

ASRS Database Report Set

TCAS II Incidents

Report Set Description.....A sampling of TCAS II incident reports.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set50

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

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

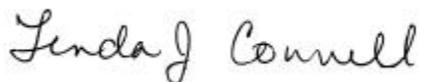
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

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

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

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



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

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

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

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

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

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger

Aircraft / 2

Make Model : Helicopter

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 500
ASRS Report : 558866

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 1500

Supplementary

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

Narrative :

CLBING OUT OF LGA ON RWY 13, WE WERE GIVEN THE FLUSHING CLB. THE SID WITH THE FLUSHING CLB IS RWY HDG TO 2.5 DME THEN A L TURN TO 040 DEGS. I WAS FLYING AND PERFORMED A MAX TOGA CLB. AT APPROX 1000 FT, I REDUCED THE PWR TO CLB AND WAS ABOUT TO CALL FOR FLAPS 0 DEGS. I LOWERED THE NOSE SLIGHTLY AND IMMEDIATELY GOT 'MONITOR VERT SPD.' WITHIN 2 SECONDS I GOT THE 'CLB, XING, CLB' RA. I CONTINUED WITH A MAX CLB AND THE RA WENT AWAY ALMOST IMMEDIATELY. BECAUSE I WAS THE PF I DID NOT GET A GOOD LOOK AT WHERE THE ACFT WAS. THE CAPT FIGURED IT TO BE 400 FT. HE WAS NOT SURE IF IT WAS ABOVE OR BELOW AND HE THOUGHT THE RA WAS A 'CLB, XING, CLB' AND NOT A 'CLB, CLB, CLB.' I CAN'T RECALL FOR SURE. THE CAPT FIGURED THE ACFT WAS AT 1/4 MI OR LESS FROM THE TCASII PICTURE. DEP SAID IT WAS A HELI, OVER A SPORTING EVENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THIS IS THE FIRST TIME THE PLT HAS HAD A TCASII RA SO SOON AFTER TKOF. HE DOES NOT THINK ATC SHOULD ALLOW ACFT OP SO CLOSE TO DEPARTING ACFT. HE STATED IT REALLY WAS A STARTLING, ADRENALINE PUMPING EVENT. HE SAID 'THANK GOD FOR TCASII.'

Synopsis :

A320 CREW HAD A TCASII RA DEPARTING LGA ON THE LGA 9 SID ON THE FLUSHING CLB IN N90 CLASS B AIRSPACE.

ACN: 559061

Time

Date : 200209

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Person / 1

Function.Controller : Departure

ASRS Report : 559061

Person / 2

Function.Controller : Departure

Function.Controller : Handoff Position

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 500

Miss Distance.Horizontal : 12000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE WORKING W DEP RADAR (MODERATE TFC) I ISSUED ACR X MD80 A TURN HDG 290 DEGS. ACR X ACKNOWLEDGED THE INSTRUCTIONS. I CONTINUED GIVING INSTRUCTIONS TO OTHER ACFT AND NOTICED ACR X NOT TURNING. WHEN I QUESTIONED ACR X WHY HE WAS NOT TURNING, HE ADVISED ME HE WAS GETTING A TCASII. I ADVISED HIM HE WAS ENTERING ANOTHER SECTOR'S AIRSPACE. MY ASSOCIATE POINTED ACR X OUT TO THE APPROPRIATE SECTORS AND APPROVED A CLB TO A HIGHER ALT. I THEN CLBED ACFT TO 12000 FT, ISSUED TFC AT 13000 FT. ACR X ADVISED ME HE WAS RECEIVING ANOTHER TCASII AND COULD NOT ACCEPT ANOTHER TURN. EVENTUALLY, ACR X ACCEPTED A TURN NWBOUND AND I XFERRED COMS TO ZLA.

Synopsis :

FLC OFF LAS UNABLE TO INITIALLY RESPOND TO CTRLR'S INSTRUCTIONS BECAUSE THEY RECEIVED 2 TCASII ALERTS DURING CLBOUT.

ACN: 559085

Time

Date : 200209

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : OR

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P80.TRACON

Operator.General Aviation : Corporate

Mission : Business

Flight Phase.Descent : Approach

Route In Use.Approach : Charted Visual

Aircraft / 2

Controlling Facilities.TRACON : P80.TRACON

Operator.Common Carrier : Air Carrier

Make Model : MD-88

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Charted Visual

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5700

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 150

ASRS Report : 559085

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 18000

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 400

ASRS Report : 558848

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 3

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

Resolutive Action.Flight Crew : Took Evasive Action

Resolutive Action.Controller : Issued Advisory

Miss Distance.Vertical : 500

Miss Distance.Horizontal : 15000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON AN IFR FLT PLAN TO PORTLAND, OR, OUT OF APPROX 5000 FT MSL, WE CALLED THE MILL AND ARPT IN SIGHT. AT THIS TIME, WE WERE GIVEN A VECTOR OF 120 DEGS AND INSTRUCTIONS TO LOOK FOR AN MD88 APCHING TROUTDALE FROM THE S FOR THE MILL VISUAL TO RWY 28L AT PORTLAND. WE CALLED THE ACFT IN SIGHT AND WERE CLRED TO FOLLOW HIM ON THE MILL VISUAL TO RWY 28R. AT THIS TIME, WE WERE AT LEAST 5 MI FROM THE MD88. HE BEGAN HIS TURN TOWARD THE MILL AND WE STARTED OUR TURN TO FOLLOW HIM. SINCE HE WAS HDG N, HE BEGAN HIS TURN TO THE W. WE WERE NOW IN A TURN TO THE S, HEADING FOR THE MILL. AT THIS TIME, I BELIEVE HE BEGAN TO SLOW TO HIS APCH SPD, BUT SINCE HIS DIRECTION OF FLT WAS 90 DEGS TO OURS, WE FAILED TO NOTICE HIS SLOWING. WE WERE PASSING THROUGH 220 KTS WHEN THE CAPT CALLED FOR FLAPS 15 DEGS AND GEAR DOWN. AT THIS SAME TIME, THE MD88 CALLED HE HAD AN RA AND WAS COMPLYING WITH IT AND TURNED TO THE S AND BEGAN A CLB. APCH ADVISED THAT WE WERE THE RA AND WE WERE BEHIND HIM. THEY THEN CALLED US TO VERIFY WE WERE FOLLOWING HIM AND THAT WE HAD HIM IN SIGHT. WE ADVISED THEM WE DID HAVE HIM IN SIGHT AND WERE FOLLOWING HIM. APCH THEN ASKED HIM IF HE COULD CONTINUE FOR THE ARPT FROM HIS POS AND HE REPLIED HE COULD. APCH NEVER DID SAY HOW CLOSE WE WERE, BUT IT LOOKED TO ME AND THE CAPT THAT WE WERE WITHIN 3 MI. APCH CALLED THE CAPT LATER AND HE SAID THEY HAD LISTENED TO THE TAPES AND HE SAID NOTHING ABOUT HOW CLOSE WE WERE TO THE MD88. WHAT MAY HAVE CAUSED THE RA IS THE INITIAL CLOSURE RATE AS THE MD88 SLOWED AND THE MOMENT BEFORE WE SELECTED FLAPS AND GEAR DOWN, WHICH IMMEDIATELY INCREASED OUR SLOWING. IT WAS ONLY A SECOND OR 2 BEFORE THE MD88 WAS ABLE TO ACCEPT THE CLRNC AGAIN. IT LOOKED THAT HE MAY HAVE ONLY CLBED A FEW HUNDRED FT AND SLIGHTLY PULLED AWAY ON THE SPACING. WE BOTH LANDED WITH NO FURTHER PROBS. SUPPLEMENTAL INFO FROM ACN 558848: SEVERAL FACTORS: 1) THE SLOW THAN ANTICIPATED MD88, MOST PROBABLY A NORMAL APCH SPD FOR THEM, BUT NOT KNOWING WHAT THAT IS WAS DIFFICULT TO JUDGE. 2) NO SPD CLUE FROM APCH, IE, 'YOU HAVE 50 KTS OVERTAKE ON HIM,' OR SOMETHING TO THAT EFFECT. 3) ATC CLRING BOTH ACFT OVER THE SAME FIX FOR THE APCH TO DIFFERENT RWYS. 4) MY SPD BEING 'NORMAL' FOR THAT PHASE OF THE APCH, I SHOULD HAVE SLOWED SOONER TO MAINTAIN THE IN-TRAIL SPACING. HAD THE MD88 NOT INITIATED THE RA MANEUVER, WE WOULD NOT HAVE CLOSED ON EACH OTHER BECAUSE OF MY TURN AND SLOWING TREND. THE MD88 OBVIOUSLY HAD TO RESPOND TO THE RA, HOWEVER, WE WERE NOT CLOSING ANY LONGER AT THAT POINT.

Synopsis :

HS125 FLC CLOSED MORE RAPIDLY THAN EXPECTED ON AN MD88 TO WHICH APCH CTLR INSTRUCTED THEM TO MAINTAIN VISUAL SEPARATION FOR A VISUAL APCH TO PARALLEL RWYS RESULTING IN THE MD88 TURNING AND CLBING IN RESPONSE TO A TCASII RA.

Time

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

Place

Locale Reference.Airport : SAT.Airport
State Reference : TX
Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SAT.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 2000
ASRS Report : 559496

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2800
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1600
ASRS Report : 559813

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

APCH CTLR ASSIGNED DSCNT FROM 6000 FT TO 3000 FT, MAINTAIN 250 KTS, HEADING 290 DEGS. TOLD TO EXPECT A VISUAL APCH TO RWY 12R. APCH THEN CALLED OUR ATTN TO TFC ON CLBOUT. PNF CALLED TFC IN SIGHT APPROX 10 NM ON AN EBOUND COURSE, S OF OUR POS. APCH THEN CALLED A SECOND ACFT TO OUR ATTN. PNF CALLED IN SIGHT APPROX 7-8 NM AT OUR 10-11 O'CLOCK POS. PF DID NOT VERIFY IN SIGHT. APCH GAVE US CLRNC TO MAINTAIN VISUAL SEPARATION. PNF ACKNOWLEDGE CLRNC. DEPARTING ACFT WAS NOT ON SAME FREQ. PNF SAW DEPARTING ACFT START A L TURN TO THE E AND ASSUMED THEY WOULD FOLLOW THE SAME PATH AS THE FIRST TFC. AT THIS POINT WE WERE APPROX 3-4 MI FROM DEPARTING ACFT. DUE TO OUR CLOSE PROX TO THE ARPT AND ASSIGNED SPD WE WERE DSNDING AT 2000 FPM. PF AND PNF BECAME PREOCCUPIED WITH DSCNT PLANNING AND PNF LOST SIGHT OF DEPARTING ACFT. AGAIN PF NEVER SAW TFC. AT APPROX 5000 FT WE RECEIVED A 'TFC, TFC' TA FOLLOWED IN RAPID SUCCESSION BY 'MONITOR VERT SPD' AND 'CLB, CLB,' RA'S. WE COMPLIED WITH THE RA'S AND RECEIVED 'CLR OF CONFLICT.' RA'S RECEIVED AT 4500 FT. VERT SEPARATION WAS ABOUT 500 FT. WE WERE THEN CLRED FOR A VISUAL APCH TO RWY 12R AND LANDED UNEVENTFULLY. THIS WAS THE LAST LEG OF A 12 HR DUTY DAY PRECEDED BY A 9 HR OVERNIGHT AND ANOTHER 12 HR DUTY DAY. WE WERE BOTH FATIGUED AND COM WAS POOR. COMBINED WITH THE LATE DSCNT AND HIGH AIRSPD AND THE OTHER ACFT ON A DIFFERENT FREQ, WERE ALL FACTORS IN THIS INCIDENT.

Synopsis :

CL65 FLC HAS TCASII RA DURING APCH INTO SAT.

