAS THE CAPT. AFTER THE APCH TO RWY 25L, THE CLRNC WAS GIVEN THE EXIT TO RWY AND HOLD SHORT OF RWY 25R. THE FO READ BACK THE CLRNC, HOWEVER I BELIEVED I HAD BEEN CLRED TO CROSS RWY 25R. I EXITED ON THE HIGH SPEED AT M AND THE FOR STATED I WAS TO HOLD SHORT. I IMMEDIATELY APPLIED THE BRAKES AND STOPPED SHORT OF THE RWY EDGE. I SET THE BRAKES AND WATCHED AS AN ACFT DEPARTED RWY 25R. I FELT A CONTRIBUTING FACTOR WAS THE RELATIVELY SHORT DISTANCE OF THE HIGH SPEED BETWEEN THE TWO RWYS. IT REDUCED THE TIME ALLOWABLE TO DECELERATE, STOP AND CONFIRM THE CLRNC. BETTER SIGNAGE OR LIGHTS COMBINED WITH A MORE DETAILED BRIEFING COVERING ROLLOUT AND TURNOFF WOULD HAVE ENHANCED AWARENESS IN THIS SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR EVALUATED THE DEVELOPING RWY INCURSION POTENTIAL AND THOUGHT IT MUCH BETTER TO CONTINUE HIS TKOF INSTEAD OF ABORT. HE FELT THAT THEY WERE TOO FAR INTO THE DEP PHASE AND ABORTING COULD POTENTIALLY 'REALLY CAUSE ADDITIONAL PROBS.'

Synopsis :

LAX LC AGAIN CHALLENGES B737 EXITING RWY 25L TO STOP AND NOT ENTER RWY 25R AS B767 DEPS.

Time

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

Place

State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CXY.Tower
Operator.General Aviation : Personal
Make Model : Cessna 152
Mission : Pleasure

Aircraft / 2

Controlling Facilities.Tower : CXY.Tower
Operator.General Aviation : Personal
Make Model : Piper Single Undifferentiated or Other Model
Mission : Pleasure
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 59.1
Experience.Flight Time.Last 90 Days : 6.2
Experience.Flight Time.Type : 59.1
ASRS Report : 542599

Person / 2

Function.Controller : Local

Person / 3

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Horizontal : 30

Supplementary

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

Narrative :

A POTENTIAL ACFT INCURSION OCCURRED AT CAPITAL CITY ARPT, HARRISBURG, VA. I WAS RETURNING TO CXY FROM THE PRACTICE AREA, IN A C152 APPROX 10 MI W OF THE AIRFIELD WHEN I ENTERED HARRISBURG AIRSPACE. AFTER RECEIVING MY XPONDER FREQ, I WAS DIRECTED TO DO A 360 DEG TURN. JUST UNDER 1/2 WAY THROUGH THE TURN. I WAS DIRECTED TO RETURN TO AN EASTERLY HDG AND WOULD BE LNDG SECOND IMMEDIATELY FOLLOWING WHAT I BELIEVE WAS A PIPER CUB. I CONTINUED TO THE AIRFIELD AND MADE A VISUAL WITH THE OTHER ACFT AS IT CROSSED APPROX 1/4 MI TO MY FRONT FROM R TO L ON BASE LEG INTO RWY 12. I WAS #2. I WATCHED THE PIPER CUB LAND AND AS I REACHED SHORT FINAL I HEARD 'CLR TOUCH-AND-GO RWY 12.' I REPEATED CLR TOUCH-AND-GO AND CONTINUED MY DSCNT. AFTER I HAD THE RWY MADE, AND WAS APPROX 15-20 FT OFF THE GND, I HEARD FOR THE FIRST TIME THE DIRECTION TO 'GO AROUND.' I DID NOT FEEL I COULD SAFELY EXECUTE THE GAR AT THAT POINT IN THE DSCNT AND IN MY JUDGEMENT THOUGHT IT WAS SAFER TO PUT THE PLANE ON THE GND. I RECALL SEEING THE PIPER CUB OFF TO MY 9 O'CLOCK POS AND KNEW I HAD CLRED THE ACFT. I PROCEEDED TO LAND THE PLANE. STILL THINKING I WAS CLR FOR THE OPTION, I CLOSED THE CARB HEAT, LIFTED THE FLAPS AND ACCELERATED FOR TKOF. THE TWR THEN DIRECTED ME TO TAXI TO TXWY H AND RETURN. I HAD TO BRAKE HARD TO MAKE THE TXWY, BUT WAS ABLE TO MAKE THE TURN. MY PAX HAD BEEN IN THE PLANE ABOUT 1 1/2 HRS AT THIS POINT AND TOLD ME THAT HE WAS READY TO WRAP IT UP FOR THE DAY. AS I REVIEWED THE EVENTS IN MY MIND, I REALIZE THAT I HAD EITHER LOST CONCENTRATION OR BECOME DISTR. I CONTINUED STRAIGHT ON TXWY H AND CROSSED THE HOLD SHORT FOR THE NEXT RWY -- RWY 8.

Synopsis :

PLT IN ACFT X LANDED OVER ACFT Y AFTER RECEIVING GAR CLRNC. AFTER LNDG, PLT IN ACFT X GIVEN CLRNC TO TAXI OFF RWY. PLT PROCEEDED TO CROSS AN ACTIVE RWY.

Time

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

Place

Locale Reference.Airport : MYAM.Airport
State Reference : FO

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Beech 1900
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Operator.General Aviation : Personal
Make Model : PA-35 Pocano
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 700
ASRS Report : 543142

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 100

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

WX CLEAR ABOUT 50 MI VISIBILITY, FEW CLOUDS AT 3000 FT, WINDS FAVORING RWY 27 AT MHH. PRIOR TO ARR AND ATC RELEASE, ATC NOTIFIED US OF AN ACFT ALSO HEADING TO MHH AND THAT WE WERE OVERTAKING IT. WE PICKED THE ACFT UP ON TCASII AND SAW IT WAS NO FACTOR. DURING OUR INITIAL CALL FOR A GENERAL TA, WE GOT NO RESPONSE FROM THE PIPER, BUT DID ON THE SECOND WHEN WE CALLED R DOWNWIND. THE PIPER CALLED A L DOWNWIND AND WE BOTH CONFIRMED VISUAL ON EACH OTHER. THERE WAS 1 ACFT ON THE GND. I AM NOT SURE, BUT THINK IT WAS A SMALL EXECUTIVE JET. THEY RESPONDED AND SAID THEY WOULD HOLD TO ALLOW US TO LAND. WE PROCEEDED WITH OUR LNDG SINCE WE WERE FAR AHEAD OF THE PIPER ACFT. I BELIEVE WE WERE TURNING BASE AS THE PIPER WAS ENTERING THE END OF ITS DOWNWIND LEG. THE LNDG WAS UNEVENTFUL. DURING TAXI BACK, THE PIPER CALLED BASE TO FINAL. I NOTIFIED THE PIPER WE WERE TAXIING BACK, AND GOT NO RESPONSE. THEN BOTH CAPT AND I SAW THE PIPER ON FINAL. WE BOTH KNEW WE HAD A PROB, AND REALIZED THE PIPER WAS GOING TO LAND WHILE WE WERE STILL ON THE RWY. CAPT FIRST TRIED TO EXPEDITE OUR TAXI BACK, BUT SOON REALIZED WE HAD NOWHERE TO GO. CAPT CALLED FOR THE GAR. I CALLED FOR THE GAR AGAIN WITH THE PIPER'S RESPONSE, 'I AM A LITTLE BUSY RIGHT NOW.' I FLASHED OUR LNDG LIGHTS AND THE PIPER CONTINUED TO DSND. FINALLY, CAPT FOUND A SMALL TXWY AND WE MANAGED TO CLR THE RWY IN TIME FOR THE PIPER TO LAND. IT IS MY OPINION THAT IF WE DID NOT FIND THAT TXWY, THERE WOULD HAVE BEEN A COLLISION. AFTER SOME EFFORT TO GET THE PLANE TURNED AROUND, WE GOT BACK TO THE TERMINAL AND DISEMBARKED THE PAX. CAPT WENT TO RPT THE INCIDENT AND I WENT TO TALK TO THE PLT. SHE IDENTED HERSELF AS A PVT PLT. I ASKED WHY SHE DID NOT RESPOND AND CONTINUED TO LAND. SHE SAID SHE THOUGHT THAT THERE WAS A TXWY AND THOUGHT WE WERE VACATING. I EXPLAINED THERE WAS NONE AND THEN ASKED IF SHE HAD FAMILIARIZED HERSELF WITH THE ARPT AND ADMITTEDLY SHE HAD NOT. SHE THEN GOT BELLIGERENT AND BROKE OFF THE CONVERSATION. I ALSO OBSERVED, BUT COULD NOT VERIFY, THAT THE PLANE APPEARED OVERLOADED WITH AN AFT CTR OF GRAVITY.

Synopsis :

NEAR GND COLLISION WITH A PA32 PVT PLT APCHING AND LNDG ON AN OCCUPIED RWY AT MYAM, FO.

Time

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

Place

Locale Reference.Airport : EWN.Airport
State Reference : NC

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWN.Tower
Operator.Common Carrier : Air Carrier
Make Model : DHC-8-100
Mission : Passenger

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Cessna 150
Mission : Training

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5274
Experience.Flight Time.Last 90 Days : 167
Experience.Flight Time.Type : 2650
ASRS Report : 544117

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

LANDED ON RWY 22 NEW BERN, NC. TAXIED CLR AND CONTACTED GND CTL ON TXWY A. WAS DIRECTED TO TAXI AND HOLD SHORT OF RWY 13. WE ACKNOWLEDGED HOLD SHORT INSTRUCTIONS. I BECAME DISTR DISCUSSING THE APCH WITH THE FO. I WAS REMINDED BY THE GND CTLR TO HOLD SHORT OF RWY 13. WE CAME TO A STOP JUST PAST THE HOLD SHORT LINE, BUT STILL SHORT OF THE RWY. THE OTHER ACFT (C150) WAS JUST BEGINNING TKOF. WE WERE FORTUNATE THAT THE GND CTLR WAS PAYING CLOSE ATTN TO THE SIT. NO ONE WAS ENDANGERED, BUT I LEARNED AN IMPORTANT LESSON.

Synopsis :

A DH8A CREW, TAXIING TO THE GATE AT EWN, TAXIED PAST A HOLD SHORT LINE.

Time

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

Place

Locale Reference.Airport : FRG.Airport
State Reference : NY

Environment

Flight Conditions : IMC
Ceiling.Single Value : 100

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Citation V
Mission : Passenger

Aircraft / 2

Operator.General Aviation : Corporate
Make Model : Dassau-Breguet Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10500
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1700
ASRS Report : 544822

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Non Adherence.Other : Y BUSTED MINIMUMS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 100

Supplementary

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

Narrative :

WE WERE AT FBO AT FRG. THE TWR WAS CLOSED, SO WE RPTED ON CTAF 118.8, WHICH IS CLRLY SHOWN ON THE CHART AS WELL AS THE ATIS, THAT WE WERE TAXIING TO RWY 19. THERE WAS NO RESPONSE. WHILE TAXIING NBOUND ON TXWY B, WE RPTED XING RWY 14 WHICH ALSO RESULTED IN NO RESPONSE. WHEN I WAS ABOUT THE LENGTH OF THE ACFT ON THE RWY, A FALCON POPPED OUT OF THE 100 FT OVCST LNDG ON RWY 14. I SHOVED THE PWR FORWARD AND HAD JUST CLRED THE RWY AS HE ROLLED BY. NO RESPONSE WAS OVERHEARD FROM THE FALCON.

Synopsis :

APCH TO AND LNDG ON AN OCCUPIED RWY WITHOUT SELF ANNOUNCING IN IMC CREATED A CRITICAL GND CONFLICT AT FRG, NY.

Time

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

Place

Locale Reference.Airport : 13G.Airport
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Falcon 2000

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower
Make Model : Citation II

Person / 1

Function.Controller : Local
Experience.Flight Time.Total : 100
ASRS Report : 544972

Person / 2

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 2000

Supplementary

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

Narrative :

I WAS WORKING THE LCL CTL AREA RADAR POSITION AT TETERBORO TWR ON THE ABOVE MENTIONED DATE WHEN I OBSERVED A C550 CROSS RWY 06 AT MIDFIELD AS A F2000 WAS TOUCHING DOWN PAST THE THRESHOLD. I WAS DISTRACTED BY A CTLR ON A LANDLINE FROM N90 WHO WAS SHOUTING. I GAVE NO AUTHORIZATION FOR THE CROSSING AND COULD NOT SEND THE FALCON AROUND AS HE WAS TOUCHING DOWN.

Synopsis :

RWY INCURSION AND A RESULTING POTENTIAL GND CONFLICT DURING AN UNAUTH RWY ENTRY, CROSSING AT TEB, NJ.