Time

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

Place

Locale Reference.Airport : ESN.Airport
State Reference : MD
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON
Operator.General Aviation : Personal
Make Model : Citation
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Circling
Route In Use.Approach : Instrument Precision

Aircraft / 2

Make Model : Experimental Aircraft
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3100
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 700
ASRS Report : 559898

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 300

Supplementary

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

Narrative :

I WAS ON AN IFR FLT PLAN, AND WAS UNDER CTL OF BALTIMORE APCH AS I WAS NEARING ESN, MD, AN UNCTLED FIELD. THE AWOS WAS RPTING CEILING GREATER THAN 12000 FT AND VISIBILITY 4 OR 5 MI AS I RECALL. HOWEVER, AT 3000 FT I WAS IN AND OUT OF CLOUDS AND THE LATERAL VISIBILITY WAS SO POOR THAT I WAS GIVEN THE ILS APCH FROM A POINT ABOUT 10 MI S OF THE ARPT. I ADVISED THE CTLR THAT I WOULD EXECUTE THE ILS RWY 4 AND CIRCLE TO LAND ON RWY 15, WHICH I HAD DETERMINED TO BE THE ACTIVE FROM MONITORING UNICOM. I SAW THE RWY ABOUT 3 MI OUT AT WHICH TIME APCH TERMINATED RADAR SVC. SINCE THE FIELD IS UNCTLED, THE CTLR TOLD ME TO SWITCH TO ADVISORY WHICH I DID, BROADCASTING MY POS AND INTENTIONS. I ATTEMPTED TO IDENTIFY THE CALLS OF THE TFC IN THE PATTERN WITH THE DISPLAY ON MY TCAS AND DETERMINED THAT THE TFC WAS EITHER ON BASE OR FINAL OR ABOUT TO TURN BASE. I INTENDED TO CROSS THE FIELD AT ABOUT 1000 FT AND ENTER A L DOWNWIND FOR RWY 15 AND COULD SEE NO TFC VISUALLY OR ON THE TCAS. I HAD BROADCASTED MY POS AND INTENTIONS SEVERAL TIMES WHILE ON THE ILS. AS I WAS ROLLING OUT ON DOWNWIND, I SAW A SMALL 2 SEAT TAILWHEEL ACFT ABOUT 300 FT AHEAD AND MAYBE 50 FT ABOVE. I OBSERVED NO BEACON OR OTHER LIGHTING AND THE TCAS SHOWED NO TARGET, SO I CAN ONLY ASSUME THE ACFT HAD NO XPONDER. I DETERMINED FROM LATER XMISSIONS THAT THE ACFT WAS AN EXPERIMENTAL. THE REST OF THE FLT WAS UNEVENTFUL AND I CANCELED IFR AFTER LNDG. AN APCH TO AN UNFAMILIAR FIELD IN REDUCED VISIBILITY IS A HIGH WORKLOAD SIT, AND THE PLT IS NOT ONLY TRYING TO FIND THE FIELD, BUT OTHER ACFT WHICH HE OFTEN CANNOT SEE. A TFC DISPLAY SUCH AS THE TCAS HAS PROVEN TO BE EXTREMELY USEFUL IN SUCH SITS, WHICH IS THE MAIN REASON I PURCHASED IT. IT WILL NOT DISPLAY NON XPONDER EQUIPPED ACFT. TO THE BEST OF MY DETERMINATION, IT WOULD ONLY HAVE BEEN LUCK FOR ME TO HAVE SEEN THE ACFT MUCH SOONER IN THOSE CONDITIONS. I CONTINUE TO FEEL THAT HIGH PERFORMANCE ACFT ARRIVING IFR AT A NON-CTLED FIELD WITH MIXED GA TFC IS A POTENTIALLY DANGEROUS SIT.

Synopsis :

NMAC IN THE TFC PATTERN BTWN A PVT TWIN TURBOJET AND AN EXPERIMENTAL GA ACFT 2 NM N OF RWY 15 AT ESN, MD.

Time

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

Place

Locale Reference.Airport : CHD.Airport
State Reference : AZ
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Cessna Twin Piston Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 2000
ASRS Report : 560048

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

UPON ARR INTO SDL AREA, PHOENIX APCH WAS VECTORING US AT 5000 FT AROUND PHX AIRSPACE. WE WERE ISSUED TFC ADVISORY FOR MULTIPLE TARGETS AT 2 O'CLOCK, HIGHEST ONE WAS 3000 FT. OUR TCAS WAS INDICATING ONE ACFT AT 4200 FT AND CLBING, WE INQUIRED ABOUT THE TFC, ATC FINALLY ACKNOWLEDGED HIM AND RPTED AS VFR. WE WATCHED HIM ON TCAS, CLBING TOWARDS US. OUR TCAS LIT UP RED AND GAVE A CLB COMMAND. WE IMMEDIATELY ADDED FULL POWER AND NOSE UP ATTITUDE, JUST IN TIME TO SEE THE PISTON TWIN ACFT PASSING DIRECTLY UNDER US. HORIZONTAL SEPARATION WOULD HAVE BEEN MEASURED IN INCHES, OVERHEAD SEPARATION EXCEEDED 100 FT BUT ONLY BECAUSE OF THE RAPID PULL-UP. ADVISED ATC OF NEAR-MISS AND REQUESTED THE PHONE NUMBER. WE DISCUSSED THE ISSUE WITH APCH AND BASICALLY GOT THE 'NOT MY AIRSPACE, NOT MY PROBLEM' RESPONSE. OUR PAX ALSO REQUESTED THE NUMBER TO THE ATC FACILITY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR BELIEVES THEY WERE AROUND 5 MILES NW OF CHD NEAR P-19. HE WAS THE FO AND PLT FLYING FROM THE LEFT SEAT AND SAW A BLUE AND WHITE CESSNA 421 OR 414 PASS VERY CLOSE ON THE LEFT SIDE CLIMBING. AFTER LNDG THEY CONTACTED THE SDL TWR AND WERE TOLD PHX AIRSPACE IS BECOMING VERY CONGESTED.

Synopsis :

CORP BE40 LNDG SDL RPTED A NMAC WITH A TWIN CESSNA NEAR PHX ARPT.

Time

Date : 200209
Day : Sun

Place

Locale Reference.Intersection : DUNER
State Reference : FO

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 560109

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 560108

Person / 3

Function.Oversight : PIC

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 900
Miss Distance.Horizontal : 6000

Supplementary

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

Narrative :

WE HAD LOSS OF SEPARATION ABOUT 5 MI NW OF DUNER INTXN ON G442 IN CURACAO TMA. ON THE GND, WITH BEATRIX TWR, WE HAD BEEN GIVEN A CLRNC THAT DIFFERED FROM OUR FLT PLAN. WE REQUESTED NEW ROUTING AND LATER WERE CLRED ALONG G442 TO MLY. ACTUALLY, WE WERE CLRED DIRECTLY TO LIDOL, G442, MLY. SHORTLY AFTER PASSING ABEAM DUNER, WE RECEIVED A TCAS TFC ALERT. WE WERE JUST OUT OF ABOUT FL310 CLBING TO FL350 AND TFC WAS AT FL330. WE PASSED ABOUT 1 MI NW, ONLY BECAUSE WE WERE NOT ACTUALLY ON THE AIRWAY DUE TO OUR CLRNC DIRECT TO LIDOL, AND ABOUT 900 FT ABOVE TFC WITHOUT AN RA. CURACAO DID NOT PROVIDE ANY INFO ABOUT THE TFC. HAD WE BEEN ON THE AIRWAY AND A LITTLE SLOWER TO CLB, THIS WOULD HAVE BEEN A VERY SERIOUS EVENT. CURACAO SEEMED UNCONCERNED ABOUT THE MISS. SUPPLEMENTAL INFO FROM ACN 560108: OUR FLT WAS CLBING THROUGH THEIR ALT WITH APPROX 8 NM NOSE TO NOSE SEPARATION. WE PASSED L TO L, WITH NO MORE THAN 1 NM LATERAL SEPARATION AND 900 FT VERT SEPARATION. BEATRIX TWR GAVE US AN INCORRECT INITIAL ENRTE CLRNC TO THE WRONG FIR/AIRWAY. THE SUBSEQUENT CLRNC GAVE US THE APPROX 1 NM LATERAL OFFSET PRIOR TO THE CONFLICT. CLRNC TO CLB TO FL350 WAS GIVEN BY CURACAO AFTER LEVELING AT FL050, JUST N OF THE FIELD. THE TCAS ALERT DID NOT UPGRADE TO AN RA DURING THE EVENT.

Synopsis :

POTENTIAL CONFLICT BTWN 2 SAME COMPANY ACR ACFT, OPPOSITE DIRECTION WITH CLB THROUGH OCCUPIED ALT. SYS ERROR BY TNCC CTLR ON FLT FROM REINA BEATRIX INTL, ARUBA, TNCA.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Controlling Facilities.Tower : LAS.Tower
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Beech 1900

Aircraft / 3

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15350
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Type : 1000
ASRS Report : 560132

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 3000
Miss Distance.Horizontal : 6000

Supplementary

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

Narrative :

WHILE BEING VECTORED FOR VISUAL APCH TO RWY 19L, WE ENCOUNTERED 2 TCASII RA'S WITHIN ABOUT 5 MINS OF EACH OTHER. THE FIRST WAS A RELATIVELY MINOR RA 'MONITOR VERT SPD' AS A BE1900 PASSED ABOUT 400 FT BELOW US. WE DID NOT SEE THE ACFT AND ATC SEEMED SLOW TO PROVIDE THE INITIAL VECTOR TO GET US AROUND THE TFC. THIS OCCURRED AT ABOUT 8000 FT MSL. WE WERE THEN CLRED TO 5100 FT AND VERY SHORTLY RECEIVED A 'CLB, CLB' RA. AT THE SAME TIME, ATC TOLD US TO TURN L AND CLB TO 5500 FT. THE TCASII VSI COMMANDED 2000 FPM CLB EVEN AS WE PASSED 5500 FT. I CONTINUED THE CLB TO 6000 FT AND RECEIVED THE 'CLR OF CONFLICT.' WE WERE NOW HIGH AND CLOSE TO THE ARPT AND CLRED FOR THE VISUAL TO RWY 19L. WE TOLD APCH THAT WE NEEDED TO WIDEN OUT TO DSND, BUT WERE RESTR DUE TO NELLIS AFB TFC. WE REQUESTED AND GOT S-TURNS, THEN TWR CHANGED RWY TO RWY 19R. THERE IS NO GS ON EITHER RWY 19L OR RWY 19R. THERE ARE VASI'S, BUT ARE ONLY GOOD CLOSE IN. IN ADDITION, APCH GAVE US A 'NONSTANDARD' CLRNC FOR THE KINSO ARR, 'FLY THE AIRSPDS AND AIRWAY, BUT DON'T DSND.' AND LATER, 'CLRED FOR THE KINSO ARR, BUT DON'T GO BELOW 8000 FT.' NOT THEIR BEST DAY.

Synopsis :

POTENTIAL CONFLICTS, AMENDED CLRNCs AND RWY CHANGES PLAGUE A B757 CREW DURING THEIR KINSO 1 RNAV APCH INTO LAS, NV.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 8000

Aircraft / 1

Controlling Facilities.TRACON : CVG.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-88
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : CVG.TRACON
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9850
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 5165
ASRS Report : 560252

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 3000

Supplementary

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

Narrative :

ON CLBOUT PASSING 11000 FT WITH CLRNC TO FL230, WE INITIALLY OBSERVED A HOLLOW DIAMOND TARGET AT OUR 10 O'CLOCK POS SHOWING 1000 FT ABOVE US. AS WE CONTINUED OUR CLB, THE TARGET RAPIDLY BECAME A RED SQUARE AND WE RECEIVED THE REDUCE CLB, VERBAL WARNING. THE VSI DISPLAY SHOWED A RED BORDER FOR ALL CLBS AND A SMALL GREEN BORDER FOR A SLOW DSCNT. I REVERSED OUR CLB AND TOPPED OUT AT APPROX 12000 FT. THE TCASII SHOWED US LEVEL WITH THE TARGET MOMENTARILY. I WAS ABLE TO SPOT THE TARGET VISUALLY AT ABOUT THE TIME WE REVERSED OUR CLB. IT WAS A LOW WING SINGLE ENG GA ACFT. THE WX CONDITIONS WERE VERY HAZY ABOVE A BROKEN TO OVCST LAYER. MY FO NOTIFIED ATC THAT WE WERE COMPLYING WITH A TCASII DIRECTIVE AND WAS TOLD THAT THERE WAS NO TARGET, 'EXCEPT A VFR TARGET AT 12500 FT.' THE CTLR WAS MODERATELY BUSY, BUT HAD MADE NO ATTEMPT TO NOTIFY US OF THE TFC OR TO MODIFY OUR CLRNC. I WOULD GUESS THAT OUR NEAREST APCH TO THE OTHER ACFT WAS APPROX 1/2 MI AT CO-ALT. THE HAZARD HERE IS OBVIOUS, AND I QUESTION THE CTLR'S JUDGEMENT AND PROCEDURAL COMPLIANCE IN NOT CALLING THE TFC TO OUR ATTN OR MODIFYING OUR CLRNC.

Synopsis :

MD88 CREW, IN RESPONSE TO A LOW WING GA ACFT, HAD A TCASII RA IN CVG CLASS E AIRSPACE.

Time

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

Place

Locale Reference.Intersection : MANTA
State Reference : NJ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A330
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Controlling Facilities.ARTCC : ZNY.ARTCC
Make Model : Dassau-Breguet Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 23911
Experience.Flight Time.Last 90 Days : 141
Experience.Flight Time.Type : 1493
ASRS Report : 560346

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Oversight : PIC

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1-2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 10000

Supplementary

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

Narrative :

ZNY (128.3) CLRED US (ACFT #1) TO 16000 FT, AFTER XING 35 NM NE OF 'MANTA' INTXN AT FL200, ON A DIRECT COURSE TO 'MANTA.' (ACFT #2), A FALCON JET, WAS GIVEN OUR ACFT #1 AS TFC AND RECEIVED A CLB CLRNC FROM (128.3 NYC) THROUGH OUR ALT. AFTER RESPONDING HE (ACFT #2) HAD OUR ACFT (#1) IN SIGHT. WE BEGAN SEARCHING TCASII AND VISUALLY ACQUIRING TCASII TARGET RAPIDLY APCHING OUR ACFT (#1) FROM 12 O'CLOCK POS, WITHIN 10 NM. TCASII TARGET RAPIDLY CHANGED TO 'AMBER' AS HE LEVELED OFF SLIGHTLY AT OUR ASSIGNED ALT OF 16000 FT. TCASII 'AMBER' TARGET RAPIDLY CHANGED TO 'RED,' WITH AN 'RA,' CALLING FOR 'CLB, CLB.' AS AUTOPLT WAS DISCONNECTED AND NOSE RAISED TO RESPOND TO TCASII RA, OTHER COCKPIT CREW VISUALLY ACQUIRED MIL FALCON JET (ACFT #2) AT OUR ALT AT 1-2 O'CLOCK POS, AS HE BANKED SHARPLY TO HIS L, ABOUT 30-45 DEG BANK. HE PASSED US TO R SIDE, ABOUT 16200 FT, WITHIN 2 NM, OR LESS. ZNY KEPT ASKING MIL FALCON JET (ACFT #2) IF HE HAD US VISUALLY. PAX IN BACK, R SIDE, COMMUNICATED TO FO, 'THAT MIL FALCON PASSED PRETTY CLOSE!' OUR ALTDEV WAS NOT MORE THAN 200 FT.

Synopsis :

POTENTIAL CONFLICT BTWN A DSNDING A330-300B CARGO FLT AND A MIL FALCON JET ON A VISUAL SEPARATION CLB THROUGH OCCUPIED ALT AT 16000 FT, 35 MI NE OF MANTA INTXN, NJ.

Time

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

Place

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON
Operator.Common Carrier : Air Carrier
Make Model : SF 340a
Mission : Passenger
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.TRACON : D10.TRACON
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 1700
ASRS Report : 560691

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 500

Supplementary

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

Narrative :

OUR TCASII ISSUED A TFC ALERT. 1 O'CLOCK POS, +500 FT. THEN IT ISSUED A 'DSND' RA. WE DISENGAGED THE AUTOPLT AND BEGAN A DSCNT. AFTER SEVERAL SECONDS, WE MADE VISUAL CONTACT WITH THE INTRUDER ACFT WHICH WAS ACTUALLY 500 FT BELOW US! HAD WE NOT SEEN THE INTRUDER ACFT, THE RA WOULD HAVE CAUSED A MIDAIR OR AT LEAST A NEAR MISS. WE ASKED THE CTLR TO VERIFY THE INTRUDER ACFT ALT. HE DID VERIFY THAT HIS MODE C INDICATED '500 FT BELOW US AND ALSO STATED THAT THERE WAS NO ACFT ABOVE US FOR SEVERAL MI.

Synopsis :

A POTENTIAL CONFLICT OCCURRED BTWN A LEVEL SF340 AT 6000 FT AND A CRUISING C172 AT 5500 FT, WITH THE TCASII IN THE SF340 CALLING FOR A 'DSND,' 10 NM SE OF TTT VORTAC, DFW, TX.

Time

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

Place

Locale Reference.Airport : SNA.Airport
State Reference : CA
Altitude.MSL.Single Value : 4200

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 561031

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

AFTER TKOF FROM SNA. CLRNC TO 7000 FT. AT 4200 FT, TWR TOLD US TO TURN TO 090 DEGS AND MAINTAIN 4000 FT. WE STARTED THE TURN AND LEVELED OFF, WE GOT A TCASII RA TELLING US TO CLB. WE FOLLOWED THE TCASII AND CLBED TO 5300 FT. THE TWR CTLR HAD TURNED US INTO TFC THAT WAS 4 MI AND AT 3800 FT AND CLBING. HE TURNED US RIGHT INTO HIM AND WANTED US TO DESCEND DIRECTLY INTO THE TFC. WE TOLD HIM THAT WE WERE CLBING FOR AN RA. HE THEN HANDED US OFF TO DEP CTL. NO FURTHER CONTACT.

Synopsis :

A B767 CREW, DEPARTING SNA, RESPONDED TO A CLB RA FROM TCASII.

Time

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

Place

State Reference : MI

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.General Aviation : Corporate
Make Model : Falcon 900
Mission : Test Flight
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12668
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 656
ASRS Report : 561321

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 18000

Supplementary

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

Problem Areas : Maintenance Human Performance

Narrative :

THE PURPOSE OF THIS FLT WAS TO PERFORM A REQUIRED FUNCTIONAL TEST OF NEWLY INSTALLED EGPWS, A NEWLY INSTALLED MAGNASTAR FLT PHONE SYS AND TO PERFORM A POST MAINT SYS CHK OF THE ACFT THAT HAD JUST CAME OUT OF A MAJO INSPECTION. DUE TO UNEXPECTED PROBS, THE MAINT FACILITY DID NOT HAVE THE ACFT READY TO FLY UNTIL XA00, 7 HRS AFTER OUR ARR. BY THE TIME WE DEPARTED FOR THE FLT WE HAD BEEN ON DUTY FOR A LITTLE OVER 8 HRS. WE WERE HANDED OFF TO ZMP AND EVENTUALLY CLRED TO OUR INITIAL CRUISE ALT OF 14000 FT MSL. THE SIC CONTACTED MINNEAPOLIS TO BRIEF THEM OF OUR INTENTIONS, THAT IS, AFTER PASSING IWD WE WERE GOING TO NEED TO DSND TO 2000 FT MSL OVER LAKE SUPERIOR IN ORDER TO PERFORM THE OVERFLY OF CUYAHOGA PEAK (TF3) REQUIRED FOR OUR EGPWS FUNCTIONAL TEST. CTLR #1 HANDED US OFF TO THE NEXT SECTOR ADVISING US TO WAIT ABOUT 5 MINS BEFORE MAKING OUR REQUEST. WE CONTACTED ZMP ON THE NEW FREQ AND THE NEW CTLR (CTLR #2) IMMEDIATELY ASKED US OUR INTENTIONS. WE REITERATED OUR INTENT TO DSND TO 2000 FT OVER LAKE SUPERIOR WITH CTLR #2. CTLR #2 INFORMED US THAT HE COULD NOT CLR US TO 2000 FT OVER THE LAKE ON AN IFR FLT PLAN. WE TOLD HIM THAT IN THAT CASE WE WOULD CANCEL IFR AT IRONWOOD AND THEN CONTACT HIM AFTER COMPLETION OF THE TEST FOR AN IFR CLRNC BACK TO ATW. HE ASKED WHO WAS GOING TO CANCEL THE IFR, HIM OR US, AND WE SAID WE WOULD. WE BELIEVE HE RESPONDED 'ROGER.' AS WE APCHED IWD, WE REQUESTED A LOWER ALT IN ORDER TO BEGIN OUR WAY DOWN TO BE AT OUR PLANNED 2000 FT ALT IN TIME FOR OUR PASS OVER CUYAHOGA PEAK. CTLR #2 WAS VERY BUSY, IT SEEMED, AND HE BROADCAST THAT HE WAS GETTING SEVERAL CALLS WITH THE SAME REQUEST AND WAS GOING TO HAVE TO TAKE THEM ONE AT A TIME. WE ARE NOT SURE WHAT HIS EXACT RESPONSE WAS AT THAT TIME TO OUR REQUEST FOR A LOWER ALT. THERE WERE SEVERAL ACFT CALLING AND IT IS POSSIBLE HE WAS BLOCKED OR STEPPED ON. ENRTE TO IWD WE SET UP OUR FMS FOR A VNAV DSCNT TO REACH OUR FIRST EGPWS TEST WAYPOINT AT 2000 FT. WE SET THE ASEL TO 2000 FT AS WE WERE EXPECTING A QUICK CLRNC AND WE WERE RAPIDLY APCHING OUR FMS CALCULATED TOP OF DSCNT POINT. REALIZING THAT WE WERE GOING TO MAKE A HURRIED DSCNT AND THAT THE CTLR WAS OVER TASKED, WE CALLED AGAIN AND TOLD HIM WE WERE CANCELING IFR. WE WANTED TO EXPEDITE OUR DSCNT AND RELIEVE THE CTLR BY GOING VFR. THE CTLR RESPONDED SAYING AGAIN THAT SEVERAL ACFT WERE REQUESTING CANCELLATIONS AT THE SAME TIME AND THE SIC THOUGHT HE SAID THAT HE WAS UNABLE TO RELEASE US (OR PERHAPS ANOTHER ACFT HE WAS TALKING TO) AT THE TIME, THE PIC THOUGHT HE SAID, IFR CANCELED. THROUGHOUT THE FLT OUR MAINT CREW MEMBERS WOULD PERIODICALLY ENGAGE US IN CONVERSATION ABOUT VARIOUS ASPECTS OF THE FUNCTIONAL CHKS THEY WERE PERFORMING. COINCIDENT WITH THE CURRENT COM PROB WE WERE HAVING WITH ATC, ONE OF THE TECHNICIANS, UNAWARE OF THE SIT, ASKED US A QUESTION. SIMULTANEOUSLY, THE VNAV ENGAGED AND BEGAN OUR DSCNT FOR 2000 FT MSL. THE PF, DISTR BY THE MAINT CREW, WAS NOT AWARE THAT WE WERE NOT CLRED YET TO DSND, HE THOUGHT HE HEARD THE CTLR SAY 'IFR CANCELED.' MEANWHILE, THE SID, ALONG WITH BEING DISTR MOMENTARILY BY THE MAINT CREW'S QUESTIONS, WAS ALSO BUSY TRYING TO GET A CONFIRMATION FROM THE CTLR THAT WE HAD CANCELED IFR. WHEN THE SIC REALIZED THAT THE ACFT WAS DSNDING, HE ADVISED THE PIC THAT WE HAD BETTER GET BACK UP TO 14000 FT. THE PIC IMMEDIATELY REALIZED OUR ERROR AND BEGAN RETURNING TO OUR CLRNC ALT OF 14000 FT. BECAUSE WE HAD PAX MOVING ABOUT THE CABIN, IT WAS NECESSARY TO MAKE A SMOOTH LEVELOFF AND TRANSITION RATHER THAN AN ABRUPT PITCH UP MANEUVER TO RETURN TO THE ASSIGNED ALT WITHOUT UPSETTING THE PAX AND CAUSING THEM POSSIBLE INJURY. AS WE BEGAN OUR CLB TO 14000 FT, WE GOT A TCASII TA SHOWING A TARGET 3 MI AT OUR 7-8 O'CLOCK POS INDICATING 300 FT BELOW OUR ALT. AT THE SAME TIME THE CTLR ASKED FOR OUR ALT AND THE SIC RESPONDED THAT WE WERE AT 13500 FT AND RETURNING TO 14000 FT. WE WERE BACK AT 14000 FT IN ABOUT 15 SECONDS. THE CTLR ASKED WHAT WE WERE DOING DOWN THERE AND, AS WE WERE TRYING TO FIGURE THAT OUR OURSELVES, THE SIC TOLD HIM THAT WE HAD AN EQUIP MALFUNCTION (BECAUSE AT FIRST THAT IS WHAT THE SIC THOUGHT IT WAS) THAT WE DIDN'T CATCH IN TIME, AND THAT WE WERE SORRY. IT WAS IN HINDSIGHT, AN AUTOMATION SURPRISE PERHAPS CAUSED BY PREMATURELY SETTING THE ASEL TO 2000 FT. THE CTLR SAID THERE WAS PROBABLY GOING TO BE SOME PAPERWORK INVOLVED BECAUSE THERE WAS OTHER IFR TFC IN THE AREA AND TO STAND BY FOR A PHONE NUMBER.

Synopsis :

F900 CREW ON TEST FLT AND ON IFR FLT PLAN WITH ZMP LEAVE ASSIGNED ALT WITHOUT ATC APPROVAL.