Time

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

Place

Locale Reference.Airport : MDST.Airport
State Reference : FO

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1400

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : ATR 42
Mission : Passenger

Aircraft / 2

Make Model : Cessna Twin Piston Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2600
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 160
ASRS Report : 545021

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Unable
Miss Distance.Vertical : 20
Miss Distance.Horizontal : 10

Supplementary

Problem Areas : Airport
Problem Areas : ATC Human Performance

Narrative :

I SERVED AS THE FO OF AN ACR WHICH WAS ATTEMPTING TO DEPART SANTIAGO, DOMINICAN REPUBLIC (MDST). THE OTHER CREW MEMBER WAS THE CAPT. IMC CONDITIONS EXISTED WITH RAIN. WE WERE CLRED TO BACK TRACK RWY 11 AND TO LINE UP AND WAIT FOR TKOF CLRNC. ONCE WE REACHED THE END AND WERE IN POS FOR TKOF, TWR TOLD US THERE WOULD BE A 3 MIN DELAY FOR TKOF AND TO CONTINUE HOLDING POS FOR TKOF CLRNC. AT THIS TIME THE CAPT DECIDED TO TURN THE ACFT 90 DEG TO THE RWY WITH THE NOSE POINTING TOWARD THE CENTERLINE OF THE RWY. SHORTLY AFTER THIS THE CTLR CLRED ACFT Y FOR THE VOR DME APCH. WE NOTED THE ACFT ON OUR TCAS AT 10 DME AND CLOSING. AT THIS TIME THE CAPT RPTED TO THE TWR THAT WE WERE ON THE APCH END OF RWY 11 WAITING FOR TKOF CLRNC. THE TWR RESPONDED 'ROGER.' THE ACFT Y CONTINUED THE APCH TOWARDS RWY 11. AGAIN, THE CAPT RPTED TO TWR THAT WE WERE SITTING ON THE APCH END OF RWY 11 AND QUESTIONED TWR IF HE WAS GOING TO ALLOW ACFT Y TO LAND WHILE WE WERE ON THE RWY. THE TWR SAID 'NO HE WOULD NOT LET THE ACFT Y LAND.' WE CONTINUED TO WAIT FOR TKOF CLRNC. THE APCHING ACFT CALLED 4 MI FINAL AND TWR TOLD ACFT Y TO CONTINUE. NOW THE CAPT IN SPANISH ASKS THE TWR DOES HE REALIZE WE ARE ON THE RWY AND ACFT Y IS ON SHORT FINAL FOR THE SAME RWY? THE TWR REPLIED 'YES, I UNDERSTAND.' THE CAPT AGAIN SAID TO TWR 'WE ARE ON THE APCH END OF RWY 11 AND ACFT Y IS ON SHORT FINAL FOR THE SAME RWY, DO YOU UNDERSTAND?' THE TWR REPLIED 'YES, I UNDERSTAND.' THEN ACFT Y RPTED HE WAS COMMITTED TO LAND. SECONDS AFTER, THE ACFT FLEW ACROSS OUR NOSE DIRECTLY ABOVE OUR ACFT AND PROCEEDED TO LAND. ONCE ACFT Y CLRED THE RWY, WE WERE GIVEN OUR CLRNC TO DEPART. NEVER ONCE DID THE TWR SAY TO THE APCHING ACFT TO GO AROUND OR TO EXECUTE A MISSED APCH AND HE NEVER CLRED ACFT Y TO LAND. THERE WAS NO EMER ISSUED BY ACFT Y OR TWR. THE LNDG OF THE APCHING ACFT WAS A POTENTIAL DISASTER WHICH COULD HAVE COST MANY INNOCENT PEOPLES LIVES, NOT TO MENTION IT VIOLATED REGULATIONS. IF WE HAD LEFT OUR ACFT LINED UP ON THE CENTERLINE OF THE RWY, THE LNDG ACFT COULD HAVE QUITE POSSIBLY CLIPPED OUR TAIL. THERE WAS NO ROOM AT THE END OF THE RWY FOR US TO EXIT. THE FRUSTRATION LEVEL IN OUR COCKPIT WAS HIGH AND ATTEMPTING TO EXIT THE RWY WITHOUT RUNNING OUR ACFT INTO UNLEVELED DIRT AND ROCKS WAS NOT A VIABLE OPTION. ATTEMPTING A HIGH SPEED TAXI BACK DOWN TO THE FIRST AVAILABLE TXWY TO EXIT THE RWY WAS DISCUSSED BTWN THE CAPT AND MYSELF BUT SEEMED EVEN MORE DANGEROUS THAN HOLDING OUR CURRENT POS, NOR DID WE HAVE CLRNC FROM THE TWR TO DO SO. TRUTHFULLY, WE QUESTIONED THE STATE OF MIND OF THE CTLR. THERE NEEDS TO BE A TXWY LEADING TO BOTH ENDS OF THE RWY IN MDST LARGE ENOUGH TO ALLOW A COMMERCIAL ACFT TO EXIT THE RWY, TURN AROUND AND HOLD SHORT BEHIND HOLD SHORT LINES THAT LEAD BACK ON TO THE RWY. I WOULD FAULT THE TWR FOR ALLOWING ACFT Y TO CONTINUE THE APCH WHILE KNOWING WE WERE SITTING ON THE APCH END OF THE ACTIVE RWY. SECONDLY I WOULD FAULT THE LNDG ACFT FOR LNDG WITHOUT A LNDG CLRNC.

Synopsis :

ATR42 FLC EXPERIENCE LAND OVER WHILE IN POSITION FOR TKOF ON RWY 11 AT MDST.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Aircraft / 3

Make Model : Heavy Transport

Aircraft / 4

Controlling Facilities.Tower : EWR.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 545380

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 545421

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Miss Distance.Vertical : 130

Miss Distance.Horizontal : 0

Supplementary

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

EWR WAS BUSY, WE HAD A 30 MI FINAL AT 170 KNOTS. ON A 5 MI FINAL, TWR HAD AN ACFT LOSE SIGHT OF THE VISUAL TO RWY 29, TWR HAD TO GIVE MULTIPLE RADIO CALLS TO ASSIST THE ACFT WHO HAD SEVERAL OF THE CALLS REPEATED. THERE WERE ALSO NUMEROUS STEPPED ON RADIO CALLS ON TWR FREQ. AFTER LNDG ON RWY 4R WE WERE TOLD TO HOLD SHORT OF 4L ON KILO BEHIND ACR Y. WE WERE THEN CLRED TO CROSS RWY 4L WITH ACR Y AND HOLD SHORT OF TAXI S. ACR Y STARTED TO CROSS, BUT STOPPED. WE THEN SAW AN ACFT TAKING OFF ON RWY 4L. THIS LARGE ACFT ROTATED AND PASSED ABOVE ACR Y. WE WERE BEHIND ACR Y AND NEVER IN DANGER. ACR Y AVOIDED A CATASTROPHE. TWR WAS UNAWARE OF THE PROBLEM UNTIL ACR Y RPTED IT. THE CTLR IN THE TWR WAS EXTREMELY BUSY MONITORING ILS TO RWY 4R, CLRING VISUALS TO CONTINUE AND LAND ON RWY 29 AS WELL AS CROSSING RWY 4L. SUPPLEMENTAL INFO FROM ACN 545421: AFTER LNDG ON RWY 4R WE EXITED AT TXWY KILO AND CLRED THE RWY. HOLDING SHORT OF RWY 4L BEHIND A B737 AS INSTRUCTED BY THE TWR. WE WERE THEN CLRED TO CROSS, ALONG WITH THE B737, RWY 4L. THE B737 BEGAN TO CROSS RWY 4L AND THEN STOPPED, PARTIALLY ON THE RWY. AT THAT TIME WE NOTICED A LARGE, TRANSPORT CATEGORY JET ON TKOF ROLL ON RWY 4L. B737 ADVISED THE TWR OF THEIR POS AND THE ACFT ON RWY 4L CONTINUED ITS TKOF ROLL AND PASSED OVER THE B737. WE CONTINUED TO HOLD SHORT OF THE RWY AND WERE NEVER IN ANY JEOPARDY. HOWEVER, SINCE WE HAD ALSO BEEN CLRED TO CROSS RWY 4L WHILE AN ACFT WAS DEPARTING ON IT WE FELT THE NEED FOR THIS RPT. THE B737 CREW ACTED RESPONSIBLY AND AVOIDED A POTENTIAL DISASTER AS A RESULT OF THE TWR CTLR'S MISTAKE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THE LEAD B737 ENCROACHED BTWN 5 AND 20 FT ONTO THE RWY BEFORE APPARENTLY REALIZING THAT AN ACFT HAD BEEN CLRED FOR TKOF ON THAT RWY. THE DEPARTURE ACFT WAS BTWN 60 AND 200 FT IN THE AIR AS IT PASSED OVER THE LEAD B737. WHILE THERE WAS ONLY ONE LOCAL CTLR FOR BOTH DEPARTURES AND ARRIVALS NEITHER RPTR REMEMBERED HEARING THE TKOF CLRNC. THE ENVIRONMENTAL CONDITIONS AT THE TIME WERE NIGHT WITH LOW CLOUDS.

Synopsis :

A LARGE ACFT IS CLRED FOR TKOF AT THE SAME TIME TWO OTHER ACR ACFT ARE CLRED TO CROSS THE SAME RWY.

Time

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

Place

Locale Reference.Airport : MCO.Airport
State Reference : FL

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : MCO.Tower
Operator.General Aviation : Personal
Make Model : Sabre 60
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : MCO.TRACON
Controlling Facilities.Tower : MCO.Tower
Make Model : Twin Beech 18

Aircraft / 3

Controlling Facilities.TRACON : MCO.TRACON
Make Model : Twin Beech 18
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 56
Experience.Flight Time.Type : 341
ASRS Report : 545596

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Local

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 30

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

OUR ACFT (A SABRELINER MODEL 60) WAS TOLD BY ATC (MCO TWR) TO TAXI INTO POSITION AND HOLD ON RWY 18R. AFTER REPEATING OUR INSTRUCTIONS BACK TO THE CTLR AND THEN CONFIRMING THEM A SECOND TIME, WE PROCEEDED INTO POSITION. APPROX 30 SECONDS LATER WE OBSERVED A BE18 ACFT FLY OVER US AT APPROX 30 FT AND LAND APPROX 500 FT AHEAD OF US, WE WERE LATER ADVISED THAT THE PLT OF THE BE18 THOUGHT THAT ORLANDO APCH CTL CLRED HIM TO LAND. THE PLT OF THE BE18 NEVER EVEN CHKED IN WITH MCO TWR, AND LANDED WITH NO CLRNC. ACCORDING TO ORLANDO ATC THE PLT 'WAS A PROB' FROM THE MOMENT THEY BECAME IN CONTACT WITH HIM. WHY DIDN'T THE TWR CTLR KNOW THAT THE BE18 WAS BEING HANDED OFF TO HIM FROM APCH CTL? FOR AT LEAST 30 SECONDS NOBODY KNEW WHERE THE BE18 WAS. WHY WERE WE TOLD TO TAXI INTO POSITION? CALLBACK CONVERSATION WITH THE RPTR REVEALED THE FOLLOWING INFO: RPTR STATED HE CONTACTED BOTH THE LCL FAA FLT STANDARDS OFFICE AND THE TWR SUPVR FOR AN EXPLANATION. HE STATED HE HAD BEEN HOLDING ON TXWY A FOR A BE18 TO LAND AND THEN WAS INSTRUCTED TO TAXI INTO POSITION. WHILE HOLDING IN POSITION, A SECOND BE18 FLEW OVER THEM AND LANDED. THE RPTR SAID HE WAS TOLD BY THE TWR THAT THE BE18 PLT HAS BEEN A PROB TO THEM IN THE PAST. HE WAS ALSO TOLD THAT THE ACFT DID NOT SHOW ON RADAR BECAUSE HE WAS BELOW 800 FT.

Synopsis :

BE18 LANDS OVER A SABRELINER THAT WAS CLRED INTO POS AND HOLD.

Time

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

Place

Locale Reference.Airport : JBR.Airport
State Reference : AR

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Small Transport, Low Wing, 2 Turboprop Eng
Mission : Pleasure
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3266
Experience.Flight Time.Last 90 Days : 34.4
Experience.Flight Time.Type : 66.4
ASRS Report : 54

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : FREQ SELECTION
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 400

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON AN IFR FLT PLAN FROM DAB, FL, TO SGI, MO. THE HEADWINDS WERE STRONG, SO I DECIDED TO STOP AT JBR FOR FUEL. I ADVISED CTR OF THE DEST CHANGE AND THEY ACKNOWLEDGED AND GAVE ME APPROVAL TO DSND TO 3000 FT. ABOUT 10 MI OUT, I HAD THE ARPT AND ADVISED CTR TO CANCEL IFR. THEY ACKNOWLEDGED AND ADVISED FREQ CHANGE APPROVED AND SQUAWK, VFR, 1200, WHICH I DID. I WAS HAVING A PROB WITH MY GYRO SO I WAS HAND FLYING THE PLANE. WHEN I LOOKED AT THE CHART, I SAW UNICOM FREQ WAS 123.0, SO I TUNED IT IN AND ANNOUNCED MY POS AND MY INTENTION TO LAND ON RWY 23. I HAD LISTENED TO AWOS AND THE WX WAS CLR AND WINDS LIGHT AND VARIABLE. I LANDED ON RWY 23 AND ON ROLLOUT, OBSERVED A C210 ABORTING HIS LNDG ON RWY 5 BECAUSE I WAS ON THE RWY. MY MISTAKE WAS NOT USING THE CTAF 123.6. I SHOULD HAVE LOOKED AT THE APCH PLATE MORE CAREFULLY TO BE SURE OF THE CORRECT FREQ.