Time

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

Place

Locale Reference.Intersection : GIFFA
State Reference : TX

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 561341

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 561343

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Oversight : Supervisor
Function.Controller : Supervisor

Events

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

Supplementary

Problem Areas : ATC Human Performance

Narrative :

FO WAS THE PF. AUTOPLT ON AND LEVEL AT FL230. ZHU CLRED US TO CLB FROM FL230 TO FL280 JUST S OF DIFFA. AS THE FO BEGAN THE CLB, WE RECEIVED A TCASII TA AT OUR 1 OR 2 O'CLOCK POS. I SELECTED THE 10 MI RANGE ON THE TCASII TO GET A MORE ACCURATE PICTURE OF THE TFC AND ALMOST IMMEDIATELY THE TCASII ISSUED AN RA TO DSND. THE FO DISCONNECTED THE AUTOPLT AND AUTOTHROTTLES WHILE PUSHING THE NOSE OF THE ACFT OVER AND SIMULTANEOUSLY REDUCING PWR. BY THIS TIME, I HAD VISUAL CONTACT WITH THE ACR REGIONAL JET AND COULD SEE IT GROWING LARGER IN THE WINDSCREEN. THE REGIONAL JET PASSED DIRECTLY OVER US AS THE FO MANAGED TO STOP THE CLB AND BEGIN DSNDING. OUR HIGHEST ALT IN THE CLB WAS APPROX FL235. THE TCASII SHOWED 500 FT VERT SEPARATION. AT THAT MOMENT, ZHU INSTRUCTED US TO TURN L 30 DEGS. I TOLD THE CTLR THAT WE WERE RESPONDING TO A TA ALERT (SHOULD HAVE USED THE TERM 'RA') AND HAD SEEN THE OTHER ACFT PASS OVER US. LATER, I CALLED ZHU ON THE TELEPHONE AND TALKED WITH QUALITY ASSURANCE AND WAS TOLD THIS WAS AN OPERROR. HE WAS FAMILIAR WITH THE DETAILS OF THE INCIDENT AND RELATED THAT AN INVESTIGATION HAD ALREADY BEGUN. APPARENTLY, THE CTLR HAD CONFUSED THE TRACK ON OUR CONFLICTING TFC WITH TFC THAT HAD ALREADY PASSED. THE CLRNC TO CLB WAS GIVEN WHEN THERE WAS LESS THAN 1 MIN SEPARATION BTWN OUR FLT AND THE ACR RJ AT FL240. HE ALSO CONFIRMED THAT CTR RADAR SHOWED OUR VERT SEPARATION AS 500 FT AFTER THE TARGETS MERGED. THE OTHER ACFT ALSO RECEIVED A TCASII RA AND BEGAN TO CLB AFTER PASSING US, EVENTUALLY CLBING 1000 FT. AFTER RESPONDING TO THE RA AND HEARING THE 'CLR OF CONFLICT' ANNOUNCEMENT FROM THE TCASII, WE RESUMED THE PREVIOUSLY ASSIGNED FLT PATH. THE SECOND CLB APPARENTLY CAUSED ANOTHER ALERT ON THE CTR RADAR BECAUSE OF OUR PROX TO THE OTHER ACFT, BUT DID NOT RESULT IN A TCASII RA. LESSON LEARNED. THE FO RESPONDED CALMLY AND PROMPTLY IN APPLYING THE PROCS FOR A TCASII RA. BECAUSE OF THE CLOSURE RATE, A DELAY IN RESPONDING TO THE RA WOULD HAVE, I AM CERTAIN, RESULTED IN A MIDAIR COLLISION. I AM EVEN MORE CONVINCED OF THE VALUE IN FOLLOWING THE TCASII RA AS PER COMPANY PROCS. SUPPLEMENTAL INFO FROM ACN 561343: THE SUN WAS SHINING INTO THE COCKPIT AND CASTING A GLARE OVER THE TCASII DISPLAY. I COULD NOT SEE THE DISPLAY SO I HELD OUT MY HAND TO BLOCK THE GLARE. 1) THE TCASII PROVED INVALUABLE TO AVOIDING A COLLISION, BUT DUE TO THE GLARE FROM THE SUN, I COULD NOT SEE THE DISPLAY DURING ANY OF THE MANEUVERING. 2) ALTHOUGH TCASII TRAINING EMPHASIZES SMOOTH CTL RESPONSE TO AN RA -- IN THIS SIT I FEEL THAT I SHOULD HAVE BEEN MORE AGGRESSIVE IN THE DSCNT AND THAT WOULD HAVE INCREASED THE SEPARATION. 3) IT WAS ALARMING THAT ARTCC HAD NO INDICATION OF A CONFLICT UNTIL IT HAD PASSED. THE TOTAL ELAPSED TIME FROM THE FIRST TA UNTIL RESUMING THE CLB WAS LESS THAN 2 MINS GIVING LITTLE TIME TO ANALYZE THE SIT.

Synopsis :

AN MD80 CREW CLBING IN CLASS A AIRSPACE RECEIVE A TCASII RA TO DSND AND OBSERVE A CRJ PASS OVERHEAD.

Time

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

Place

Locale Reference.Airport : SNA.Airport
State Reference : CA
Altitude.MSL.Single Value : 3000

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Controlling Facilities.Tower : SNA.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : First Officer
ASRS Report : 561537

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 561538

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 1000

Supplementary

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

Narrative :

SOCAL APCH HAD PLACED US ON A R DOWNWIND FOR ILS RWY 19R AT SNA. WE WERE AT 3000 FT, THE CLOUD BASES WERE ABOUT 200 FT ABOVE US. ABEAM SNAKE INTXN WE BEGAN TO WATCH A TCASII TARGET ABOUT 3 MI AHEAD AND TO THE L 800 FT ABOVE US. THE TARGET WAS WBOUND XING OUR NOSE L TO R AND DSNDING TO 3000 FT AS IT DID SO. WHEN THE TARGET REACHED A RELATIVE POS OF 1 O'CLOCK POS IT TURNED INTO US CAUSING AN RA TO CLB. I WAS FLYING AND BEGAN THE CLB. AT THE SAME TIME SOCAL CALLED THE TFC AND CAPT REPLIED THAT WE WERE CLBING TO AN RA. SOCAL THEN CLRED US TO 4000 FT AND THE CAPT SAW THE TFC VISUALLY. HE STATED THAT IT WAS A BLUE AND WHITE PIPER CHEROKEE AND THAT IT HAD PASSED US 1000 FT LATERALLY AND 100 FT VERTLY. THE CAPT STATED HE WOULD RPT AN NMAC AND ADVISED SOCAL APCH OF SAME.

Synopsis :

A B737 FLC HAS TCASII RA DURING DSCNT INTO SNA.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Aircraft / 3

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

Person / 1

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

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Radar

Events

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

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Controlling Facilities.TRACON : A80.TRACON
Operator.Common Carrier : Air Carrier
Make Model : MD-88
Mission : Passenger
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

Controlling Facilities.TRACON : A80.TRACON
Operator.General Aviation : Corporate
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Sky Diving
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 70
ASRS Report : 561704

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 3500
ASRS Report : 561352

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 300

Miss Distance.Horizontal : 2400

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

APCHING DALAS INTXN ON ARR TO ATLANTA, DSNding THROUGH 14000 FT TO 13000 FT, TA (TCASII) INDICATED CONFLICT 5 MI AHEAD, CO-ALT, THEN +500 FT AS WE DSNDED. CONFLICT ACQUIRED VISUALLY AT 3 MI, TURNED INTO US AND DSNDED. EVASIVE CLBING MANEUVER BY US AT 13500 FT (TCASII RA) CONFLICT TURNED AWAY. WE RESUMED DSCNT TO 13000 FT. THIS EVENT OCCURRED AFTER HDOF BY ZTL TO APCH AND BEFORE CHK-IN WITH APCH. NO TA'S WERE GIVEN BY CTLRS. APCH ADVISED OF CLB, NO CONFLICTS NOTED.

Synopsis :

MD88 FLC HAS TCASII RA DURING ARR INTO ATL. TAKES EVASIVE ACTION.

Time

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

Place

State Reference : VA

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-200
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7830
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 4500
ASRS Report : 561806

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 12000

Supplementary

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

Narrative :

WE WERE FILED FOR FL350, BUT UPON REACHING FL310, WE WERE TOLD THAT WE WOULD BE THERE FOR A WHILE. I WAS THINKING ABOUT OPENING MY CREW MEAL AND GETTING PREPARED FOR THE NEXT 2 HRS OF CRUISE WHEN ATC GAVE US A HDG FOR DIRECT ACY AND TOLD US TO CLB NOW TO FL350. WE WERE 110 NM N OF ACY ON THE 039 DEG RADIAL. I BELIEVE I HAD THE TCASII IN THE 40 MI SCALE AND DID NOT NOTICE ANY TFC AT FL330. I COMMENCED OUR CLB AND RECEIVED AN AURAL TA AND NOTICED TFC OFF THE NOSE 1500 FT ABOVE US. THE TCASII SYMBOLOGY WAS YELLOW. I IMMEDIATELY ORDERED FO TO QUERY ATC ABOUT THE TFC, BUT ATC WAS TALKING ON THE FREQ, WHICH WAS ZDC ON 128.52. SHORTLY THEREAFTER, THE TCASII COMMANDED 'DON'T CLB!' OR SOMETHING TO THAT EFFECT, WHILE AT THE SAME TIME MY BRAIN WAS ENGAGING AND FIGURING OUT THAT I NEEDED TO STOP OUR CLB! ALMOST SIMULTANEOUSLY, I DISCONNECTED THE AUTOPLT/AUTOTHROTTLES AND BEGAN A SHALLOW L DSNDING TURN. I BELIEVE THE HIGHEST ALT WE REACHED WAS FL324. THE CONFLICTING TFC, ANOTHER B737 AT FL330, PASSED BY VISUALLY OFF OUR R SIDE AT AN ESTIMATED 2 MI. BY THIS TIME ATC HAD GIVEN US AN ORDER TO DSND IMMEDIATELY TO FL310, BUT I HAD ALREADY TAKEN THAT COURSE OF ACTION. I DO NOT KNOW IF THE OTHER B737 TOOK ANY ACTION. ATC SEEMED TO HAVE BEEN CAUGHT TOTALLY OFF GUARD. TCASII AND AN ALERT CREW SAVED THE DAY HERE. THE FLT ATTENDANTS CALLED LATER IN THE FLT AND ASKED ABOUT THE EARLIER 'AEROBATICS,' BUT SAID THAT THE PITCH DOWN WAS RELATIVELY SMOOTH AND THE PAX DIDN'T NOTICE OR COMMENT.

Synopsis :

POTENTIAL CONFLICT OCCURS WHEN A B737 FLT IS CLRED TO CLB BY ZDC CTLR THROUGH ANOTHER B737'S ALT WHILE PROCEEDING DIRECT TO ACY, NJ.

Time

Date : 200210
Day : Fri

Place

Locale Reference.Airport : TNCC.Airport
State Reference : FO

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger

Aircraft / 2

Operator.General Aviation : Corporate
Make Model : Learjet 35
Mission : Business
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 562040

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Critical
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1 & 2
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE DEP CUR AND WERE ASSIGNED A CLIMB TO FL120. OUTBOUND THE PJG VOR, ESTABLISHED ON A315, WE HAD OPPOSITE DIRECTION TFC, A LEARJET 35, CALL SIGN 'XYZ' WHO WAS INBND ON A315 CLRED TO FL130. LESS THAN 10 MILES FROM THE TFC, WE GOT A TCAS TA, QUICKLY FOLLOWED BY AN RA TO DESCEND. CAPT TOOK THE ACFT FROM THE FO AND BEGAN A L DSNDING TURN TO MISS THE LEARJET. THE ACFT WERE CLOSE ENOUGH THAT THE FO WAS ABLE TO SEE THE TIP TANKS OF THE INTRUDING ACFT AND IDENTIFY IT AS A LEAR 35. WE HAD TO DSND TO AN ALT OF 10500 FT. WE QUICKLY MADE A CALL TO THE DEP CTL ADVISING THEM OF OUR DEV AND THE REASON FOR IT. THEY IN TURN QUERIED THE LEAR TO IT'S PRESENT FLT LEVEL AND IT RESPONDED '120.' THE CTLR THEN STATED 'XYZ' I TOLD YOU TO MAINTAIN 130.', TO WHICH THEY RESPONDED 'ROGER 130.' THE LEAR 35 WAS ON AN IFR FLT PLAN OUT OF FLL.

Synopsis :

NMAC BETWEEN A B737 ON DEP CLIMBING TO 12000 FT MSL AND A LEARJET 35 DSNDING TO THE SAME ALT BY MISTAKE. THE B737 FLC TOOK EVASIVE ACTION IN RESPONSE TO TCAS RA AND SUBSEQUENT SIGHTING OF THE LEAR.

Time

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

Place

Locale Reference.Airport : SLC.Airport
State Reference : UT
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : S56.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B737-800
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Aircraft / 2

Controlling Facilities.TRACON : S56.TRACON
Operator.General Aviation : Personal
Make Model : Centurion/Turbo Centurion 210c
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
ASRS Report : 562284

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7500
Experience.Flight Time.Last 90 Days : 450
Experience.Flight Time.Type : 630
ASRS Report : 561603

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ARRIVED IN THE SLC AREA VIA THE SPANE ARR, AND WERE ON VECTORS TO THE LOC RWY 34R APCH. GS WAS RPTED OTS. APCH GAVE US A VECTOR TO INTERCEPT THE LOC AND DSND FROM 15000 FT TO 8000 FT. DSNDING THROUGH 14000 FT, APCH ASKED US TO INCREASE OUR DSCNT RATE AND SAID WE HAD VFR TFC AHEAD AT 12000 FT. WE INCREASED THE DSCNT RATE (FO WAS FLYING AND EXTENDED THE SPD BRAKES). I OBSERVED TFC ON THE TCASII DISPLAY AT ABOUT THE AREA APCH HAD CALLED IT. THAT TFC SEEMED TO BE DRIFTING TOWARD THE LOC COURSE. APCH ASKED IF WE HAD THE TFC VISUALLY. I SAID WE WERE IMC, AND APCH TOLD US TO TURN IMMEDIATELY R ABOUT 60 DEGS. THE TCASII DISPLAY HAD TURNED YELLOW AND THE TFC ALERT SOUNDED. IT LOOKED TO ME LIKE WE WERE NOT GOING TO BE ABLE TO MISS THE TFC BY TURNING, SO I TOLD THE FO TO CLB THE ACFT, AND THE TCASII DISPLAY CHANGED FROM YELLOW TO RED AND ISSUED THE 'CLB' ALERT. FO ADDED PWR CLBING ABOUT 1500 FPM. WE BROKE OUT OF THE CLOUDS AND I SAW THE TFC MOVING FROM R TO L, IT APPEARED TO BE A C210. I COULD MAKE OUT THE PLT IN THE ACFT. I ESTIMATE WE CAME WITHIN 100 FT VERTLY AND 500 FT OR LESS HORIZLY. AFTER RECOVERY FROM THE ESCAPE MANEUVER, WE CONTINUED UNEVENTFULLY TO LNDG. I ASKED APCH CTL IF THEY 'WERE TALKING' WITH THAT ACFT WE JUST ALMOST HIT.' THEY SAID THEY WERE NOT, THAT HE HAD BEEN 'LOITERING' AROUND THAT AREA FOR SOME TIME. SUPPLEMENTAL INFO FROM ACN 561603: A TA SUDDENLY APPEARED AT OUR 2 O'CLOCK POS, 2 MI, CONVERGING, ABOUT 500 FT BELOW AND CLBING. WITHIN 15 SECONDS, THE TFC GENERATED A TCASII RA. AT ABOUT THE SAME TIME, APCH CTL ISSUED A R TURN FROM OUR HDG OF APPROX 350 DEGS TO 020 DEGS. I FOLLOWED THE TCASII COMMANDS TO CLB WHILE TURNING TO 020 DEGS (AUTOFLT MODES HAD BEEN DISCONNECTED AT THIS POINT). TCASII COMMANDED AN INCREASE IN CLB RATE, TO WHICH I COMPLIED UNTIL TCASII ALERTED 'CLR OF TFC.' WE BROKE OUT OF THE WX AT ABOUT THE TIME WE CLRED THE TFC. MY FIRST REACTION WAS TO QUESTION WHY THE CTLR WASN'T AWARE OF AND DIDN'T NOTIFY US OF THE TFC EARLIER, AND WHY HE GAVE US A DSCNT SO CLOSE TO CLBING TFC. PERHAPS IT 'POPPED UP' AS A SURPRISE TO HIM ALSO. SECONDLY, A TURN AWAY FROM THE DIRECTION OF THE APCHING TFC, AND/OR A LEVEL OFF FOR US SEEMED MORE APPROPRIATE.

Synopsis :

B737-800 CREW HAD AN NMAC WITH A C210 IN S56 CLASS E AIRSPACE.

Time

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

Place

State Reference : CA
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2300

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : SJC.Tower
Make Model : Helicopter
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 562673

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : NMAC
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1 & 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

ON VOR APCH TO RWY 30R AT SJC AT ABOUT 1500 FT, TWR ADVISED OF VFR HELI TFC WITH US IN SIGHT AND MAINTAINING VISUAL SEPARATION. JUST ABOVE 1000 FT WE GOT A TCASII RA TO CLB. I SAW A TCASII TFC SYMBOL 100 FT BELOW US, AS I BEGAN A CLB, THOUGH THE AURAL WARNING AND VSI GUIDANCE DISAPPEARED ALMOST IMMEDIATELY PERHAPS BECAUSE WE HAD GONE BELOW 1000 FT (INHIBITED). MY ESTIMATE OF THE MISS DISTANCE IS BASED ON THE TCASII DISPLAY. WE HAD NO VISUAL, BECAUSE OF THE SHORT TIME AND LOTS OF CITY LIGHTS IN THE BACKGROUND. TWR SHOULD KEEP VFR TFC CLR OF ALTS WHERE APCHING ACFT WILL BE. PUTTING THE RESPONSIBILITY ON A SLOW-MOVING ACFT AT NIGHT IS A COP-OUT.

Synopsis :

NMAC AT 1000 FT BTWN AN A320 ON A NIGHT VOR APCH AND A VFR HELI.

ACN: 562792

Time

Date : 200210

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : NC

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : IMC

Ceiling.Single Value : 1300

Aircraft / 1

Controlling Facilities.TRACON : CLT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-400

Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : CLT.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 16000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 6000

ASRS Report : 562792

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 6000

ASRS Report : 562797

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Undershoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 400

Miss Distance.Horizontal : 9000

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON PANTHER DEP FROM CLT, WE WERE ESTABLISHED ON A 025 DEG HDG WHEN ATC ISSUED A CLRNC TO PROCEED DIRECT MERIL UPON REACHING 5 DME FROM CLT (UNUSUAL CLRNC). ATC THEN HAD US TURN TO 060 DEG HDG. NEXT CAME ANOTHER CLRNC, DIRECT TO MERIL. TCAS GAVE A 'TFC' ALERT AND A YELLOW INDICATOR FOR A TARGET INDICATING APPROX 11 O'CLOCK POS AND 5 MI. WHILE PASSING APPROX 7500 FT MSL, A TCASII RA COMMANDED A DSCNT OF 2000 FPM TO 2300 FPM. THE CAPT LOWERED THE NOSE TO STOP THE CLB AND ROLLED R AWAY FROM THE TFC. THE ALT STOPPED AT 8600 FT MSL (400 FT BELOW THE TFC). TFC PASSED ABEAM US AT 1.5 NM. AFTER THE CLB WAS REVERSED, TCAS ISSUED A 'MONITOR VERT SPD,' FOLLOWED SHORTLY BY A 'CLR OF CONFLICT.' OUR IMMEDIATE OBEDIENCE TO THE TCAS AND TURN REVERSED THE 2500-3000 FPM CLB TO A 500-1000 FPM DSCNT AND KEPT LATERAL SEPARATION FROM THE TFC. GPWS ISSUED A 'MONITOR BANK ANGLE' DURING THE TURN AS OUR BANK APCHED 45 DEGS. THE CONFLICT OCCURRED BECAUSE OF THE UNUSUAL CLRNC AT 5 DME, THEN DIRECT MERIL WITH A CLB TO 14000 FT. I BELIEVE THE CTLR DID NOT ANTICIPATE THE CLOSURE OF THE 2 ACFT. LESSON LEARNED -- TRUST THE TCAS, IT WORKS. SUPPLEMENTAL INFO FROM ACN 562797: I WAS FLYING AND DISCONNECTED AUTOPLT AND AUTOTHROTTLES AND DSNDED WHILE TURNING R. TFC PASSED 1.5 NM TO THE L AT +400 FT. ATC WAS IMMEDIATELY INFORMED OF A TFC AVOIDANCE MANEUVER AND ISSUED A 090 DEG HDG. WE ASKED WHO THE ACFT WAS AND THEY VOLUNTEERED NO OTHER INFO. WE DID THIS EXACT DEP 2 TIMES THE DAY BEFORE AND IT SEEMED STRANGE FROM THE START, WHEN WE WERE GIVEN A DIRECT MERIL AT 5 DME. I'VE NEVER BEEN GIVEN THAT CLRNC.

Synopsis :

CLOSE CALL, A POTENTIAL CONFLICT AT 7500 FT BTWN A DEP B737-400 ON VECTORS, WITH AN INBOUND B737-300 20 NM NE OF CLT, NC.

Time

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

Place

State Reference : FO
Altitude.MSL.Single Value : 17500

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : SKED.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : DC-10 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Descent : Vacating Altitude

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7500
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 5500
ASRS Report : 563181

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Person / 5

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 400

Supplementary

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

Narrative :

WE WERE IN A DSCNT TO 17000 FT. AT APPROX 17800 FT, WE RECEIVED A 'TFC' ALERT FROM THE TCAS, ALMOST IMMEDIATELY FOLLOWED BY A 'CLB.' WE TOOK EVASIVE ACTION AS DIRECTED BY THE TCAS AND RECEIVED CLR OF CONFLICT AFTER PASSING FL184 IN THE CLB AWAY. FO WAS FLYING AND RPTED CLOSEST TFC WAS 400 FT APART ON TCAS. THE CTLR WAS IMMEDIATELY NOTIFIED OF THE NEAR MIDAIR AND THAT WE HAD TO HONOR THE RA. THE CTLR DENIED THAT THE ACFT CAME ANY CLOSER THAN 1000 FT. SHE RPTED THAT THE OTHER ACFT WAS CLRED TO CLB TO FL210. BOTH BEFORE AND AFTER, SHE CONTINUED TO SPEAK SPANISH TO THE OTHER ACFT AND ENGLISH TO US. NOT USING THE UNIVERSAL LANGUAGE OF AVIATION DEFINITELY CONTRIBUTED TO THE NEAR MIDAIR BY DENYING US THE ABILITY TO INCREASE OUR SITUATIONAL AWARENESS WITH RESPECT TO THE OTHER ACFT. ALSO, THE CTLR ISSUING THE CONFLICTING CLRNCS REMAINED ON DUTY AND CONTINUED TO VECTOR US TO FINAL APCH. ANOTHER CONTRIBUTING FACTOR WAS THAT THERE WAS A SMALL CLOUD DECK BTWN US AND THE OTHER AIRPLANE. AT THE TIME OF THE TCAS ALERT, ALL 3 CREW WERE LOOKING OUTSIDE THE COCKPIT CLRING OUR DSCNT PATH. WE DIDN'T COME INSIDE UNTIL WE GOT THE TCAS ALERT. WE NEVER SAW THE OTHER ACFT. CHALK UP ANOTHER ACFT SAVE TO TCAS!

Synopsis :

A DC10 FLC EXPERIENCES AN NMAC AT 17500 FT WITH TFC ASSIGNED TO CLB THROUGH THEIR OCCUPIED ALT DURING DSCNT INTO CALI, ON FREQ WITH CTR CTLR AT SKED, FO.

Time

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

Place

State Reference : HI
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHN.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Aircraft / 2

Controlling Facilities.ARTCC : ZHN.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 2671
ASRS Report : 563329

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 1000
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : ATC Human Performance

Narrative :

AFTER BECOMING RADAR CONTACT BTWN BRADR AND BITTA, WE WERE GIVEN PRESENT POS DIRECT TO UPP AND PLT'S DISCRETION TO FL260. A FEW MINS LATER, WHILE COMING UP ON OUR DSCNT POINT, WE RECEIVED A TA FROM ANOTHER ACFT AT OUR FL360. THE OTHER ACFT WAS SPOTTED AT OUR 1:30 - 2 O'CLOCK POS. SECONDS LATER, AN RA 'CLB, CLB' WAS ISSUED. THE FO DISCONNECTED THE AUTOFLT AND CLBED ABOUT 400 FT USING TCASII GUIDANCE. DURING OUR CLB, ATC ISSUED 'TFC AT 2 O'CLOCK POS, SAME ALT.' THE OTHER ACFT (A B757) PASSED DIRECTLY UNDER US, INDICATING FL355. B757 RPTED IN TO ATC BEFORE WE DID. THE CTLR SAID 'SORRY.' TOLD THEM WHO WE WERE AND WHERE WE WERE GOING. WE WERE GIVEN A FREQ CHANGE AND SENT ON OUR WAY AT ABOUT THE SAME TIME.

Synopsis :

B767 CREW GIVEN A PLT'S DISCRETION DSCNT RECEIVE A TCASII RA WARNING ON A B757 CONVERGING AT APPROX THE SAME ALT.