Synopsis :

GND CONFLICT CREATED BY A TWIN TURBOPROP PVT PLT WHEN HE LANDS OPPOSITE DIRECTION TO C210 TFC AT A NON TWR ARPT AT JBR, AR.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 4500

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ1.ARTCC
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Mission : Business

Aircraft / 2

Controlling Facilities.ARTCC : ZZZ1.ARTCC
Operator.General Aviation : Corporate
Make Model : Small Transport, Low Wing, 2 Turbojet Eng
Mission : Business

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 805
Experience.Flight Time.Last 90 Days : 61
Experience.Flight Time.Type : 234
ASRS Report : 545918

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 30

Supplementary

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

Narrative :

SUBJECT ACFT HAD PREVIOUSLY DECLARED AN EMER AND WAS DIVERTING TO ZZZ. CTR RELEASED A SMALL JET IFR AT ZZZ, BUT WARNED THEM THAT A GA WAS ON ILS 36. JET ENTERED RWY AND BEGAN TKOF ROLL ON RWY 18 (TOWARD ME!) AS I WAS LNDG. JET ABORTED TKOF AND WE PASSED EACH OTHER IN RWY. I NOTICED MOVEMENT AT THE FAR END OF THE RWY. AS I WAS ENTERING MY FLARE, I SAID IN DISBELIEF, 'THE JET IS DEPARTING!' CTR GOT A 'LITTLE' CONCERNED AND SAID, 'YOU GUYS ARE SUPPOSED TO BE TALKING ON 122.7.' THE RWY WAS WIDE ENOUGH THAT THE JET AND THE GA ACFT WERE ABLE TO SCOOT OVER TO THEIR RESPECTIVE R-HAND SIDES AND PASS 'COMFORTABLY' PAST EACH OTHER AT 30-40 KTS EACH. REFLECTING BACK AGAIN, I REALIZE THAT I MADE A LONG STRING OF ERRORS THAT CULMINATED IN NEAR DISASTER. THERE WAS CLRLY A POINT SOMEWHERE IN THIS SEQUENCE WHERE I SHOULD HAVE BEEN ABLE TO SUCCESSFULLY EXECUTE A GAR. I WAS NOT MENTALLY PREPARED/PRIMED FOR THE GAR OP AND IT REALLY NEVER ENTERED MY MIND. I AM PROFOUNDLY EMBARRASSED, AND FRANKLY APPALLED, AT THE MANY LAPSES IN JUDGEMENT AND SKILL I DISPLAYED DURING THIS FIASCO.

Synopsis :

NEAR GND COLLISION WHEN A GA ACFT LANDS OFF OF AN ILS TO RWY 36 AND A SMALL BIZJET ATTEMPTS A TKOF ON RWY 18 AT ZZZ, US.

Time

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

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : PHX.Tower
Operator.General Aviation : Corporate
Make Model : King Air C90 E90
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 22000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 3000
ASRS Report : 546106

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 10

Supplementary

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

Narrative :

CLRED FOR TKOF RWY 25R PHX WHEN AT 80 KNOTS FO, MAKING TKOF, NOTICED A KING AIR (BE90) START TO CROSS THE RWY IN FRONT OF US AT INTXN F8. WE IMMEDIATELY ABORTED TKOF AT 80 KNOTS AND SWERVED TO RIGHT SIDE OF RWY TO AVOID KING AIR WHO HAD STOPPED 20 FT INTO RWY. STOPPED JUST PAST KING AIR AND TURNED OFF AT E8 AND TAXIED BACK FOR ANOTHER TKOF AFTER CONSULTING WITH COMPANY MX AND DISPATCH. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CAPT ADVISED HE WAS HEADS DOWN CALLING OUT '80 KTS' WHEN THE FO ALERTED HIM TO THE BE90'S INCURSION. THE CAPT INITIATED TKOF ABORT, TURNING TO MISS THE BE90, HOPING TO STAY ON THE RWY. CAPT INDICATED THAT THE ESTIMATED DISTANCE FROM THE BE90'S NOSE AND HIS ACFT'S WING TIP WAS APPROX 10 FT. THE CAPT WAS UNABLE TO RECALL IF THE BE90 WAS ON THE SAME CTL FREQ AS HE. COMPANY WAS NOTIFIED OF THE INCIDENT.

Synopsis :

A319 FLC INITIATE TKOF ABORT WHEN OBSERVING BE90 XING THE RWY WHEN DEPING PHX RWY 25R.

Time

Date : 200205
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport
State Reference : MO

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 546336

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
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.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

RECEIVED CLRNC TO RWY 12L VIA TXWY C AND HOLD SHORT RWY 12R AT TXWY C. I BEGAN MY TAXI AND BEFORE TKOF CHKLIST, THEN NOTICED THE ACFT BEGIN TO CROSS THE HOLD SHORT LINE FOR RWY 12R AT TXWY H AND IMMEDIATELY TOLD THE CAPT TO STOP THE ACFT. PART OF THE ACFT PASSED THE HOLD SHORT LINE BUT STOPPED SHORT OF THE RWY WHITE LINE EDGE. AN ACFT ON FINAL WENT AROUND. WE THEN WERE GIVEN FURTHER INSTRUCTIONS TO CROSS RWY 12R FROM GND. UPON ARR AT JFK, WE SPOKE WITH THE TWR SUPVR.

Synopsis :

FLC PASSES RWY HOLD SHORT LINE. RWY INCURSION RESULTS.

Time

Date : 200205
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport
State Reference : MO

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 546504

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 100

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED THE GATE TO SPOT H. TAXI CLRNC WAS 'TAXI TO RWY 12L, HOLD SHORT OF RWY 12R AT TXWY C.' FO BEGAN TAXI AND BEFORE TKOF CHKLISTS. TAXIED ONTO TXWY H, FO NOTICED HOLD LINE (CALLED OUT) AND MOMENTUM CARRIED ACFT OVER HOLD LINE, BUT SHORT OF WHITE RWY EDGE LINE. ACFT ON FINAL WENT AROUND. RECEIVED FURTHER TAXI INSTRUCTIONS FROM GND. CALLED STL TWR UPON ARR AT JFK AND TALKED TO TWR SUPVR.

Synopsis :

RWY INCURSION OCCURS WHEN THE PIC OF AN MD80 TAXIES ACROSS THE HOLD SHORT LINE AT THE WRONG TXWY AT STL, MO.

Time

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

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : ABQ.Tower
Operator.General Aviation : Personal
Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 24000
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 20000
ASRS Report : 547193

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 4000
ASRS Report : 547201

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Horizontal : 1000

Supplementary

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

Narrative :

ON LNDG ABQ RWY 35, A HIGH WING CESSNA SEL CROSSED RWY 35 ON TXWY A. SHORTLY AFTER, WE TOUCHED DOWN ON THE RWY. OUR SPD WAS ABOUT 110 KTS WHEN THE CESSNA CAME INTO OUR VIEW ON THE RWY. NO EVASIVE ACTION TAKEN.

Synopsis :

ACR FLC OBSERVES GA ACFT CROSS ACTIVE RWY AHEAD OF THEM DURING LNDG.

Time

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

Place

State Reference : AR

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : King Air C90 E90
Mission : Business

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 9800
Experience.Flight Time.Last 90 Days : 125
Experience.Flight Time.Type : 300
ASRS Report : 547255

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 1000

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG AT 42A (MELBOURNE, AR), I CLRED THE RWY, ANNOUNCED MY INTENTIONS TO BACK-TAXI, AND BEGAN TO DO SO. AN ACFT CROSSED OVER THE ARPT AT APPROX 500 FT AGL FROM BEHIND MY POS UPON RE-ENTERING THE RWY TO BACK-TAXI. AT THAT TIME HE TURNED DOWNWIND, BASE AND SHORT FINAL AND LANDED. THERE WERE NO TXWYS THAT CONNECTED TO THE RWY WITHIN 800-1000 FT FROM OUR POS, SO I LEFT THE RWY FOR THE GRASS AT THAT TIME. THE OPPOSING ACT, AT NO TIME, EVER ANNOUNCED HIS INTENTIONS OR ACKNOWLEDGED OURS.

Synopsis :

OPPOSING TFC ON THE RWY AT AN UNCTLED SINGLE RWY ARPT REQUIRES A RWY EXCURSION TO AVOID COLLISION, 42A, AR.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : POC.Tower
Operator.General Aviation : Personal
Make Model : Cessna 340/340a
Mission : Pleasure

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 10100
Experience.Flight Time.Last 90 Days : 90
ASRS Report : 548771

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 150

Supplementary

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

Narrative :

I WAS #1 FOR TKOF ON RWY 26L. TWR ADVISED ME TO TAXI INTO POS AND HOLD, WHICH I DID. I THEN GOT DISTR BY AN ALTERNATOR LIGHT OUT LIGHT COMING ON. I STARTED RUNNING THE ENGS UP TO SEE IF THE ALTERNATOR WOULD COME ON-LINE. I THEN THOUGHT I HAD BEEN CLRED TO TAKE OFF AND I STARTED MY TKOF ROLL. AS I REACHED ABOUT 80 KTS, THE TWR ADVISED TO STOP AS THERE WAS ANOTHER ACFT THAT HAD JUST LANDED EXITING THE RWY. I FELT THAT IT WOULD BE HAZARDOUS TO FLY AND STOP, SO I LIFTED OFF. THE OTHER ACFT WAS COMPLETELY CLR WHEN I REACHED THE TXWY THEY WERE ON. I WAS ABOUT 100 FT IN THE AIR. IN THE FUTURE, I NEED TO PAY ATTN TO CTLR INSTRUCTIONS AND NOT BE DISTR BY MINOR MECHANICAL PROBS.

Synopsis :

CRITICAL GND CONFLICT OCCURS AS A C340 PLT PERFORMS AN UNAUTH TKOF ON AN OCCUPIED RWY AND THEN FAILS TO MAKE A MID SPD ABORT WHEN DIRECTED BY THE CTLR AT POC, CA.

Time

Date : 200205
Day : Tue
Local Time Of Day : 1801 To 2400

Place

State Reference : MN

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Cessna 152
Mission : Training

Aircraft / 2

Make Model : PA-44 Seminole Turbo Seminole

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 27
Experience.Flight Time.Last 90 Days : 7
Experience.Flight Time.Type : 27
ASRS Report : 549474

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

I HAD JUST LANDED ON RWY 17 AT 8Y2. I CAME TO A FULL STOP AND MADE A CALL TO TAXI BACK. AS I TURNED AROUND I SAW A SEMINOLE HEADING TOWARDS ME WITH ONE WHEEL LOCKED UP. I PROCEEDED TO TAXI INTO THE GRASS AND CLR OF THE RWY UNTIL THE SEMINOLE CAME TO A FULL STOP. I THEN TAXIED OFF ONTO THE TXWY AND CLR OF THE ACTIVE RWY. I PARKED MY C152 AND LEARNED THAT THE SEMINOLE WAS ON AN EMER LNDG WITH BOTH ENGS OUT AND HAD MADE NO RADIO CALLS.

Synopsis :

A C152 PLT, AFTER LNDG AT BUFFALO, MN, WHILE MAKING THE TURN TO BACK TAXI, FOUND HIMSELF FACE TO FACE WITH AN ACFT IN DISTRESS LNDG ON THE SAME RWY.

Time

Date : 200206
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : P08.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Person / 1

Experience.Flight Time.Total : 1072
Experience.Flight Time.Last 90 Days : 22
Experience.Flight Time.Type : 256
ASRS Report : 549842

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 10

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

A ROUTINE TRAINING FLT DEPARTED FALCON FIELD, AZ, ARPT (FFZ) AT XA46. WHEN THE FLT HAD PROCEEDED TO THE FLORENCE, AZ, AREA, THE INSTRUCTOR CHKED THE PHOENIX TAC CHART FOR THE CTAF FOR COOLIDGE, AZ, ARPT (P08) AND SET THE BACKUP FREQ OF THE #2 RADIO TO 122.075. THE FREQ WAS MONITORED, APPROPRIATE POS RPTS WERE MADE AND THE APCH AND LNDG WERE MADE NORMALLY ON RWY 5. AFTER CLRING THE RWY, THE ACFT WAS PARKED, SHUT DOWN AND THE STUDENT PLT EXCHANGED PLACES WITH HIS TEENAGE SON WHO WAS TO RECEIVE INSTRUCTION ON THE RETURN TRIP. WINDS AT P08 AT THAT TIME WERE LIGHT AND VARIABLE WITH THE WINDSOCK FAVORING RWY 23. THE ACFT WAS RESTARTED AND BLIND XMISSION WAS MADE OF TAXI TO RWY 23 AT COOLIDGE. FOLLOWING A NORMAL RUN-UP, THE AREA WAS CLRED AND ANOTHER BLIND XMISSION WAS MADE OF INTENT TO TAKE OFF ON RWY 23. NO RESPONSE WAS RECEIVED AND A NORMAL TKOF WAS INITIATED ON RWY 23. AFTER A TKOF ROLL OF APPROX 500 FT, THE AIRSPD CAME ALIVE INDICATING AIRSPD OF LESS THAN 60 MPH. PRIOR TO ROTATION, OPPOSITE DIRECTION TFC WAS OBSERVED ON SHORT FINAL TO RWY 5. IMMEDIATE PWR REDUCTION AND BRAKING WERE APPLIED AND THE ACFT WAS BROUGHT TO A STOP ABOUT 1/2 WAY BTWN THE END OF RWY 23 AND THE MIDFIELD TXWY TURNOFF TO THE L. THE ACFT CAME TO A STOP ON THE EXTREME R EDGE OF THE RWY AND THE OPPOSITE DIRECTION TFC WAS OBSERVED TO TOUCH DOWN, PERFORM A TOUCH-AND-GO AND PROCEED WITH A NORMAL TKOF. THE OPPOSITE DIRECTION TFC HAD REACHED AN ALT OF APPROX 50 FT WHEN IT PASSED ABOVE THE STATIONARY TFC ON THE RWY. THE PLT OF THE OTHER ACFT APPEARED TO SEE THE ACFT STOPPED ON THE RWY AS HE PASSED OVERHEAD. ANOTHER BLIND CALL WAS MADE ON THE CTAF WITH NO RESPONSE. THE ABORTED TKOF ACFT BACK-TAXIED TO THE TKOF END OF RWY 23 AND A NORMAL TKOF WAS MADE. ON CLBOUT FROM P08, THE OPPOSITE DIRECTION TFC WAS AGAIN OBSERVED DOWNWIND FOR RWY 5. AT THAT TIME, THE INSTRUCTOR PLT DOUBLECHKED THE RADIO FREQ, CHANGED THE RADIO TO 123.075 AND LISTENED TO 2 OTHER ACFT DISCUSSING POS IN RELATION TO P08. BY THAT TIME THE ACFT HAD CLRED THE AREA AND NO ADDITIONAL RADIO CALLS WERE MADE. THE ERROR WAS APPARENTLY THE RESULT OF MISREADING THE CTAF ON THE TAC CHART. JUDGEMENT, CORRECTIVE ACTION AND DECISIONS AFTER THE OPPOSITE DIRECTION TFC WAS DETECTED WERE APPROPRIATE AND SUCCESSFUL. PROPER SELECTION AND DOUBLECHKING OF THE CTAF COULD HAVE AVOIDED THE INCIDENT COMPLETELY.