Time

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

Place

State Reference : CA
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-300
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZLA.ARTCC
Make Model : Talon
Mission : Training
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 600
ASRS Report : 563455

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 6000
ASRS Report : 563456

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 4000

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Facility

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE PF. WE WERE CLRED TO FL230 AND TOLD THAT WE WERE RESTR TO THAT ALT FOR OPPOSITE DIRECTION J-38 TFC AT FL240. I HAD JUST LEVELED OFF AT FL230 AS WE GOT VISUAL CONTACT WITH THE T38. JUST MOMENTS LATER, IT SEEMED THAT THE T38 WAS DSNDING TOWARD US, FOLLOWED BY A 'TFC' TCASII ALERT. WITHIN SECONDS, WE HAD A 'DSCNT' RA. I IMMEDIATELY DISCONNECTED THE AUTOPLT AND DSND'D AT A RATE IN EXCESS OF 2000 FPM, FOLLOWING THE VSI TCASII ADVISORY. MY CAPT MADE A DEV CALL TO ZLA AND KEPT HIS EYES CLOSELY ON THE TFC. HE FELT THAT THE T38 WAS NOW BANKING TOWARD US AND ANNOUNCED 'MY ACFT' TAKING THE CTLS AND BANKING TO THE L, AWAY FROM THE T38. AT THAT POINT, THE T38 DSND'D THROUGH OUR ALT AS WE HAD A 'DSND' AND 'CLB NOW' ADVISORY ALMOST INSTANTLY. I HAD NOT SEEN THE ACFT BANKING TOWARD US AND IT IS DIFFICULT FOR ME TO JUDGE THE DISTANCE. ZLA ADVISED US LATER THAT THE T38 PLT HAD JUST EXPERIENCED AN ENG FAILURE WHICH PROMPTED HIM TO INITIATE A DSCNT. AT THE TIME OF OUR DEV, WE WERE NOT AWARE OF THE T38 EMER STATUS. SUPPLEMENTAL INFO FROM ACN 563456: WE WERE LEVEL AT AN INTERMEDIATE LEVELOFF. ATC TOLD US WE WOULD BE THERE FOR 4 OR 5 MINS DUE TO TFC. ATC CALLED OUT TFC AT 11 O'CLOCK POS, A T-38, FL240. WE VISUALLY ACQUIRED RIGHT AWAY. A XCHK OF THE TCASII SHOWED HIM 300 FT LOW. ONCE THE INCIDENT WAS OVER, ATC DID INFORM US THE T38 HAD RELAYED TO THEM THAT THE ACFT WAS AN EMER DUE TO A FLAMEOUT. THEY ALSO INFORMED US 'THE 2 TARGETS WERE LESS THAN A MI (APART)'. THE MANEUVERING WAS ENOUGH THAT THE CABIN CREW CALLED TO SEE WHAT WAS GOING ON, BUT NOT ENOUGH TO CAUSE ANY TYPE OF CABIN UPSET.

Synopsis :

A POTENTIAL CONFLICT ENSUES WHEN A MIL T38 ACFT HAS A FLAMEOUT AND DSND'S INTO B737-300 TFC HELD BELOW AS OPPOSITE DIRECTION TFC AT FL230, ON FREQ WITH ZLA, CA.

Time

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : FO

Aircraft / 1

Controlling Facilities.ARTCC : EGTT.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B767-300

Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : EGTT.ARTCC

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 563648

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence.Other : ATC PHRASEOLOGY

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Miss Distance.Vertical : 600

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 1000

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : BUR.Tower
Operator.General Aviation : Personal
Make Model : Mooney Acft Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 6600
ASRS Report : 564351

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Resolutory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 5000

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE CLRED INTO POS AND HOLD ON RWY 15. A MOONEY WAS CLRED FOR TKOF ON RWY 8. THE MOONEY WAS ADVISED OF WORSENING WX TO THE E OF THE FIELD. HE ROLLED AND AFTER HE CLRED THE INTXN OF RWY 8/15 WE WERE ALSO CLRED. I WAS FLYING. THE MOONEY RPTED BAD WX AND THE TWR ASKED HIS INTENTIONS AND HE REPLIED, 'I GUESS I'LL COME BACK.' THE MOONEY WAS ISSUED A R TURN TO DOWNWIND FOR RWY 8. THIS CALL I DID NOT HEAR BUT WAS TOLD THESE WERE HIS INSTRUCTION WHEN LATER I SPOKE WITH THE TWR MGR AT BUR. WE TOOK OFF AND AFTER 500 FT BEGAN THE TURN TO HDG 210 DEGS. WE ENTERED IMC SOMEWHERE BTWN 500-1500 FT AGL, AND I TRANSITIONED TO INSTS. WHEN I DID, I NOTICED ON TCASII, AN ACFT VERY CLOSE (MUCH LESS THAN 1 MI?) IN APPROX THE 10 O'CLOCK POS AND 500 FT ABOVE MY ACFT. ITS CLOSE PROX AND ALT MADE ME BELIEVE WE MIGHT IMPACT THE ACFT. AS I WAS ALREADY IN THE TURN TO THE R AND CLBING VERY RAPIDLY, I ELECTED TO TAKE NO DIFFERENT EVASIVE MANEUVER. WE CLRED THE TFC AND WERE SWITCHED TO SOCAL. WE HAD FURTHER TFC S OF US BY ABOUT 3 MI AND SLIGHTLY ABOVE, BUT AS WE WERE CLBING QUICKLY AND SOON ABOVE ITS ALT I WAS NOT CONCERNED. SOCAL MENTIONED THE SECOND ACFT AND WE RESPONDED. I ASKED SOCAL MYSELF IF THEY WERE TALKING TO THE ACFT WE HAD COME SO CLOSE TO AFTER TKOF AND HE REPLIED THEY WERE TALKING TO THEM, BUT I BELIEVE THEY MIGHT HAVE BEEN DISCUSSING THE SECOND ACFT. WE FLEW TO OAK AND I CALLED BUR TWR. THE CTLRS THAT WORKED US HAD GONE HOME FOR THE NIGHT. THE NEXT DAY, I CALLED THE TWR AGAIN AND SPOKE TO THE MGR. SHE HAD REVIEWED THE TAPES AND DISCOVERED THE TWR CTLR HAD INDEED ISSUED A R TURN TO DOWNWIND FOR RWY 8 FOR THAT TFC. I HAVE HAD A FEW CONVERSATIONS WITH THE TWR MGR ABOUT THIS INCIDENT, THE LAST ONE BEING TODAY. SHE HAS LISTENED TO THE TAPES AND INTERVIEWED THE CTLRS. HER CONCLUSION IS THAT THE TWR CTLR DID NOT ISSUE THE MOONEY TFC TO US, AS HE DID NOT THINK HE WAS A FACTOR. THE TWR CTLR BELIEVED THE ACFT WOULD 'BE BEHIND US THE WHOLE TIME.' THE MOONEY WAS TOLD ABOUT US AND WARNED FOR WAKE TURB. THE VERSION OF WHAT THE MGR DESCRIBED TO ME (WHAT SHE HAD BEEN TOLD BY THE CTLR) IS DIFFERENT THAN WHAT I RECALL AND AS NO ONE HAS SEEN RADAR TAPES AND MEMORIES GET FUZZY, I DID NOT ARGUE WITH HER. I LET THE MGR KNOW THAT IN THE EVENT OF AN ENG FAILURE WE WOULD BE FLYING STRAIGHT TO 1000 FT AGL THEN TURNING L TO ABOUT A 110 DEG HDG AND THIS COURSE WOULD HAVE MADE THE MOONEY AN EVEN GREATER FACTOR. SHE WAS NOT AWARE OF OUR PROC BUT THOUGHT THAT THE CTLRS WERE AWARE AND IN ANY EVENT THEY WOULD HAVE DONE WHAT WAS NEEDED TO KEEP THE ACFT SEPARATED. ALL IN ALL, THE MGR SEEMED TO FEEL THAT HER CTLR HAD DONE NOTHING WRONG IN GIVING THE MOONEY THE R TURN AND THAT IT WAS NOT NECESSARY TO TELL US ABOUT HIS LOCATION. I BEG TO DIFFER. THE TWR CTLRS DO NOT SEEM TO APPRECIATE OUR NEED TO KNOW OF TFC IN THE DEP CORRIDOR NOR EVEN KNOW/CARE WHAT OUR SINGLE ENG PROCS ARE. IT SEEMS WE HAVE A DIFFERENCE OF OPINION ON THE MARGIN OF SAFETY REQUIRED AT THIS FACILITY. THIS IS NOT THE FIRST ISSUE I HAVE HAD WITH BURBANK AND HAVE LEARNED OF ANOTHER SIMILAR ISSUE WITH TFC SEPARATION AND WILL ENCOURAGE THOSE PLTS TO CONSIDER AN ASAP RPT ALSO. THIS INCIDENT BRINGS UP AN IMPORTANT ISSUE. ARE TWR FACILITIES AWARE OF OUR SINGLE ENG PROCS? IF SO, HAVE THEY BEEN ASKED TO PROVIDE US WITH TA'S THAT WOULD IMPACT SUCH A DEP CORRIDOR?

Synopsis :

WITHOUT BENEFIT OF A TA, A POTENTIAL CONFLICT OCCURS BTWN A DEP MOONEY AND A DEP B737-700 1 MI S OF BUR, CA.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Regional Jet CL65, Bombardier (Canadair)
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 4000
ASRS Report : 564407

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2700
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1300
ASRS Report : 564511

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 3000

Supplementary

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

Narrative :

AFTER DEP FROM LGA, 30 NM NW OF WHITE INTXN, CLBING THROUGH 12500 FT MSL, HEADING 240 DEGS AT 250 KTS ASSIGNED WITH A CLRNC TO 15000 FT, WE INITIALLY HAD A TA OF +2400 FT DSNDING WHICH RAPIDLY TURNED TO AN RA, 'MONITOR VERT SPD.' THE LAST ALT DIFFERENCE WE SAW WAS +400 FT. WE DID SEE THE TFC (LOOKED LIKE A CHEROKEE) AFTER ARRESTING OUR CLB RATE. AFTER CLR OF CONFLICT, NY DEP ASKED OUR ASSIGNED ALT. WE RESPONDED, '15000 FT.' WE WERE THEN CLRED DIRECT WHITE INTXN AND CLB TO 17000 FT. NO FURTHER INCIDENT.

Synopsis :

CL65 FLC HAS RA DURING DEP FROM LGA.