Synopsis :

CRITICAL GND CONFLICT BTWN 2 GA ACFT ON THE SAME RWY IN AN OPPOSITE DIRECTION TFC SIT AT P08, AZ.

Time

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

Place

Locale Reference.Airport : STL.Airport
State Reference : MO

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : STL.Tower
Operator.Common Carrier : Air Carrier
Make Model : Jetstream 41
Mission : Passenger

Aircraft / 3

Controlling Facilities.Tower : STL.Tower
Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Controller : Local
ASRS Report : 551438

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 4
Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

A B757 CROSSED THE HOLD SHORT LINES ON RWY 12R WITH AN ACFT Z ON SHORT FINAL, RESULTING IN A GAR. ACFT X MISTAKENLY TOOK A CLRNC FOR ACFT Y TO TAXI TO THE GATE. THIS IS PART OF AN OVERLYING PROB THAT HAS ARISEN AT STL. THERE HAVE BEEN NUMEROUS OCCASIONS LIKE THE AFOREMENTIONED. FORTUNATELY, THEY HAVE NOT RESULTED IN RWY INCURSIONS. ACR HAS IMPLEMENTED NEW 4 DIGIT, SIMILAR SOUNDING CALL SIGNS AND OTHER PROCS THAT HAVE EITHER CREATED DISTRS OR HAVE PLTS CONFUSED BECAUSE THE RESULT HAS BEEN TO CREATE SITS LIKE THE RWY INCURSION. THERE HAVE BEEN AN INCREASED NUMBER OF READBACK ERRORS AND JUST AN OVERALL CONFUSION ON THE ARPT. IN MY OPINION, THIS ARPT HAS BECOME VERY UNSAFE AND IS AN ACCIDENT WAITING TO HAPPEN IF SOMEBODY DOES NOT GET CTL OF ACR CALL SIGNS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THERE HAVE BEEN NUMEROUS FLC READBACK AND REPLY TO WRONG ACFT CALL SIGN INCIDENTS OVER A 10 MONTH PERIOD. THERE WERE 8 INCIDENTS IN ONLY 1 HR DURING A RECENT VISIT BY AN FAA HEADQUARTERS OBSERVER. THIS AND OTHER INCIDENTS HAVE BEEN RECORDED AS PLT DEV FOR INVESTIGATION BY THEIR FACILITY AND FAA FLT STANDARDS. THESE INCIDENTS HAVE BEEN BROUGHT TO THE ATTN OF THE AIRLINE, BUT NO RESOLUTION HAS BEEN ESTABLISHED TO DATE.

Synopsis :

B757 FLC CROSSED RWY HOLD SHORT LINES AT STL DURING TAXI IN DUE TO RESPONDING TO ANOTHER ACFT'S SIMILAR SOUNDING CALL SIGN.

Time

Date : 200206
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PSP.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4444
Experience.Flight Time.Last 90 Days : 68
Experience.Flight Time.Type : 68
ASRS Report : 551904

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 200

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG AND EXITING RWY 13R AT PSP TWR ADVISED HOLD SHORT RWY 13L STAY WITH TWR. PIC DID NOT HEAR TWR INSTRUCTION OR READ BACK AND CROSSED RWY 13L. TWR SENT CESSNA ON VISUAL APCH AROUND FROM AN ALT OF APPROX 200 FT. CONTRIBUTING FACTORS: ASSUMPTION PIC HEARD TWR CALL AND MY (SIC) READBACK. PIC CALL FOR APU START DUE TO SHORT TAXI TO FBO. SIC STARTING OF APU AND NOT INFORMING PIC. LACK OF COM BTWN SIC AND PIC ON HOLD SHORT INSTRUCTIONS AND STARTING OF APU PRIOR TO CLRING ALL ACTIVE RWYS.

Synopsis :

FLC HAS RWY INCURSION.

Time

Date : 200207

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TKA.Airport

State Reference : AK

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2900

Aircraft / 1

Operator.Common Carrier : Air Taxi

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

Mission : Test Flight

Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 2000

ASRS Report : 552396

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Vertical : 200

Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

UNINTENTIONALLY CONTACTED RWY DURING ABORTED LNDG DUE TO ACFT STOPPED ON ACTIVE RWY. CLRED ACFT ON RWY BY SAFE MARGIN, THEN SIDE-STEPPED TO R AND RETURNED TO LAND WITHOUT INCIDENT. PROB DUE TO MY NOT MAINTAINING SUFFICIENT SPACING TO ALLOW FOR ACFT STOPPING ON RWY IN USE. I PERCEIVED THAT THE BLOCKING ACFT WAS MOVING (DOING A TOUCH-AND-GO) WHEN, IN FACT, IT WAS STATIONARY. I DELAYED THE DECISION TO ABORT THE LNDG TOO LONG. I WAS NOT AWARE OF THE INTENTIONS OF THE BLOCKING ACFT.

Synopsis :

POTENTIAL GND CONFLICT WHEN SMA X LANDS ON AN OCCUPIED RWY, BELIEVING THAT ACFT Y WAS ON A TOUCH-AND-GO, NOT STOPPED, AT TKA, AK.

Time

Date : 200206
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CPS.Airport
State Reference : IL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CPS.Tower
Operator.Common Carrier : Air Taxi
Make Model : MU-2 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Aircraft / 2

Controlling Facilities.TRACON : T75.TRACON
Controlling Facilities.Tower : CPS.Tower
Make Model : Hawker Horizon (Ray)

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 6300
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 790
ASRS Report : 552548

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Clearance Delivery

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 3500

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

ON THE MORNING OF JUN/TUE/02 AT APPROX XA40, I WAS VECTORED BY ST LOUIS APCH CTL 123.7 STL TO CPS ARPT. WITH NO RPTED TFC IN THE AREA, I CANCELED MY INST FLT PLAN WITH STL APCH ONCE I IDENTED CPS, AND CHANGED TO ADVISORY FREQ 120.9 CTAF, WHICH BECOMES THE TWR FREQ AT XB00. ON CTAF, I RPTED A 3 MI BASE LEG TO RWY 30L, 1 MI BASE LEG TO RWY 30L, BASE TO FINAL RWY 30L, AND LNDG RWY 30L. AS I TOUCHED DOWN ON RWY 30L AT APPROX XA45, AND PULLED THE PWR LEVERS INTO BETA RANGE, A HAWKER PARTIALLY PULLED OUT ONTO RWY 12R FROM TXWY D. I INITIATED MAX REVERSE AND MAX BREAKING AND TURNED OFF THE RWY ONTO TXWY K, WHILE THE HAWKER PULLED COMPLETELY ONTO RWY 12R FACING ME. THE HAWKER WAS NOT MONITORING CTAF, AND THE HAWKER HAD NO LNDG LIGHTS, OR STROBE LIGHTS ON. AFTER LNDG, I TAXIED TO PARKING, AND TENDERED MY CARGO TO THE COURIER. THE HAWKER REMAINED PARKED ON THE DEP END OF RWY 12R WITH NO LIGHTS ON FOR 15 MINS, AND DEPARTED AT XB00. ONCE THE CPS TWR OPENED, I CONTACTED THE TWR ON 120.9 TO GET A RADIO CHK, TO INSURE MY RADIOS WERE WORKING. ONCE THE RADIO CHK WAS SATISFACTORY, I ASKED THE TWR PERSONNEL IF THEY HAD SEEN WHAT HAD TRANSPIRED, AND THEY HAD. I ASKED WHY THE CREW OF THE HAWKER WAS NOT MONITORING CTAF, AND THE TWR PERSONNEL CALLED STL TO FIND OUT. THE CPS TWR PERSONNEL SAID THAT THE HAWKER CREW WAS MONITORING AND IN CONTACT WITH STL CLRNC DELIVERY ON 121.8, CPS GND CTL FREQ DURING NORMAL HRS OF OP. THIS RWY INCURSION COULD HAVE BEEN PREVENTED BY THE PROPER USE OF MONITORING AND ACFT POS RPTS ON CTAF BY THE HAWKER CREW. ADDITIONALLY, THE HAWKER SHOULD NOT HAVE REMAINED PARKED ON AN ACTIVE RWY FOR 15 MINS. HAD I NOT CANCELED MY INST FLT PLAN UNTIL ON THE GND, THIS INCURSION MAY HAVE BEEN PREVENTED, IF THE HAWKER CREW WAS MONITORING STL APCH CTL ON 123.7. IF THE HAWKER CREW MONITORED STL APCH CTL, THEY WOULD HAVE KNOWN THAT I WAS CLRED FOR A VISUAL APCH TO CPS RWY 30L.

Synopsis :

RWY INCURSION BY A TAXIING HAWKER CPR JET WAS A LEVEL OF CONCERN BY THE PLT OF AN MU2 CARGO FLT LNDG AT CPS, IL.

Time

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

Place

Locale Reference.Airport : SRQ.Airport
State Reference : FL

Environment

Flight Conditions : VMC
Ceiling.Single Value : 1600

Aircraft / 1

Controlling Facilities.Tower : SRQ.Tower
Operator.Common Carrier : Air Carrier
Make Model : MD-88
Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : SRQ.Tower
Operator.General Aviation : Personal
Make Model : Cessna 152

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1900
ASRS Report : 553406

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 5
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Alert
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 50

Supplementary

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

Narrative :

SARASOTA GND CLRED US TO PUSH AT OUR DISCRETION AND CALL FOR TAXI. WHEN I CALLED FOR TAXI, THE CTLR CLRED US TO 'TAXI TO RWY 14.' I READ IT BACK AS GIVEN AND NO FURTHER INSTRUCTION OR CLARIFICATION WAS RECEIVED. AFTER CLRING THE RAMP AREA, WE COMPLETED THE TAXI CHKLIST AND I STARTED OUR #2 ENG. WE APCHED THE INTXN WITH RWY 4/22 AND I CLRED TO MY R AND SAID 'CLR ON THE R' AND THE CAPT CALLED 'CLR ON THE L.' WE WERE JUST SHORT OF THE RWY WHEN GND SAID 'ACR X, STOP.' WE COMPLIED AND SAW A SMALL CESSNA TYPE SINGLE ENG ACFT TAXIING L TO R. WE STOPPED AND THE CESSNA PASSED WITH 40-50 FT CLRNC OFF THE NOSE. WE QUERIED GND CTL AND THE CTLR CLAIMED WE HAD BEEN CLRED TO TAXI TO RWY 14 HOLD SHORT RWY 4. WHEN WE SAID THAT WE HAD NOT RECEIVED A HOLD SHORT CLRNC, THE GND CTLR SAID HE WASN'T REALLY SURE SINCE THEY'D HAD A SWITCHOVER AT THE POS AND HE HADN'T BEEN THE ONE TO CLR US TO TAXI. THE REST OF THE TAXI, TKOF, AND FLT WERE UNEVENTFUL. I BELIEVE THE GND CTLR DID NOT CLARIFY OUR INSTRUCTIONS TO EACH OTHER WHEN THEY SWITCHED OVER, RESULTING IN ONE CTLR CLRING US ALL THE WAY, WHILE THE OTHER THOUGHT WE WERE HOLDING SHORT.

Synopsis :

AN MD88 CREW, TAXIING FOR TKOF AT SRQ, CAME WITHIN 50 FT OF COLLIDING WITH A SINGLE ENG ACFT.

Time

Date : 200207
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Taxi
Make Model : MU-2 Undifferentiated or Other Model
Mission : Freight

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model : Dash 8 Series Undifferentiated or Other Model
Mission : Passenger

Aircraft / 3

Controlling Facilities.Tower : PHL.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4800
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 2200
ASRS Report : 554056

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0

Miss Distance.Horizontal : 30

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS GIVEN TAXI CLRNC AND HOLD SHORT INSTRUCTIONS WHICH I COMPLIED WITH. AFTER BEING GIVEN CLRNC TO PROCEED, I STARTED MOVEMENT WHEN A DASH 8 EXITED AN ADJACENT RWY AND CUT ACROSS MY PATH WITHOUT EVER CONTACTING GND CTL. AFTER STOPPING MY MOVEMENT, I WAS GIVEN AN ABBREVIATED CLRNC TO TAXI. DUE TO THE CONFUSION CAUSED BY THE ENCOUNTER, I TAXIED MY NORMAL RTE TO THE ASSIGNED RWY. WHILE XING ANOTHER RWY ENRTE (AT THE EXIT END) I SAW AN ACFT ON ABOUT A 1/2 - 1/4 MI FINAL APCH. AS I WAS ALREADY EXPEDITING MY TAXI, I WAS CLR OF THE RWY WELL BEFORE THE ACFT'S TOUCHDOWN.

Synopsis :

MU2 PLT HAD A RWY INCURSION AFTER A LNDG ACFT CUT HIM OUT WHEN TURNING OFF THE RWY.

Time

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

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : SDF.Tower
Operator.Common Carrier : Air Carrier
Make Model : DC-8 Undifferentiated or Other Model
Mission : Freight

Aircraft / 2

Controlling Facilities.Tower : SDF.Tower
Operator.Common Carrier : Air Taxi
Make Model : Short Brothers Undifferentiated or Other Model
Mission : Freight

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1500
ASRS Report : 555564

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Alert
Miss Distance.Horizontal : 50

Supplementary

Problem Areas : Airport
Problem Areas : ATC Human Performance

Narrative :

WE WERE CLRED TO TAXI FROM RAMP (ACR CARGO RAMP) TO RWY 17L WITH NO HOLD SHORT INSTRUCTIONS. PRIOR TO XING RWY 11, WE OBSERVED WHAT APPEARED TO BE AN ACFT TAXIING DOWN RWY 11. ON FURTHER OBSERVATION, WE FOUND IT WAS TAKING OFF. WE STOPPED OUR ACFT WITH OUR NOSE ACROSS THE HOLD LINE JUST AS THE CTLR TOLD US TO STOP. THE SHORTS WOULD HAVE COLLIDED WITH OUR ACFT IF WE HAD CONTINUED ACROSS THE RWY. IF WE HAD NOT SLOWED OUR TAXI SPD DOWN WHEN WE WERE UNSURE OF WHETHER THE ACFT WAS TAXIING OR TAKING OFF, THE CTLR PROBABLY WOULD NOT HAVE CAUGHT THE ERROR UNTIL AN ACCIDENT OCCURRED. IF THE VISIBILITY HAD BEEN POOR WE WOULD NOT HAVE BEEN ABLE TO VISUALLY AVERT AN ACCIDENT. THE SHORTS ROTATED PRIOR TO THE RWY INTXN, BUT WOULD NOT HAVE CLRED OUR ACFT.

Synopsis :

A DC8 CREW, AFTER BEING CLRED TO THEIR DEP RWY AT SDF, OBSERVED ANOTHER ACFT TAKING OFF ON A RWY THEY WERE ABOUT TO CROSS.

Time

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

Place

Locale Reference.Airport : MDW.Airport
State Reference : IL

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Business

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 300
ASRS Report : 556089

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 350
ASRS Report : 556286

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500

Miss Distance.Horizontal : 1500

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE TAXIING OUT FOR DEP ON RWY 31C, GIVEN HOLD SHORT RWY 31R. IT WAS READ BACK AND WRITTEN DOWN CORRECTLY. WHILE TAXIING, WE NOTED DEP RWY HAD A TAILWIND SO PERFORMANCE WAS RECHKED AND A NEW PWR SETTING AND SPDS AND TRIM SETTING WERE ENTERED IN THE FMS. WHILE DOING THAT, WE MISSED THE HOLD AND TWR ISSUED A GAR TO THE LNDG ACFT. WHAT WE SHOULD HAVE DONE: ANY CHANGE OUT OF THE ORDINARY SHOULD WARRANT CAUTION. WE COULD HAVE BROUGHT THE ACFT TO A STOP AT THE HOLD SHORT POINT AND REFIGURED OUR PERFORMANCE.

Synopsis :

B737-800 FLC FAILED TO HOLD SHORT OF RWY DURING TAXI OUT.

Time

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

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model : Do 328
Mission : Passenger

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Type : 2800
ASRS Report : 556525

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local
ASRS Report : 556334

Person / 4

Function.Controller : Ground
Experience.Flight Time.Total : 70
ASRS Report : 556335

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 4500

Supplementary

Problem Areas : ATC Human Performance

Narrative :

TAXI INSTRUCTIONS IN PHL WERE TO TAXI S ON TXWY E, HOLD SHORT OF RWY 9L. WE COMPLIED AND THEN WERE CLRED TO CROSS RWY 9L ON TXWY E. I SWITCHED ON OUR STROBES AND WING ICE LIGHTS AND PROCEEDED TO CROSS. WE COULD SEE AN ACFT ON THE DEP END OF RWY 9L BUT NO MOVEMENT WAS VISIBLE. AS WE ENTERED THE RWY, WE WERE INSTRUCTED BY GND CTL TO TAXI ACROSS RWY 9L WITHOUT DELAY DUE TO TFC DEPARTING RWY 9L. AS WE EXITED THE OTHER SIDE OF RWY 9L ON TXWY E, WE COULD SEE A NARROW BODY, TWIN JET APCHING FROM OUR R, LIGHTS ON, TAKING OFF FROM RWY 9L. AS WE SWITCHED TO TWR FREQ WE HEARD THAT SAME DEPARTING FLT QUERY THE TWR CTLR, 'ARE YOU AWARE AN ACFT CROSSED THE RWY IN FRONT OF US ON THE TKOF ROLL?' THE TWR CTLR REPLIED 'YES' AFTER A LONG PAUSE. HAD WE SEEN THAT THE FLT WAS MOVING ON THE RWY FOR TKOF WITH LIGHTS ON, WE WOULD NOT HAVE PROCEEDED ACROSS RWY 9L AND WOULD HAVE HELD SHORT. AS WE CLRED THE RWY, THE DEPARTING FLT WAS LIKELY BTWN TXWY T AND TXWY K4 ON THE TKOF ROLL. IT SHOULD NOT HAVE BEEN CLRED FOR TKOF BEFORE WE ENTERED THE RWY WHICH IS WHAT PROBABLY HAPPENED. I WILL CONTINUE TO BE VIGILANT IN CHKING FOR LNDG/DEPARTING TFC AS WELL AS XING/HOLD SHORT CLRNCS BEFORE XING ANY RWY. SUPPLEMENTAL INFO FROM ACN 556334: ACFT CLRED FOR TKOF, QUESTIONED WHETHER OR NOT I KNEW THAT ANOTHER ACFT HAD CROSSED THE RWY AHEAD OF HIM. SUPPLEMENTAL INFO FROM ACN 556335: I VERBALLY REQUESTED APPROVAL TO CROSS RWY 9L AT TXWY E WITH ACFT X. THE LCL E CTLR VERBALLY APPROVED MY REQUEST AND I ISSUED INSTRUCTIONS TO ACFT X TO CROSS RWY 9L AT TXWY E. AT NO TIME DID THE AMASS ALARM ISSUE ANY WARNINGS.

Synopsis :

AN ACR IS CLRED TO CROSS RWY 9L AT PHL, PA. ANOTHER ACR ON TKOF ROLL ON THAT RWY QUESTIONS THE LCL CTLR ABOUT THE CONFLICT ONCE HE IS AIRBORNE.

Time

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

Place

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

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 556929

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 100

Supplementary

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

Narrative :

WE WERE CLERED TO LAND RWY 22R, HOLD SHORT RWY 27R AT ORD. ON ROLLOUT, WE EXITED AT TXWY C AND TWR INSTRUCTED US TO HOLD SHORT OF RWY 27R AND REMAIN ON TWR FREQ (126.9). AS WE APCHED THE HOLD SHORT LINE, THE CAPT DID NOT SEEM TO BE SLOWING FOR THE STOP, SO I SAID 'HOLD SHORT.' WE CONTINUED TO ROLL AND THE JUMP SEAT RIDER YELLED 'HOLD SHORT' AND I ALSO YELLED 'HOLD SHORT' AND GOT ON THE BRAKES. THE CAPT ALSO STARTED TO BRAKE AND WE CROSSED THE HOLD SHORT LINE BEFORE WE STOPPED. THERE WAS AN MD80 ROLLING OUT ON RWY 27R. I ESTIMATE ABOUT 1/2 OUR ACFT CROSSED THE HOLD SHORT LINE BEFORE WE STOPPED. IF WE HAD NOT MADE THE ABRUPT STOP, WE WERE IN DANGER OF COLLISION WITH THE MD80. THE LEAD FLT ATTENDANT STATED THAT SEVERAL PAX WERE CONCERNED THAT WE ALMOST HIT THE OTHER JET. THE CAPT SAID THAT SHE DID NOT HEAR THE HOLD SHORT INSTRUCTION. THE CAPT WAS THE PF AND I WAS THE PNF. WE HAD AN EQUIP FAILURE PRIOR TO TKOF THAT WE GOT DEFERRED. THE RADAR FAILED AFTER TKOF, AND WE GOT A RERTE SHORTLY AFTER TKOF. WE HAD A VERY BUSY LEG FROM MCI TO ORD. HOWEVER, WE WERE ALL CAUGHT UP FOR APCH AND THE APCH WAS STABILIZED. SUPPLEMENTAL INFO FROM ACN 556933: DURING THE LNDG ROLL, TWR ISSUED INSTRUCTIONS TO CLR RWY 22R AND HOLD SHORT OF RWY 27R. I DID NOT HEAR THE HOLD SHORT. THE TWR DID NOT COMMENT EXCEPT TO TELL US TO EXPEDITE XING RWY 27 AFTER THE MD80 DEPARTED. THIS WAS THE 4TH DAY OF A 4-DAY TRIP AND THE LONGEST, 3RD LEG OF A 4-LEG DAY. ON THIS LEG, WE HAD 2 MECHANICAL FAILURES, INCLUDING THE LOSS OF WX RADAR IN TSTM CONDITIONS. THIS AND SEVERAL ATC RERTES ADDED TO OUR STRESS LEVEL. THE APCH TO RWY 22R WAS THE TYPICAL SLAM DUNK AND THOUGH I BRIEFED THE REQUIRED ELEMENTS, I FAILED TO STRESS THE NEED FOR MYSELF AND CREW TO BE EXTRA VIGILANT ABOUT INTERSECTING RWYS, WHICH I USUALLY DO. THE TWR WAS EXTREMELY BUSY WITH MANY XMISSIONS AND I WAS STILL INVOLVED WITH THE HIGH SPD PHASE OF THE LNDG WHEN I MISSED THE CALL.

Synopsis :

RWY INCURSION AS A LNDG TAXIING A320 PIC OFF RWY 22R FAILS TO HEAR THE HOLD SHORT OF RWY 27R WHERE AN MD80 IS ON ITS TKOF ROLL AT ORD, IL.

Time

Date : 200208
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : IPL.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Citation II
Mission.Other : Law Enforcement

Aircraft / 2

Make Model : S-70 Black Hawk/Night Hawk/Sea Hawk
Mission : Tactical
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Captain
Experience.Flight Time.Total : 5763
Experience.Flight Time.Last 90 Days : 36
Experience.Flight Time.Type : 400
ASRS Report : 557345

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 900

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

ACFT X WAS PREPARING TO DEPART IMPERIAL ARPT. THE SIC MADE SEVERAL RADIO CALLS ON THE UNICOM FREQ ADVISING TFC OF THE ACFT'S INTENTIONS AS IT TAXIED INTO POS FOR TKOF ON RWY 14 FOR A VFR DEP. THE PIC ADVANCED THE PWR LEVERS TO THE TKOF POS AND NOTICED AN ACFT DISPLAYED ON THE TCASII. BOTH THE PIC AND SIC SCANNED THE HORIZON LOOKING FOR THE LIGHTS OF ANOTHER ACFT, NONE WERE SEEN. THE SIC AGAIN MADE A RADIO CALL ADVISING ACFT OF THEIR POS, THERE WAS NO RESPONSE. THE PIC THEN NOTICED A SHADOW OF A HELI ON A R BASE ON RWY 32 AND ABORTED THE TKOF. THE HELI, A UH60 BLACKHAWK INITIATED ITS APCH TO THE RWY WITHOUT COMMUNICATING ITS INTENTIONS ON THE UNICOM FREQ AND WITHOUT DISPLAYING ANY LNDG OR NAV LIGHTS. THE UH60 CAME TO A 100 FT HOVER APPROX 900 FT IN FRONT OF ACFT X. ONCE ITS APCH WAS TERMINATED THE HELI AIR-TAXIED TO THE RAMP. THE SIC MADE REPEATED ATTEMPTS TO CONTACT THE HELI ON UNICOM AND UHF GUARD WITH NEGATIVE RESULTS.

Synopsis :

A C550 CREW, DEPARTING IPL, ABORTED THEIR TKOF WHEN A HELI WAS OBSERVED ON TCASII MAKING AN APCH TO THE OPPOSITE RWY!

Time

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

Place

Locale Reference.Airport : 4I7.Airport
State Reference : IN

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Aircraft / 3

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1150
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 35
ASRS Report : 557874