ACN: 564744

Time

Date : 200211

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : NV

Altitude.MSL.Single Value : 9800

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON

Make Model : Super Skywagon/Stationair/Turbo Stationair 6

Mission : Sky Diving

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 14800

Experience.Flight Time.Last 90 Days : 170

Experience.Flight Time.Type : 13500

ASRS Report : 564744

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 300

ASRS Report : 564762

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 300

Miss Distance.Horizontal : 1300

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

APPROX 25 NM FROM LAS AND SLIGHTLY W OF THE 190 DEG RADIAL, WE WERE ADVISED OF A VFR PARACHUTE-DROP ACFT MANEUVERING AT OUR 12 O'CLOCK POS, THAT WOULD PASS OVERHEAD. THE FO AND I ACQUIRED THE ACFT BOTH VISUALLY AND ON TCASII AT ABOUT 5 NM. IT APPEARED TO BE A CESSNA HEADING N AT 11000 FT TO 12000 FT MSL. WE RPTED SIGHTING THE VFR ACFT AND APCH CLRED US TO 8000 FT. THE CTLR THEN ASKED THE VFR PLT TO RPT SIGHTING THE COMPANY B737 (OUR ACFT) TO HIS L AND EMPHASIZED THAT HE WAS NOT CLRED TO RELEASE HIS JUMPERS, AS OUR ACFT WOULD PASS DIRECTLY BENEATH HIS POS, WHICH WAS NOW LESS THAN 3 NM OFF OUR NOSE. THE VFR PLT REPLIED THAT HE HAD JUST KICKED THE LAST JUMPER OUT THE DOOR. I REACTED IMMEDIATELY AS APCH GAVE US A L TURN TO 340 DEGS AND WARNED US OF POSSIBLE PARACHUTE JUMPERS IN OUR IMMEDIATELY VICINITY. I HAD ALREADY PULLED THE PWR BACK AND BEGUN DSNDRG TO 8000 FT WHEN THE LOWER HALF OF MY VSI DISPLAYED A RED ARC AS THE TCASII ISSUED AN AURAL TFC ALERT. I STOPPED DSNDRG, BUT MAINTAINED A 30 DEG L BANK MAKING IT IMPOSSIBLE TO SEE THE OTHER ACFT. THE FO ADVISED ATC THAT WE HAD THE VFR ACFT IN SIGHT BUT HAD NO CONTACT WITH THE JUMPERS. WITHIN SECONDS OF THE TA WE RECEIVED A 'CLB' RA AS THE RED ARC ON MY VSI EXTENDED WELL INTO THE UPPER HALF OF THE DISPLAY. THE VFR ACFT HAD APPARENTLY BEGUN A SPIRALING L DIVE TO FOLLOW HIS JUMPERS, RESULTING IN A HIGH RATE OF CLOSURE AS HE PASSED THROUGH OUR ALT. AT THAT MOMENT I HAD NO CLUE AS TO WHAT RATE OF TURN OR DSCNT THE OTHER PLT WAS USING. BTWN THE RADIO XMISSIONS AND TCASII ALERTS I HAD NOT HEARD ANYTHING FROM MY FO THAT ASSURED ME WE WOULD CLR THE OTHER ACFT SO I COMPLIED WITH THE 'CLB' ADVISORY. I APPLIED MAX THRUST AND ROTATED TO GAR ATTITUDE. THE FO ADVISED ATC THAT WE WERE CLBING TO AVOID THE OTHER ACFT. 2 OF OUR FLT ATTENDANTS WERE IN THE PROCESS OF SECURING THE CABIN AND WERE KNOCKED TO THE FLOOR DURING THE MANEUVER, BUT LATER STATED THAT THEY HAD NOT SUFFERED ANY INJURY. THE FO ESTIMATED THAT THE OTHER ACFT PASSED WITHIN 1000 FT HORIZL IN A NEARLY INVERTED ATTITUDE WITH ITS BELLY TOWARDS US. I HAVE NO IDEA IF THE OTHER PLT WAS AWARE OF OUR POS OR TOTALLY FOCUSED ON TRAILING HIS JUMPERS. WE REMAINED BUSY FOR THE REMAINDER OF THE FLT AS ATC SLOWED AND VECTORED US REPEATEDLY IN ORDER TO FIT US BACK INTO THE SEQUENCE FOR LNDG ON RWY 1L. THIS INCIDENT AROSE AS A RESULT OF CONFLICTING USAGE OF AIRSPACE IN THE LAS TERMINAL AREA, WHICH IS LIMITED DUE TO TERRAIN OBSTACLES AND THE RWY CONFIG IN USE AT THE TIME. HOWEVER, IT WOULD NOT HAVE POSED A THREAT TO OPERATIONAL SAFETY HAD THE OTHER PLT COMPLIED WITH THE CTLR'S INSTRUCTIONS IN ACCORDANCE WITH THE LOA BY WHICH HE WAS BOUND. I CAN ONLY SPECULATE AS TO WHAT OTHER FACTORS MAY HAVE CONTRIBUTED TO THIS PLT'S POOR DECISION MAKING. WITH LAS ARR AND DEP PROCS CURRENTLY IN A PHASE OF TRANSITION DUE TO PROBS IMPLEMENTING LNAV OPS, IT MIGHT BE A GOOD TIME TO ADDRESS THE ISSUE OF WHETHER OR NOT THIS DROP ZONE CAN SAFELY CO-EXIST WITH SUCH A BUSY ARPT. HOWEVER, IN FAIRNESS TO THE SKYDIVING OPERATORS, PRIOR TO THIS EVENT AND THROUGHOUT MY 18+ YRS OF OPERATING IN AND OUT OF LAS WITH COMPANY, I HAVE NEVER EXPERIENCED ANY CONFLICTS WITH THESE ACFT. SUPPLEMENTAL INFO FROM ACN 564762: OPERATING UNDER ATC TA'S AND FAA LOA ACFT WAS UNABLE TO DROP JUMPERS UNDER RADAR SVC AT OC7. PLT CANCELED RADAR SVC, BUT MAINTAINED COM WITH LAS TRACON. DROPPED JUMPERS AND PROCEEDED TO AGREED CLB/DSCNT BOX. WAS ADVISED BY ATC OF TFC, AND WHEN I RAISED WING TO LOOK, SAW B737 CLOSING ON POS, TIGHTENED UP TURN AND INCREASED DSCNT RATE. TFC WAS THEN NO FACTOR. IMPROVED COM BTWN PLT AND CTLR AND EARLIER NOTIFICATION MAY HAVE ALLEVIATED THE PROB. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE JUMP ACFT HAD BEEN DELAYED FOR 30 MINS BY ATC BEFORE BEING ALLOWED TO RELEASE JUMPERS SO RADAR SVC WAS CANCELED. THE RELEASE WAS MADE UNDER THE VFR RULES OF THE LOA. AFTER JUMPERS WERE RELEASED THE ACFT PROCEEDED TO THE APPROVED CLB DSCNT AREA FOR DSCNT. IT WAS HERE THE CONFLICT OCCURRED. THE JUMPERS WERE APPROX 3 MI AWAY.

Synopsis :

CONFLICT BTWN AN ACR B737 AND A C206 WHEN SKYDIVERS ARE RELEASED WITHOUT COORD NEAR LAS VEGAS, NV.

Time

Date : 200211
Day : Wed
Local Time Of Day : 1801 To 2400

Place

State Reference : OH
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 6000

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B737-700
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Falcon 20FJF/20C/20D/20E/20F
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 150
ASRS Report : 564836

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 22800

Supplementary

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

Narrative :

BOTH ACFT WERE TFC FOR EACH OTHER. BOTH WERE ISSUED 15 DEG TURNS TO THE R. ACFT #1 READ BACK '15 DEGS L' WHEN CONFLICT BECAME APPARENT, BOTH ACFT WERE TURNED AN ADDITIONAL 20 DEGS R. ACFT #1 THEN RESPONDED TO TCASII RA AND DSNDDED BELOW FL310.

Synopsis :

ARTCC RADAR CTLR AT ZID ATTEMPTED TO RESOLVE A PROB BTWN A B737 AND A FA20 ON CONFLICTING COURSES BY TURNING BOTH R 15 DEGS. THE B737 TURNED L.

Time

Date : 200211
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : JAN.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Hs 125 Series 1-600
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 1000
ASRS Report : 564875

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

WE WERE PROCEEDING TO THE JAN ARPT ON THE RWY 16L LOC. ABOUT 3 MI FROM THE JAN VOR ATC ISSUED A TA FOR TFC HOLDING AT THE JAN VOR AT 2000 FT. WE SAW THE ACFT ON TCASII, BUT NOT VISUALLY. AS WE CONTINUED TOWARDS THE VOR, WE ACQUIRED THE TFC VISUALLY, ABOUT 10 O'CLOCK POS AND ABOUT 500 FT BELOW AND 1 1/2 MI TRAVELING WBOUND (L-R). THE TCASII GAVE US A TA AND SHOWED IT 400 FT BELOW US. I TURNED OFF THE AUTOPLT AND THROTTLES. I STARTED A SHALLOW CLB, WE THEN GOT THE RA TO 'MONITOR VERT SPD.' THE TFC PASSED 400 FT BELOW AND DIRECTLY UNDERNEATH. ATC ISSUED SEVERAL INSTRUCTIONS WHILE THE TCASII WAS ISSUING THE RA, SO WE DID NOT HEAR THEM. AFTER PASSING, WE RETURNED TO 2500 FT AND CONTINUED TO JAN. THE ACFT DID NOT APPEAR TO BE IN A HOLD AND WAS NOT AT 2000 FT BUT HIGHER. IT DOES NOT SEEM TO BE A GOOD IDEA TO HOLD AT 2000 FT AT THE JAN VOR WHEN THE INBOUND TFC ON THE LOC CAN BE AT 2200 FT. TCASII AND THE CTRLR'S ALERTS HELPED US ACQUIRE THE TFC BEFORE WE GOT TOO CLOSE TO EVADE THEM.

Synopsis :

AVR146 BAE JET EXECUTES TCAS MANEUVER FOR OBSERVED TFC IN IMMEDIATE VICINITY AFTER JAN APCH TA.

Time

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

Place

State Reference : CA
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 400

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8400
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 4000
ASRS Report : 564934

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 195
Experience.Flight Time.Type : 5500
ASRS Report : 565007

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RADIO ALTIMETER
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 300

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

FLT WAS DSNDING ON THE BASE 2 ARR JUST OUTSIDE OF REEDR INTXN. WE WERE DSNDING TO CROSS REEDR AT OR ABOVE 8000 FT. WHILE DSNDING OUT OF APPROX 9000 FT, WE RECEIVED A TA FROM AN ACFT CLBING. THE TA BECAME AN RA WITHIN SECONDS. THE TCASII SYS TOLD US TO MONITOR VERT SPD INDICATOR, BUT DID NOT TELL US TO CLB OR DSND. THE ACFT APCHED WITHIN -300 FT BELOW US ACCORDING TO THE TCASII DISPLAY. THE ACFT WAS SLIGHTLY OFF TO THE R OF US SO WE MADE A TURN TO THE L WHILE LEVELING OFF. THERE ARE SOME POINTS I WOULD LIKE TO BRING TO YOUR ATTN. ATC WAS IN THE PROCESS OF CHANGING OPS FROM THE E TO THE W BECAUSE RWY 7R&L HAD GONE BELOW MINIMUMS. WE WERE IN THE PROCESS OF BEGINNING OUR THIRD APCH PLATE BRIEFING WHEN WE RECEIVED THE TA AND SECONDS LATER THE RA. WE WERE IN IMC WITH MODERATE RAIN. IT IS MY OPINION THAT ATC WAS OVERLOADED WHEN THE RA OCCURRED. THE APCH FREQ WAS SO CONGESTED THAT WE WERE UNABLE TO INFORM THEM OF THE RA UNTIL WE GOT ON THE GND BY PHONE. WHAT I HAVE LEARNED FROM THIS EXPERIENCE IS WHEN YOU GET A TA, TRY TO FIND THE TA ON THE TCASII DISPLAY ASAP, BECAUSE AT HIGH RATES OF CLOSURE, THE TA TURNS TO AN RA WITHIN SECONDS. THIS IS THE FIRST TIME I HAVE HAD AN RA IN IMC AND I HAVE TO SAY, IT HAS GOTTEN MY ATTN. I WOULD LOVE TO SEE COMPANY TCASII TRAINING TAKE PLACE IN THE SIMULATOR. SUPPLEMENTAL INFO FROM ACN 565007: AT APPROX 2-3 MI FROM REEDR (APPROX 8500 FT), WE RECEIVED A TA (TARGET AT 1 O'CLOCK POS LOW, AND CLBING APPROX 800 FT BELOW). WITHIN SECONDS, THE TA CHANGED INTO AN RA. WE GOT THE 'MONITOR VERT DISPLAY' WARNING AND TARGET WAS APPROX 500 FT BELOW AT 1 O'CLOCK POS CLBING. VVI WAS RED -- NO GREEN BARS SEEN. LAX WAS LNDG E AND THERE WAS HEAVIER THAN NORMAL RADIO TFC DUE TO THE WX OBSERVATIONS GIVEN BY APCH CTL AND THE RESULTING INQUIRIES ABOUT THE WX GIVEN, IE, RVR'S GOING UP AND DOWN FROM 4000 TO 1200 RVR'S WITH ACFT BREAKING OFF APCHS, REQUESTING WX FOR OTHER RWYS, NUMEROUS VECTORS FOR BRAKE-OFFS, HOLDING PATTERN INSTRUCTIONS, ETC.

Synopsis :

B737-700 CREW AND UNIDENTED ACFT HAD LESS THAN LEGAL SEPARATION IN LAX CLASS B AIRSPACE.

Time

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

Place

Locale Reference.Airport : BED.Airport
State Reference : MA
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : BED.Tower
Operator.General Aviation : Corporate
Make Model : Learjet 60
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Controlling Facilities.Tower : BED.Tower
Make Model : Buckeye T-20
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Controlling Facilities.Tower : BED.Tower
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 800
ASRS Report : 565126

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

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

Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

WHILE ON A R DOWNWIND VISUAL APCH TO RWY 29 AT 1100 FT AGL, I HAD A DSND RA. THE TRIGGER ACFT WAS NEVER IN SIGHT, BUT WAS MOST LIKELY A MIL T2. THE TFC PATTERN WAS FULL AND MY FLT WAS #3 TO FOLLOW A PA28 ON FINAL. THE TRIGGER ACFT WAS SEEN TO FLY THROUGH THE FINAL FROM L BASE TO THE R DOWNWIND ON TCASII. OBSERVING THE TARGET CLOSURE, I ACCELERATED (FROM THE TWR REQUESTED MINIMUM APCH SPD) IN AN ATTEMPT TO AVOID CONFLICT. THE TARGET MATCHED MY SPD AND ALT CHANGES EXACTLY THROUGH THE TA. THE DSND RA OCCURRED AT 1100 FT AGL (NOT INCLUDING THE TALL ANTENNA FARM). AT 200 FT SEPARATION 900 FT AGL, THE 'DSND' RA CHANGED TO A LEVEL 'MONITOR VERT SPD' RA. THE EGPWS NEVER TRIGGERED. ON BASE THE TRIGGER ACFT TRIGGERED ANOTHER TA. THE T2 WAS OBSERVED CLRING RWY 29 SHORTLY AFTER MY ACFT. AT NO TIME DID TWR ISSUE AN ADVISORY, WHICH MAY HAVE BEEN DUE TO DISTRS BY OTHER SMALL ACFT IN THE FULL PATTERN. THE THOUGHT THAT A MIL TRAINING FLT WOULD PERFORM AN UNANNOUNCED UNAUTH INTERCEPT AND FORMATION FLT IN A TFC PATTERN IS UNACCEPTABLE! YET THE EVIDENCE POINTS TO THAT CONCLUSION. THE T2 WAS THE ONLY ACFT IN THE PATTERN THAT COULD MATCH THE LJ60 PERFORMANCE. A VISUAL CONFIRMATION COULD NOT BE MADE DUE TO THE TARGET BEING IN THE 5 O'CLOCK POS BLIND SPOT. IF FOR SOME REASON IT WAS A FALSE RA (UNLIKELY!), THEN A DSCNT RA AT 1100 FT AGL WAS HIGHLY DANGEROUS. LUCKILY ENOUGH, THE WX WAS CAVU. FEW PLTS WOULD BE COMFORTABLE WITH A 1000-1500 FT FPM DSCNT 1100 FT AGL, ESPECIALLY CONSIDERING THE LJ60 10000 FPM CLB CAPABILITY ON A COLD DAY.