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

ON THIS DAY, I WAS A VOLUNTEER PLT FOR AN EVENT. THE FLT WAS TO BE AN INTRODUCTORY FLT FOR MY 3 YOUNG PAX. DURING THE TAXI OUT TO RWY 18, I HEARD POS RPTS OF OTHER TFC IN THE PATTERN AND INBOUND FOR THE ARPT. A KING AIR WAS RPTD TO BE A FEW MINS OUT FROM LNDG. I CALCULATED THAT I WOULD BE HOLDING AT THE DEP END OF THE RWY FOR A FEW MINS IN ORDER TO ALLOW FOR A COUPLE OF PLANES TO LAND. BY THE TIME I TAXIED TO RWY 18 FROM THE RAMP AREA, I HAD TO HOLD FOR LNDG TFC AS I HAD ANTICIPATED. WHILE HOLDING FOR THE LNDG TFC, I NOTICED A GYROCOPTER OVERHEAD AT APPROX 500 FT AGL. I RECALLED FROM A PREVIOUS FLT APPROX 1/2 HR EARLIER THAT ANOTHER ACFT HAD RPTED THAT A GYROCOPTER WAS ORBITING AT THE S END OF RWY 18 AND HAD NOT BEEN XMITTING. I ASSUMED THAT THE RPTED GYROCOPTER WAS THE SAME ONE I WAS OBSERVING. WHILE THE GYROCOPTER WAS CIRCLING OVERHEAD BTWN THE APCH END OF RWY 18 AND MIDFIELD, OTHER ACFT WERE CALLING IN POS AND LNDG. THE DURATION OF MY WAIT FOR TKOF WAS APPROX 3-5 MINS. AFTER WATCHING 3 ACFT LAND, IT WAS MY TURN FOR TKOF. ABOUT 1 MIN EARLIER, THE GYROCOPTER FLEW TO THE E AND THE KING AIR RPTED JUST S OF THE FIELD. I ANNOUNCED MY INTENTIONS FOR TAXIING OUT INTO POS AND HOLDING. AS I TAXIED INTO POS FOR TKOF, I HEARD A TAIL NUMBER ALONG WITH 'BACK TAXIING RWY 18.' I OBSERVED THAT THERE WAS A C172 BACK-TAXIING AND ABOUT TO EXIT THE RWY ONTO THE TXWY. AS THE CESSNA GOT OFF THE RWY AND ONTO THE TXWY TOWARD THE RAMP, I ANNOUNCED 'DEPARTING RWY 18.' AT APPROX 10 SECONDS INTO MY TKOF ROLL, I HEARD SOMEONE ON THE RADIO SAY 'CHEROKEE DEPARTING, I AM STILL BACK-TAXIING.' I IMMEDIATELY ABORTED TKOF AND THEN A CHEROKEE CAME INTO VIEW ON THE L SIDE OF THE RWY. AS I WAS BRAKING, I STEERED TO THE R, AS DID THE ONCOMING CHEROKEE. BY THE TIME WE PASSED EACH OTHER, I WAS SLOWED AGAIN TO TAXI SPD. I WAS TO THE EXTREME FAR R OF THE RWY AND THE OTHER PLT WAS TO THE FAR L. PUTNAM COUNTY (417) RWY 18 IS 100 FT WIDE. THEREFORE, WE HAD APPROX 40-50 FT BTWN WINGTIPS. AFTER PASSING THE CHEROKEE, I HEARD ON THE RADIO THAT THE KING AIR WAS NOW DOWNWIND FOR RWY 18. I ELECTED TO CONTINUE TO THE MIDFIELD TURNOUT VERSUS ATTEMPTING TO BEAT THE KING AIR. I ANNOUNCED MY INTENTION OF WAITING FOR THE KING AIR. THE KING AIR STATED THAT HE HAD ME IN SIGHT AND THANKED ME FOR HOLDING. THE KING AIR LANDED AND BACK-TAXIED RWY 18 THEN EXITED TO THE RAMP. I FOLLOWED THE KING AIR AND MADE IT CLR THAT I WAS FOLLOWING THE KING AIR BACK-TAXIING RWY 18. I BACK-TAXIED TO THE BEGINNING OF RWY 18, TURNED AROUND AND DEPARTED. NOTE REGARDING PUTNAM COUNTY 417: THERE IS A DIP IN RWY 18 FROM ABOUT THE 1000 FT POINT TO THE 2500 FT POINT WHICH IS APPROX MIDFIELD. THIS CONDITION DOES MAKE FOR A 'BLIND SPOT' WHEN POSITIONED AT THE DEP END OF THE RWY. THIS 'BLIND SPOT' IS WHERE THE OTHER CHEROKEE WAS THAT HAD LANDED PRIOR TO THE C172. EVIDENTLY, THE CHEROKEE HAD LANDED LONG AND PULLED OFF RWY 18 AT THE MIDFIELD TURNOUT (HOLD AREA) TO LET THE C172 LAND. I HEARD A TAIL NUMBER (BUT NO ACFT TYPE IDENT) AND 'BACK TAXIING RWY 18' ANNOUNCED, AND I SAW ONLY THE C172 SO ASSUMED THAT THIS WAS THE ACFT WHO HAD MADE THE CALL. IT WAS NOT, BUT RATHER THE CHEROKEE MIDFIELD. THE CESSNA DID NOT ANNOUNCE THAT HE WAS BACK-TAXIING. I BELIEVE THERE WERE SEVERAL CONTRIBUTING FACTORS TO THE SIT THAT OCCURRED. FIRST, ALL THE PLTS THAT DAY WERE UNDER PRESSURE TO HURRY BECAUSE WE ALL HAD CHILDREN WAITING FOR A FLT. SECONDLY, I BELIEVE THAT NOT EVERYONE WAS CONSISTENTLY USING PROPER PROCS FOR AN UNCTLED FIELD. THIRD, THE GYROCOPTER, WHO WAS NOT INVOLVED WITH THE EVENT, WAS NOT TALKING ON THE RADIO AT ANY TIME AND DISREGARDED PROPER ENTRY AND DEP PROCS FROM THE AREA. FINALLY, THE LOW SPOT IN THE RWY IMPAIRED MY VIEW OF THE ENTIRE RWY. I BELIEVE THIS INCIDENT COULD HAVE BEEN PREVENTED IF THE PLTS HAD NOT BEEN UNDER PRESSURE TO RETURN FOR A NEW LOAD OF PAX. THIS PRESSURE CONTRIBUTED TO PLTS NOT TAKING THE TIME TO USE PROPER PROCS OF ANNOUNCING EVERY MOVEMENT AND INTENTION. I ALSO BELIEVE THAT THE LOW SPOT IN THE RWY IS DANGEROUS AND COULD HAVE BEEN CONTRIBUTING FACTOR TO AN ACCIDENT. THIS LOW SPOT NEEDS TO BE ELIMINATED BEFORE AN ACCIDENT DOES OCCUR.

Synopsis :

PA28 PLT HAS RWY INCURSION.

Time

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

Place

Locale Reference.Airport : BLI.Airport
State Reference : WA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : BLI.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : BLI.Tower
Operator.Common Carrier : Air Carrier
Make Model : DHC-8-100
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Experience.Flight Time.Total : 1210
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 750
ASRS Report : 559707

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 24
Experience.Flight Time.Last 90 Days : 24
Experience.Flight Time.Type : 24
ASRS Report : 562253

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued Alert
Miss Distance.Horizontal : 7000

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT WAS ON A SUPERVISED SOLO XCOUNTRY FLT FROM AWO-BLI WHEN SHE WAS UNABLE TO CONTACT BELLINGHAM TWR BY RADIO AND PENETRATED THE CLASS D SURFACE AREA AND LANDED OPPOSITE DIRECTION AGAINST A DASH 8-100. THE DASH 8 COMMENCED A GAR. MY STUDENT WAS THEN LECTURED AND SCOLDED BY THE LCL CTLR AND SENT ON HER WAY. SINCE THEN, SHE HAS RECEIVED 5 HRS ADDITIONAL INSTRUCTION ON THE OPS IN THE CLASS D SURFACE AREA AND A REVIEW OF THE FAA ADVISORY CIRCULARS AND VIDEO TAPES PERTAINING TO RWY INCURSIONS. THE CTLR SPOTTED THE ACFT ON THE RWY AND DISPATCHED A GND VEHICLE TO BRING THE ACFT TO THE TWR. THE CTLR TOLD THE STUDENT TO REMAIN ON LCL CTL FREQ AND THEN YELLED AT HER FOR NOT SWITCHING TO GND. AFTER LEAVING BLI AIRSPACE, THE CTLR CONTACTED ME BY TELEPHONE AND TOLD ME THE STUDENT HAD CONTINUED HER FLT PER HIS DIRECTIONS. SUPPLEMENTAL INFO FROM ACN 562253: UPON ENTERING CLASS D AIRSPACE, THERE WAS A RADIO FAILURE WITH THE TWR AND SO I LANDED THE AIRPLANE AND SPOKE WITH THE TWR AND ARPT OFFICIALS ABOUT THE COM FAILURE. THE TWR CTL OPERATOR MADE IT APPARENT TO ME THAT HE WAS VERY UPSET WITH HIS HARSH TONE WHICH ONLY MADE THE SIT WORSE. AFTER THE NEAR COLLISION WITH THE DASH 8, CTLR DID NOT SUPPLY ANY GUIDANCE AS TO REGARDING WHAT I SHOULD DO AFTER THE INCIDENT. HE COMPLAINED TO MY FLT INSTRUCTOR THAT I DIDN'T CONTACT GND ALTHOUGH HE SPECIFICALLY ADVISED ME TO STAY WITH HIM ON THE FREQ.

Synopsis :

A STUDENT PLT ON INITIAL SUPERVISED XCOUNTRY FLT IN A C152 PENETRATES A CLASS D AIRSPACE AND LWOC IN OPPOSITE DIRECTION TO A DASH 8 ON SHORT FINAL FOR RWY 34 AT BLI, WA.

Time

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

Place

Locale Reference.Airport : CSG.Airport
State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Hs 125 Series 1-600
Mission : Business

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1200
ASRS Report : 559708

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 562254

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

I WAS ACTING AS FO OF A PART 91 REPOS LEG FROM CSG TO BCT. WE TAXIED FROM THE FBO TO RWY 6. WHILE DIVIDING MY TIME BTWN RWY CHKLISTS AND LOOKING FOR OTHER TAXIING TFC, THE CAPT MENTIONED THAT THERE WAS A C172 RUNNING UP AT THE END OF THE OTHER RWY (RWY 31). AT THE TIME THE WIND WAS CALM, THE TWR WAS NOT YET IN OP, SO WE ELECTED TO USE RWY 6 -- THE LONGER OF THE 2 RWYS. I RADIOED OUR INTENTIONS TO USE RWY 6 ON THE CTAF. AFTER CALLING ATL APCH FOR OUR OUTBOUND IFR RELEASE, I RETURNED TO THE CTAF AND ANNOUNCED THAT HAWKER X WAS TAKING RWY 6 FOR DEP. I HEARD NO CONFLICTING TFC ON THE FREQ. HOWEVER, I COULD NOT SEE THE END OF THE RWY WHERE WE HAD SEEN THE C172 (RWY 31) DUE TO TREES AND TERRAIN. WE CONTINUED WITH THE TKOF RUN AND LIFTED OFF MIDFIELD. WHILE CLBING OUT NORMALLY, I HEARD THE CESSNA CALL ON THE CTAF, 'HAWKER, DID YOU CALL DEPARTING RWY 6?' I REPLIED THAT WE HAD CALLED. HE REPLIED, 'WE JUST LIFTED OFF RWY 31 AND DID NOT HEAR YOUR CALL.' 'THERE WAS A NEAR MISHAP THERE.' I RELAYED MY APOLOGIES AND ANNOUNCED THAT WE WERE DEPARTING THE PATTERN. IN RETROSPECT, IT IS OBVIOUS THAT THERE WAS A LACK OF COMS THAT LED TO THIS INCIDENT. AS THE PNF, I CLRLY SHOULD HAVE ATTEMPTED TO CONTACT THE C172 WHICH WAS POINTED OUT ON THE OPPOSING RWY INSTEAD OF ASSUMING THAT HE WAS STILL RUNNING UP. WAITING ONLY A MIN OR 2 TO CONFIRM THE OTHER ACFT'S INTENTIONS WOULD HAVE BEEN PRUDENT IN THIS SIT. IT IS ALSO WORTHY TO NOTE THAT NEITHER THE CAPT NOR I SAW THE C172 TAKING OFF FROM THE OTHER RWY, SO I AM UNABLE TO RPT HOW CLOSE IN ACTUALITY HE CAME TO OUR ACFT. I HEARD NO OTHER COMS FROM THE OTHER ACFT, THEREFORE, I WAS NOT AWARE OF HIS PROX. HAVING THE COLUMBUS TWR EXTEND ITS OPS TO OPEN EARLIER THAN XA00 WOULD HAVE MADE THIS INCIDENT A NON EVENT. FROM MY OBSERVATIONS, THIS ARPT IS QUITE BUSY EVEN BEFORE THE TWR OPENS. SUPPLEMENTAL INFO FROM ACN 562254: THE FO SWITCHED FREQS TO ATL APCH TO OBTAIN AN IFR RELEASE. WHEN RELEASED INTO THE AIRSPACE, I MOVED THE ACFT INTO POS AND HOLD WHERE THE LINE-UP CHKLIST WAS COMPLETED AND THE FO ANNOUNCED OUR INTENTION TO TAKE OFF. WE DID NOT HEAR ANY OTHER TFC ON OR IN THE VICINITY OF THE ARPT AND TKOF WAS INITIATED. AT THIS POINT, I CANNOT CONFIRM WHETHER THE FO ANNOUNCED OUR INTENTION TO TAKE OFF ON ATL APCH OR ON CTAF. CLRLY, THERE WAS A COMS FAILURE BTWN THE 2 INCIDENT ACFT. BOTH CREWS SHOULD HAVE WAITED ANOTHER 10 MINS PRIOR TO TAXI. WITH THE TWR OPEN, THE INCIDENT WOULD HAVE BEEN AVERTED. CSG ARPT MGMNT NEEDS TO REVIEW/ADJUST THE CURRENT CTL TWR OPERATING HRS. ALSO, THE TREES THAT SERVE TO MUTUALLY OBSTRUCT THE VIEW OF ONE APCH END FROM THE OTHER SHOULD BE REMOVED. AFTER REFLECTING UPON THE MISSION, IT IS CLR TO ME THAT THERE WAS A SELF IMPOSED SENSE OF URGENCY ON THE PART OF THE CREW OF ACFT X. I SHOULD NOT HAVE ALLOWED THIS. THINGS WERE GOING SMOOTHLY AND I COULD HAVE BETTER CTLED THE COCKPIT ENVIRONMENT BY SLOWING THE PACE.

Synopsis :

NEAR GND COLLISION BTWN AN H25B AND A C172 ON TKOF FROM INTERSECTING RWYS WHEN TWR WAS CLOSED AT CSG, GA.

Time

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

Place

Locale Reference.Airport : 86WA.Airport
State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Travelair 95
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 350
ASRS Report : 560623

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Resolatory Action.None Taken : Unable
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

TAXIED ONTO N END OF A 2500 FT RWY JUST AFTER A C182 RPTED 45 DEG ENTRY. I MADE SEVERAL CALLS AS I WAS DOING A BACK-TAXI ON THE RWY (NO TXWY). THE C182 RPTED A DOWNWIND JUST SECONDS AFTER THE INITIAL 45 DEG CALL. IT THEN DID A SHORT BASE AND CLOSE-IN FINAL. IT CAME DIRECTLY AT MY ACFT, COMING WITHIN 50 FT OVER THE TOP OF ME. I BELIEVE I WAS CORRECT IN MY ACTION. THE C182 FORCED A SIT WHERE I WAS IN THE WAY OF HIM LNDG. PREVENTION: STAY COMPLETELY AWAY FROM JUMP ACFT.

Synopsis :

CRITICAL GND CONFLICT BTWN A TAXIING BEECH 95 ON THE RWY AND A LNDG C182 SKYDIVE ACFT, A NON TWR ARPT AT 86WA, WA.

Time

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

Place

Locale Reference.Airport : TDZ.Airport
State Reference : OH

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Cessna 150
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Corporate
Make Model : Gates Learjet Corp Undifferentiated or Other Model
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Aircraft / 3

Make Model : Small Aircraft

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 890
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 16
ASRS Report : 561414

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 20

Supplementary

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

Narrative :

I WAS PREPARING TO CROSS RWY 32 AT TOLEDO METCALF ARPT (TDZ) FROM THE S TXWY IN THE VICINITY OF THE APCH END OF RWY 32. I STOPPED SHORT OF THE HOLD SHORT LINE. I LOOKED TO THE E TOWARD THE APCH END OF RWY 14 AND THEN LOOKED W TO THE APCH END OF RWY 32. THE ACFT RADIO WAS ON AND TUNED TO THE CTAF FREQ. THE AUDIO PANEL WAS SET TO SPEAKER AND I WAS USING THE HAND MIKE WITHOUT A HEADSET. AT THE TIME I WAS PREPARING TO CROSS RWY 32 THERE WAS ANOTHER ACFT ON THE OPPOSITE SIDE TXWY. I LOOKED AGAIN TO THE W (L) AND ANNOUNCED ON THE CTAF FREQ THAT I WAS GOING TO TAXI ON RWY 32. I LOOKED AWAY FROM THE RWY TO POS THE MIKE IN THE BRACKET AND PULLED ONTO RWY 32. AT THE CTR OF THE RWY I SAW THE LEARJET COMING DIRECTLY AT MY ACFT AND ABOUT 2500 FT AWAY. WE BOTH STEERED TO THE R SIDE OF THE RWY, MY ACFT ON THE N SIDE AND OTHER ACFT ON THE S SIDE OF RWY 32/14. THE HORIZ DISTANCE BTWN ACFT WAS APPROX 20 FT. WHILE I HAD LOOKED UP THE RWY, I DID NOT SEE THE LEAR NOR DID I HEAR HIM ANNOUNCE HIS POS IN THE PATTERN. WE WERE BOTH VERY FORTUNATE. HUMAN PERFORMANCE CONSIDERATIONS: MY ATTN WAS DIVERTED FROM THE RWY WHEN I REPLACED THE HAND MIKE IN THE STORAGE BRACKET. IF I HAD BEEN USING A HEADSET, MY ATTN WOULD HAVE REMAINED FOCUSED ON THE RWY AND I MIGHT HAVE SEEN THE LEAR LNDG.

Synopsis :

C150 PLT ENCOUNTERS OPPOSITE DIRECTION LNDG TFC ON UNCTLED ARPT RWY.

Time

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

Place

Locale Reference.Airport : 66S.Airport
State Reference : ID

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Cessna 170
Mission : Pleasure

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 500
ASRS Report : 563499

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 320

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD BEEN SHOOTING TOUCH AND GOES USING RWY 33 AT 66S. AN EXPERIMENTAL ACFT (RV) MADE HIS FIRST RADIO CALL, '1 MI N OF ARPT, LNDG TO THE S.' I RESPONDED TO HIS CALL RPTING THAT I WAS ON 1/4 MI FINAL TO RWY 33, TOUCH AND GO. AFTER I TOUCHED DOWN ON THE RWY THE EXPERIMENTAL ACFT (RV) WAS OBSERVED USING THE OPPOSING RWY. MY TKOF WAS ABORTED. THE EXPERIMENTAL (RV) LANDED ON RWY 15. EACH ACFT USED LESS THAN 1/2 OF THE RWY LENGTH.

Synopsis :

A C170 PLT HAS A GND CONFLICT WITH AN EXPERIMENTAL ACFT LNDG OPPOSITE DIRECTION ON THE SAME RWY AT 66S, ID.

Time

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

Place

Locale Reference.Airport : ABE.Airport
State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : ABE.Tower
Operator.General Aviation : Corporate
Make Model : Gulfstream III
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 195
Experience.Flight Time.Type : 3000
ASRS Report : 563580

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 600

Supplementary

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

Narrative :

WHILE ON R DOWNWIND WITH STUDENT CLRED FOR TOUCH-AND-GO ON RWY 31L, WAS ADVISED GULFSTREAM WOULD DEPART PRIOR. GULFSTREAM WAS THEN CLRED FOR TKOF AND ADVISED CHEROKEE TURNING FINAL. OBVIOUS THAT GIII PLTS DID NOT LOOK OUT THE WINDOW AND PULLED ONTO RWY WHILE WE WERE ON SHORT FINAL. I ANNOUNCED IMMEDIATE GAR AND WE CLBED STEEPLY. CTLR ADVISED US TO 'MAKE A L 360 DEG TURN' AND ENTER L DOWNWIND.' CTLR WAS VERY BUSY AND POSSIBLY A TRAINEE. NEVER CAUTIONED US ABOUT WAKE TURB FROM DEPARTING GIII ON OUR TOUCH-AND-GO. SUBSEQUENT TOUCH-AND-GO HAD A B737 ON 1/2 MI FINAL TO RWY 6. WE WERE ADVISED AND HURRIED TO GET CLR. OBSERVATIONS: 1) CTLRS WERE OVERLOADED (WE HEARD 3 SEPARATE VOICES). 2) CTLR JUDGEMENT NOT THE GREATEST. 3) WE WERE WATCHING, SO NEVER ANY DANGER. 4) ALL MY STUDENTS ARE TAUGHT TO LOOK OUT THE WINDOW BEFORE ENTERING ANY RWY. CPR PLTS IN GIII GOT SLOPPY AND RELIED SOLELY ON CTLR'S INSTRUCTIONS. 5) MULTIPLE RWY OPS.

Synopsis :

RWY INCURSION WHEN A PA28-140 CHEROKEE CFI AND STUDENT HAVE A CRITICAL GND CONFLICT WITH A GIII ENTERING THE ACTIVE RWY WHICH WAS AVOIDED BY A GAR FROM A SHORT FINAL APCH TO RWY 31 AT ABE, PA.

Time

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

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Air Carrier
Make Model : A330
Mission : Passenger

Aircraft / 2

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

Person / 1

Function.Controller : Ground
Experience.Flight Time.Total : 300
ASRS Report : 564670

Person / 2

Function.Controller : Local
Experience.Flight Time.Total : 600
ASRS Report : 564054

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 2900

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACR X, AN A330, WAS TAXIING TO RWY 31L. AS HE APCHED TXWY J ON TXWY A, HE WAS INSTRUCTED TO CROSS RWY 4L ON TXWY J AND HOLD SHORT OF TXWY Z. INSTEAD OF TURNING L ONTO TXWY J, HE CONTINUED STRAIGHT AHEAD AND WOULD HAVE CROSSED RWY 31L AT TXWY K-A. THE GND CTLR SAW THIS ERROR, INSTRUCTED ACR X TO HOLD HIS POS AND POINTED THE SIT OUT TO THE LCL CTLR. ACR Y, A B767, HAD BEEN CLRED FOR TKOF. BECAUSE IT COULD NOT IMMEDIATELY BE DETERMINED IF ACR X WAS BEYOND THE HOLD LINE, ACR Y TKOF CLRNC WAS CANCELED AS A PRECAUTION. AFTER THE TKOF CLRNC WAS CANCELED, AND AS ACR Y WAS SLOWING DOWN TO EXIT THE RWY, AN AMASS WARNING WAS RECEIVED. SUPPLEMENTAL INFO FROM ACN 564054: ACFT #1 WAS CLRED FOR TKOF (ON RWY 31L) AND HAD STARTED TO ROLL WHEN THE GND CTLR SHOUTED 'CANCEL HIS TKOF' BECAUSE HE WAS AFRAID THAT ACFT #1 MIGHT BE TAXIING ONTO RWY 31L. I CANCELED ACFT #2'S TKOF CLRNC AND HE EXITED RWY 31L PRIOR TO ACFT #2'S LOCATION.

Synopsis :

FOREIGN ACR A330 ALMOST TAXIED IN FRONT OF A B767 ON TKOF ROLL AT JFK.

Time

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

Place

Locale Reference.Airport : FLL.Airport
State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FLL.Tower
Operator.Common Carrier : Air Carrier
Make Model : MD-88
Mission : Passenger

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 3000
ASRS Report : 567165

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 150
Miss Distance.Horizontal : 150

Supplementary

Problem Areas : ATC Human Performance

Narrative :

THIS REVENUE FLT OPERATED FROM ZZZ-FLL. A LIGHT RAIN SHOWER ON FINAL CAST A SHADOW OVER RWY 9L AT FLL. THE FLT WAS CLRED TO LAND AT 8 MILES. NUMEROUS CLRNCES AND A BLOCKED XMISSION WERE HEARD PRIOR TO OUR ARRIVAL. AT ABOUT 350 FT AGL WE NOTICED A GRAYISH COLORED LIGHT ACFT ON THE SMALL, GRAYISH COLORED, DISPLACED THRESHOLD OF OUR LNDG RWY. AT 200 FT AGL IT WAS DETERMINED THAT THE ACFT WOULD NOT CLR AND THE CAPT, THE PLT FLYING, COMMANDED A GAR AT 150 FT AGL. HE ADVANCED THE THROTTLES TO APPROXIMATELY GAR EPR. FIRE WALL THRUST WAS NOT UTILIZED. TWR WAS NOTIFIED DUE TO CLOSE GND PROXIMITY AND THE UNKNOWN DISPOSITION OF THE ACFT ON THE RWYS. OUR ATTENTION WAS FOCUSED ON AVOIDING THE TFC AND ESTABLISHING IMMEDIATE AND POSITIVE SEPARATION FROM THE GND. SLIGHT LATERAL DISPLACEMENT WAS ESTABLISHED AS WELL. AT ABOUT 600 FT AGL ON THE GAR, THE THROTTLES WERE RETARDED ABOUT ONE KNOB WIDTH TO GO AROUND EPR AND WE LANDED UNEVENTFULLY. WE DETERMINED AFTER LNDG THAT RPM AND EGT LIMITS HAD BEEN EXCEEDED FOR 5-15 SECS. A LOGBOOK ENTRY WAS MADE AND MAINT NOTIFIED. THE ENSURING ATC PHONE CALL REVEALED THAT THE STUDENT AND SENIOR CTLR WERE DISTRACTED AND LEFT THE ACFT INTO POSITION AND HOLD WHILE WE WERE STILL CLEARED FOR LNDG. THE LIGHT ACFT REMAINED IN POSITION THROUGH OUT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID ON FINAL THEY WERE ADVISED THERE WOULD BE MULTIPLE DEPS PRIOR TO THEIR LNDG. HE SAID THEY SAW THE ACFT IN POSITION AT 200 FT AND WERE ABLE TO START A CLB AT 150 FT NEAR THE RWY THRESHOLD.

Synopsis :

FLL TWR INSTRUCTOR AND TRAINEE ON LCL POSITION PUT LIGHT TWIN IN POSITION AND HOLD WITH MD88 CLRED TO LAND ON SAME RWY.

Time

Date : 200212
Day : Mon

Place

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

Aircraft / 1

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

Aircraft / 2

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

Aircraft / 3

Controlling Facilities.Tower : DFW.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 569258

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Exited Adverse Environment
Resolutive Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative :

ACFT ALMOST LANDED ON TOP OF US AT DFW. WE WERE TAXING FOR TKOF ON RWY 18R. ATC CLRED US TO CROSS 18L AT YANKEE AND TAXI TO HOLD SHORT OF RWY 18R. TFC ON A 2 MI FINAL. THE WX IN DFW WAS 1 SM-RA BR, ILS 18L. WE WERE ALREADY NUMBER ONE ON YANKEE HOLDING SHORT OF RWY 18L, SO WE PROCEEDED TO CROSS RWY 18L. WE WERE NOT EVEN HALF WAY ACROSS RWY 18L WHEN I SAW A COMPANY MD80 BREAK OUT OF THE OVCST AT ABOUT 100 FT. WE SCRAMBLED FOR POWER TO EXIT THE RWY. WE PROBABLY SHOULD NOT HAVE CROSSED AT ALL, BUT THAT 2 MILES OUT SOUNDED GOOD AT THE TIME. THE LOW CLOUDS AND VIS PREVENTED US FROM SEEING THE ACFT AND ATC DID NOT TELL US TO EXPEDITE ACROSS. THE OTHER ACFT SAID THEY SAW US AT 100 FT. WHEN QUESTIONED, ATC DOWNPLAYED EVERYTHING BY SAYING THAT OUR ACFT LOOKED CLR OF RWY 18L. STEVIE WONDER COULD HAVE SEEN THAT, THAT WAS NOT THE CASE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: DURING CALLBACK THE RPTR SAID THAT HE LOOKED TO CLEAR FOR TFC WHEN THE XING CLRNC WAS GIVEN. NONE WAS SEEN AND THE CAPT BEGAN TO TAXI ACROSS THE RWY. LIGHTS WERE THEN SEEN COMING OUT OF THE CLOUD. THE CREW OF THE OTHER ACFT SAID, AFTER THE FACT, THAT THEY BROKE OUT AT 100 FT AND SAW THE ACFT ON THE RWY. WITH THE FO'S WARNING, MORE THRUST WAS ADDED AND THE RWY WAS CLRED IN TIME FOR THE APCHING ACFT TO PASS BEHIND AND LAND. THE RPTR'S ACFT WAS NOT HEAVY, SO THERE WAS NO DELAY IN THE TAXI AFTER THE CLRNC WAS GIVEN.

Synopsis :

XING RWY 18L AT DFW WITH CLRNC, AN ACR MD-80 EXPEDITES THEIR XING AFTER OBSERVING AN ACR MD-80 APPEAR OUT OF THE OVCST AT 100 FT ON SHORT FINAL OF THE APCH.

Time

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

Place

Locale Reference.Airport : PWK.Airport
State Reference : IL

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PWK.Tower
Operator.General Aviation : Personal
Make Model : Cessna 140
Mission : Pleasure

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 600
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 20
ASRS Report : 570734

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 1
Miss Distance.Horizontal : 1

Supplementary

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

Narrative :

10 MI OUT, I MAKE MY FIRST CALL TO ATC. WIND SPEED KTS 160 DEGS. ATC TELLS ME TO EXPECT RWY 16, CALL 2 OUT, INCREASE SPEED. I KEEP UP SPEED TO ABOUT 1/2 MI THEN SLIP TO SLOW AND DSND. I CALL AT 2 MI AND WAS CLRED TO LAND RWY 16. AT 1/4 MI, ATC TOLD ME TO GO AROUND. I PULLED UP AND RIGHT. ATC THEN TOLD ME TO GO LEFT AND FOLLOW THE BARON. I TURNED LEFT AND GOT BEHIND THE BARON. AT ABOUT 1 1/2 MILES OUT, ATC SAID HE HAD JET TFC AND TO GO AROUND AGAIN. I TURNED LEFT. ATC SAID I COULD GET RIGHT IN ON 24. I SAID OK. ATC CLRED ME TO LND ON RWY 24. LNDG ON RWY 24, I WAS A LITTLE FAST WHICH PUSHED ME 200 FT PAST THE DISPLACED THRESHOLD. ABOUT 20 FT OFF THE GROUND, ATC SAYS STOP, STOP STOP! AT THIS POINT I AM JUST AT TOUCHDOWN, WHEN I LOOK OVER THE NOSE OF MY C140 TO SEE A JET MOVING VERY SLOWLY INTO MY RWY. I THEN PUSH THE THROTTLE AND CARB HEAT AND PULL. I FLY OVER THE TOP OF THE JET MISSING BY LESS THAN ONE FT. ATC WAS CALLED ON THE PHONE AFTER I LANDED. HE SAID THE JET WAS TOLD TO STOP 3 TIMES. MANY PEOPLE SAW THIS AND ALL HAVE SAID THAT IT LOOKED LIKE WE WERE GOING TO CRASH. ATC COULD HAVE GIVEN ME A LITTLE NOTICE AND MADE SOMEONE ELSE GO AROUND. THEY NEVER MAKE JETS GO AROUND. PISTON PLANES GO AROUND AND AROUND. THE SLOWER THE PLANE, THE MORE YOU ARE ASKED TO GO AROUND. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ALLEGES THAT ON HIS SECOND CONVERSATION WITH A TWR SUPVR THAT HE WAS TOLD THAT THIS WAS A 'NON OCCURRENCE', ALLEGING THAT THE JET DID NOT INCUR HIS LANDING RWY, AND ALTHOUGH 'CLOSE', WAS STILL NOT A PROB FROM THE CTLRS PERSPECTIVE.

Synopsis :

C140 PLT LNDG RWY 24, PWK, EXECUTES EVASIVE GAR WHEN LNDG JET ON RWY 16 INCURS INTO RWY.

Time

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

Place

Locale Reference.Airport : ONT.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : ONT.Tower
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 1500
ASRS Report : 573447

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

VISUAL TO RWY 26R AT ONT, CA. LNDG UNEVENTFUL. TWR ASKED US TO TURN LEFT AT F TO JOIN TXWY M. AS WE ARE TAXIING OFF THE RWY, CAPT ASKS FOR FLAPS UP CLEAN UP. AS WE ARE TURNING, TWR INFORMS US THAT TXWY M IS UNLIT AND DIFFICULT TO SEE. I LOOK DOWN AT MY 10-9 PAGE THEN LOOK OUTSIDE. AS I BRING MY EYES TO WHAT IS IN FRONT OF US, I CANNOT SEE ANY SIGNS OR MARKINGS FOR TXWY M. AS WE APCH WHAT SEEMED LIKE A LIGHTED TXWY, I LOOK LEFT AND SEE AN ACFT ON FINAL FOR RWY 26L AND TELL THE CAPT TO STOP. I TELL HIM WE ARE ON RWY 26L. TWR THEN DIRECTS A GAR FOR A TWIN ACFT ON FINAL. THE RWY INTXN OF F AND RWY 26L DID NOT HAVE THE NORMAL RWY INCURSION LIGHTS TO GRAB OUR ATTENTION. IT WAS THE CENTERLINE LIGHTS THAT I COULD FIRST SEE. TWR TOLD US IT LOOKED LIKE WE WERE ON 26L AND TO STOP. THEN THEY DIRECTED US TO TAXI DOWN RWY 26L TO K, AND TURN L BTWN THE RWYS. THEN WE TAXIED BACK WITHOUT FURTHER EVENT. TWR SAID NOTHING MORE. THE CAPT CALLED TWR AFTER ARRIVING AT THE GATE. TWR SAID THERE WOULD BE NO COMPLAINT FILED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR INDICATED THAT TXWY 'M' AT ONT IS NOT LIGHTED AND ONLY SERVED BY EDGE AND CENTERLINE REFLECTORS. THE CLOSE PROXIMITY OF THE TXWY TO THE LNDG RWY PLUS THE TURN OFF ANGLE, MADE SIGHTING THE REFLECTORS VERY DIFFICULT. HE ALSO REVEALED THAT THE TAXI RTE ASSIGNED TO HIS ACFT WAS NONSTANDARD AND SUBSEQUENT LNDG ACFT WERE ISSUED DIFFERENT INSTRUCTIONS. THE RPTR REFLECTED THAT ARPTS SERVING AIR CARRIERS SHOULD HAVE LIGHTED TXWYS AND IMPROVED MARKINGS, ESPECIALLY WHEN NEAR ACTIVE RWYS.

Synopsis :

B737 EXITING ONT RWY 26R ON 'F', TAXIED ON TO RWY 26L WITHOUT CLRNC.

ACN: 574635

Time

Date : 200302

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 400

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Operator.Common Carrier : Air Carrier

Make Model : EMB ERA 145 ER&LR

Mission : Passenger

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 695

ASRS Report : 574635

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2200

Experience.Flight Time.Last 90 Days : 164

Experience.Flight Time.Type : 1850

ASRS Report : 574635

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 10

Miss Distance.Horizontal : 20

Supplementary

Problem Areas : ATC Human Performance

Narrative :

AFTER LNDG ON RWY 9R, WE WERE TOLD BY ATC TWR TO TAXI VIA S, HOLD SHORT 9L AT E AND REMAIN ON 9R TWR FREQ. DEPARTING ACFT ON 9L WERE USING A DIFFERENT FREQ TO 9R ARRIVALS. FO READ BACK THE HOLD SHORT CLRNC. AFTER HOLDING SHORT OF 9L AT E FOR SEVERAL MINS ATC TWR CLRED US TO CROSS 9L AT E AND TO CONTACT ATC GND ON THE OTHER SIDE. FO READ BACK XING CLRNC. CAPT ILLUMINATED STROBES, ICE INSPECTION LIGHTS AND TAXI LIGHT. BOTH PLTS CLRED THEIR RESPECTIVE SIDES AND BTWN THEM VERBALLY CONFIRMED CLRNC TO CROSS 9L AT E. CAPT RELEASED THE PARK BRAKE AND PROCEEDED ACROSS THE HOLD SHORT LINES. THE FO SHOUTED 'STOP.' CAPT ABRUPTLY STOPPED ACFT. AN ACFT DEPARTED 9L PASSING IN FRONT OF US, WE DID NOT CROSS THE WHITE PAINTED RWY EDGE LINE. DESPITE BEING 100% CERTAIN THAT WE WERE CLRED TO CROSS 9L AT E, THE FO REQUESTED CONFIRMATION FROM ATC TWR THAT WE WERE CLRED TO CROSS 9L AT E, ATC TWR RESPONDED THAT YES, WE WERE CLRED TO CROSS. FO INFORMED ATC TWR THAT THEY HAD CLRED US TO CROSS 9L RIGHT IN THE PATH OF DEPARTING TFC. WE CONTACTED ATC GND ON THE OTHER SIDE OF 9L AND TAXIED TO THE GATE WITHOUT INCIDENT. NOTES: 9L AT E INTXN IS 3/4 THE DISTANCE DOWN THE RWY FROM THE BEGINNING OF A 9L TKOF ROLL. 9L IS 9500 FT LONG, THEREFORE DEPARTING TFC AT THE BEGINNING OF ITS TKOF ROLL IS MORE THAN 1 MI FROM AN ACFT HOLDING SHORT OF 9L AT E. WHEN HOLDING AT THE 9L AT E INTXN, IT IS DIFFICULT TO DISTINGUISH TKOF ACFT LIGHTS MORE THAN A MI AWAY, DUE TO THE ABUNDANCE OF FLOOD LIGHTS IN ADDITION TO OTHER ON AND OFF ARPT LIGHTING, THIS IS TRUE EVEN IN FAIR WX. IT IS IMPOSSIBLE FOR PLTS OF THE ACFT HOLDING SHORT 9L AT E TO HAVE SITUATIONAL AWARENESS WITH RESPECT TO 9L DEPARTING TFC IF THEY ARE MONITORING A DIFFERENT FREQ. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID THEY STOPPED THE ACFT APPROX 10 FT FROM THE EDGE OF THE RWY AFTER A B737 WAS SPOTTED ON TKOF ROLL ABOUT HALF WAY DOWN RWY 9L. THE CAPT SAID THE TAIL OF THE E145 IS APPROX 27 FT IN THE AIR. THE B737 WAS ABOUT 50 FT HIGH WHEN IT WENT BY THE INTXN. THE RPTR/CAPT SAID AFTER PARKING THEY RPTD THE INCIDENT TO COMPANY. THE FO TALKED TO THE TWR SUPVR AND WAS TOLD HE WOULD LOOK INTO IT. ADDITIONAL CALLBACK INFO FROM ACN 574635 REGARDING THE RPTD MISS DISTANCE. THE RPTR SAID THE DEPARTING ACFT WAS NO MORE THAN 100 FT, PROBABLY LOWER, AND THAT ITS GEAR HAD NOT YET BEEN RETRACTED. THE RPTR ALSO SAID THAT THEIR ACFT NOSE WAS ON THE RWY EDGE LINE. TO ESTIMATE THE HORIZONTAL DISTANCE: THE RPTR SUGGESTED USING THE RWY WIDTH AND THE B737 WINGSPAN TO CALCULATE AN APPROX DISTANCE. THE RPTR RELAYED THAT THE SIT WAS VERY CLOSE AND THAT BOTH CREW MEMBERS WERE SHAKEN BY THE INCIDENT. SUPPLEMENTAL INFO FROM ACN 575041: AFTER LNDG ON RWY 9R IN PHL, WE WERE TOLD BY RWY 9R TWR TO TAXI VIA S, HOLD SHORT OF RWY 9L AT E AND REMAIN ON RWY 9R TWR FREQ. DEPARTING ACFT WERE USING DIFFERENT FREQ FROM RWY 9R ARRIVALS. SIC READ BACK THE HOLD SHORT CLRNC. AFTER HOLDING SHORT OF RWY 9L AT E FOR SEVERAL DEPARTURES, RWY 9R TWR CLRED US TO CROSS RWY 9L AT E AND CONTACT GND ON THE OTHER SIDE. SIC READ BACK CLRNC AND WE BEGAN TO CROSS 9L. SIC SHOUTED 'STOP.' PIC STOPPED ACFT AS A DEPARTING B737 PASSED BY IN FRONT OF US DEPARTING ON THE RWY WE HAD JUST BEEN CLRED TO CROSS. WE NEVER CROSSED THE RWY EDGE LINE AND WERE ABOUT 20 FT FROM IT. WE CONTACTED TWR TO CONFIRM XING INSTRUCTION, RWY 9R TWR REPLY WAS THAT WE WERE CLR TO CROSS. SIC INFORMED TWR THAT WE HAD BEEN CLRED TO CROSS IN FRONT OF DEPARTING TFC. TWR DID NOT RESPOND. IT IS UNCLEAR IF THE DEPARTING B737 WAS SUPPOSED TO GO INTO POSITION AND HOLD OR IF TWR INADVERTENTLY CLRED US INTO DEPARTING TFC. CALLBACK CONVERSATION WITH RPTR ACN 575041 REVEALED THE FOLLOWING INFO: THE RPTR SAID THEY MAY HAVE STOPPED 20 FT FROM THE EDGE LINE WHEN THE B737 PASSED IN FRONT OF THEM. HE SAID THE B737 HAD LIFTED OFF APPROX 500 FT PRIOR TO THEIR POS AND WAS ONLY AIRBORNE AT 10 TO 20 FT AS HE PASSED. THE RPTR SAID 3 OR 4 PAX ON THE ACFT ASKED QUESTIONS REGARDING THE INCIDENT AS THEY DEPLANED. THE RPTR CALLED THE TWR WITHIN 10 MINS AFTER LNDG AND SPOKE TO A SUPVR. THE SUPVR INDICATED HE WAS NOT AWARE OF ANY PROB, BUT WOULD LOOK INTO THE MATTER, AND CALL BACK IF HE NEEDED ADDITIONAL INFO.

Synopsis :

TAXIING TO THE GATE AFTER LNDG, AN E145 CREW ON TXWY E IS CLRED TO CROSS RWY 9L, BUT COME TO AN ABRUPT STOP JUST SHORT OF THE RWY AFTER NOTICING A DEPARTING B737 PASSING THE INTXN.