Synopsis :

LJ60 AND MIL T2 HAD AN NMAC IN BED CLASS D.

Time

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

Place

State Reference : FO
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : A320
Mission : Passenger
Flight Phase.Cruise : Enroute Altitude Change

Aircraft / 2

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar
ASRS Report : 565178

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 30000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X WAS IN TURB AND REQUESTED HIGHER FROM FL320 TO FL380. ACFT X WAS ABOUT 30 MI S OF GABES INTXN WHEN THE CLRNC WAS GIVEN. ACFT Y WAS ESTIMATING GABES AT XA29 WHICH GAVE ME 5 MINS FOR THE ACFT X TO CLB. THE ACFT Y SHOWED UP ON RADAR ABOUT XA23 AT FL370. THE ACFT X WAS AT FL376 CLBING. I CALLED THE TFC AND TURNED THE ACFT X TO A 010 DEG HDG. I THEN ASKED ACFT X TO SAY ALT AND HE RPTED LEVELING AT FL380. THE ACFT Y CHKED ON THE FREQ AND SAID THAT THE ACFT X WAS 500 FT ABOVE ON HIS TCASII. THE ACFT X THEN SAID HE SHOWED 800 FT ABOVE THE ACFT Y.

Synopsis :

RADAR CTLR AT ZNY MISJUDGED CLOSURE RATE BTWN A CLBING B757 AND AN A320 AT CRUISE RESULTING IN AN OPERROR.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 8500
ASRS Report : 565208

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

WE WERE CLRED FOR TKOF BY NEW BERN TWR (EWN) OFF RWY 4. I WAS THE CAPT AND PF. WE WERE SWITCHED TO CHERRY POINT APCH, ON CLBOUT, BEFORE WE HAD CLBED THROUGH 1000-1500 FT. WE CHKED ON WITH CHERRY POINT APCH AND WERE CLRED TO, I BELIEVE, 3000 FT AND WERE ASSIGNED A 320 DEG HDG FOR 'SEQUENCING' WITH, I ASSUME, OTHER IFR TFC. PASSING THROUGH APPROX 1500 FT, WE WERE ISSUED A TFC ALERT BY APCH FOR TFC THAT WAS AT OUR 1 O'CLOCK POS, SEBOUND, ABOVE OUR ALT AND DSNDING. THIS TFC ALSO SHOWED ON OUR TCASII. APCH WAS NOT WORKING THIS TFC. ONCE WE WERE ESTABLISHED ON THE ASSIGNED 320 DEG HDG, WE RECEIVED ANOTHER TA FROM APCH AND HE ASKED US IF WE WERE VMC. WE WERE. WE DID NOT HAVE TFC IN SIGHT. THE TCASII SHOWED THIS TFC NOW COMING DIRECTLY AT US, ABOVE US, DSNDING. I LOWERED THE NOSE TO HAVE A CHANCE TO SEE THIS TFC, AND I DECIDED TO START A TURN TO THE W THE TFC WAS RPTD FLYING SE AND WE WERE FLYING NW ON AN OPPOSITE COURSE. I BELIEVED A WESTERLY TURN WOULD HELP KEEP SEPARATION WITH HIM, HAVING HIM PASS OFF THE R. HE STILL SHOWED A 1 O'CLOCK POS ON TCASII, INSIDE THE 2.5 MI SCALE. APCH GAVE, I BELIEVE, ANOTHER ADVISORY AND SAID THAT OUR TARGETS WOULD MERGE. I KEPT TURNING FARTHER TO THE W, THEN SW TO GET ON A DIVERGENT COURSE. THE TCASII THEN LIT UP RED, SHOWED THE TARGET AS A COLLISION THREAT, AND GAVE US AN RA TO CLB. I WAS THEN FIXATED ON THE TCASII TO TRY TO FIGURE OUT HOW TO MISS THIS ACFT, AND FIGURE OUT EXACTLY WHAT HE WAS DOING. I COMPLIED WITH THE RA WHICH WAS COMMANDING A CLB. I BROUGHT THE ACFT UP TO 20 DEGS NOSE-UP PITCH AND WE HAD MAX CLB PWR. WE RAPIDLY CLBED THROUGH 2000 FT FOR 3000 FT. LAST TCASII PLOT I SAW WAS THE OTHER ACFT TARGET SITTING ON TOP OF OUR ACFT SYMBOL WITH A -100 FT FOR RELATIVE ALT. I BELIEVE WHAT HAPPENED WAS, THE ACFT WAS DSNDING FOR LNDG INTO EWN. HIS POS AND COURSE PUT HIM INBOUND TO DOWNWIND. WHEN WE WERE ASSIGNED A 320 DEG HDG, WE WERE LESS THAN 1 MI OFF THE RWY. WHEN THE TFC WAS ORIGINALLY CALLED OUT BY APCH, HE WAS INBOUND. AS I STARTED TO RUN TO AVOID HIM, HE WAS TURNING TO THE SW TO ENTER THE DOWNWIND. I HAVE TO ASSUME THAT IS WHAT HAPPENED. IF HE HAD BEEN AN OVERFLT AND MAINTAINED THE SE HDG, ONLY MANEUVERING WOULD HAVE GIVEN US GOOD HORIZ SEPARATION. A VERY BIG PROB THAT I HAVE WITH THIS SIT, THAT I FIND INEXCUSABLE, IS THAT 2 ACFT, IN CTLED AIRSPACE (EWN ATA), TALKING TO AN ATC FACILITY, COULD COME SO CLOSE TO HAVING A MIDAIR COLLISION. THE PROB IS THAT EVEN THOUGH WE WERE WELL INSIDE THE EWN CLASS D AIRSPACE, WE WERE BEING WORKED BY 2 DIFFERENT ATC FACILITIES. HE WAS ON EWN TWR FREQ. I WAS ON CHERRY POINT APCH. HOW COULD THIS SIT BE AVERTED? NEW BERN TWR COULD HAVE TOLD US OF THE INBOUND ACFT, HAD US CLB RWY HDG TO 2000 FT, AND NOT SWITCHED US OFF HIS FREQ UNTIL WE WERE WELL NE OF THE ARPT AND TFC PATTERN. HE OWNS TO 5 NM AND UP TO 2500 FT AGL. OR, CHERRY POINT APCH COULD HAVE HAD US CONTINUE RWY HDG TO 3000 FT UNTIL WE WERE N OF THE TFC, OR ABOVE HIM. A CLB TO 3000 FT TAKES ABOUT 90 SECONDS IN A DHC8-200. EVEN THOUGH WE WOULD BE HDG OPPOSITE DIRECTION TO OUR FLT PLAN RTE, 90 SECONDS IS NOT THAT MUCH OF A DELAY. I REALIZE THAT CHERRY POINT APCH HAS NO LEGAL RESPONSIBILITY TO SEPARATE US (AN IFR ACFT) WITH A NON PARTICIPATING VFR ACFT, HOWEVER, 'TECHNICALLY CORRECT TO THE POINT OF IMPACT' IS NOT ACCEPTABLE. AGAIN, 2 ACFT IN THE SAME AIRSPACE, ON 2 DIFFERENT FREQS, WITH 2 DIFFERENT ATC FACILITIES WAS A MAJOR CONTRIBUTOR TO THIS SIT.

Synopsis :

NMAC BTWN A DEP IFR DHC8-200 ON A RADAR VECTORED HDG AND AN ARRIVING VFR GA ACFT DSNDING INTO THE TFC PATTERN FOR RWY 4 AT EWN, NC.

Time

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

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA
Altitude.MSL.Single Value : 14000

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZBW.ARTCC
Make Model : Regional Jet CL65, Bombardier (Canadair)
Flight Phase.Cruise : Enroute Altitude Change
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 565899

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 565898

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 800

Supplementary

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

AFTER DEPARTING BOS, WE WERE ON ZBW FREQ AT 14000 FT. TFC WAS CALLED AT 15000 FT AT 10 O'CLOCK POS. THE TFC AT 15000 FT RPTED US IN SIGHT AND WAS CLRED TO REMAIN IN VISUAL CONTACT. WE THEN ACQUIRED AND RPTED THE TFC IN SIGHT AND SUBSEQUENTLY CLRED TO FL230 AND TO REMAIN VISUAL. I INITIATED THE CLB ON AUTOPLT VERT SPD AT ABOUT 1500 FPM. THE FO AND I WATCHED THE TFC AND BOTH COMMENTED ON HOW CLOSE IT LOOKED. AFTER A FEW SECONDS, I DISCONNECTED THE AUTOPLT IN ANTICIPATION OF LOWERING THE NOSE. ABOUT THEN, THE TCASII ISSUED AN RA AND I LOWERED THE NOSE MORE. THE OTHER ACFT WENT OVER US L TO R AND A CLR OF CONFLICT WAS HEARD. SOON, THE CTLR ASKED IF WE HAD DIFFICULTY KEEPING THE TFC IN VISUAL CONTACT. THE FO RPTED NO. WE SAW THE TFC COMING AND I STARTED TO REACT BEFORE THE TCASII, BUT IT STILL WAS TOO CLOSE FOR COMFORT. IN OVER 30 YRS OF FLYING LARGE ACFT, THIS IS A FIRST. I DON'T THINK IT IS SAFE TO ALLOW VISUAL SEPARATION FOR JET ACFT. IT IS TOO HARD TO JUDGE THE SEPARATION AND CLOSURE RATES. I WILL NOT ACCEPT ONE AGAIN AND THERE IS AN ASSUMPTION ON BOTH AIRPLANES THAT YOU THINK YOU KNOW WHAT THE OTHER WILL DO, BUT YOU DON'T. BOTH THE COPLT AND I AGREE WE WILL JUST TAKE THE RADAR SEPARATION NEXT TIME WITH NO ASSUMPTIONS. SUPPLEMENTAL INFO FROM ACN 565898: HE CLRED US TO CLB TO FL230. I TOLD CTR WE HAD TFC AND WERE CLBING TO FL230. CTR TOLD US TO MAINTAIN VISUAL SEPARATION AS WELL. THE CAPT STARTED THE CLB IN VERT SPD. AT THIS TIME, THE RJ WAS ABOUT 5 MI AND HDG NW. WE WERE HDG W. AS WE STARTED TO CLB, I LOOKED AT THE RJ AND IT APPEARED TO BE TURNING TOWARD US. I WAS GETTING READY TO SAY SOMETHING TO THE CAPT WHEN WE GOT A TCASII TA. THE CAPT DISENGAGED THE AUTOPLT AND I LOOKED AT THE RJ AGAIN AND HE WAS STILL TURNING INTO US. THE CAPT WAS LOWERING THE NOSE AS THE RJ FLEW BEHIND US. I GUESSED THE DISTANCE TO BE AROUND 800 FT. AS THE RJ WAS PASSING BEHIND, WE GOT A MOMENTARY 'DSND' RA. A FEW MOMENTS LATER, CTR CALLED AND ASKED IF WE HAD ANY TROUBLE MAINTAINING A VISUAL WITH THE RJ AND I SAID NO. I FEEL IT WAS HARD TO JUDGE CLOSURE IN OUR CLB AND NEXT TIME I WOULD NOT CALL VISUAL ON THE TFC. I THINK THE RJ WAS TURNING TO PASS BEHIND US, BUT DID NOT REALIZE HE WAS CLOSING THE DISTANCE BTWN US. THE SIT DEVELOPED QUICKLY, SO NEXT TIME I WILL STAY AT A LOWER ALT TILL THE CONFLICTING TFC HAS PASSED.

Synopsis :

B767 CREW TAKES EVASIVE ACTION FROM AN RJ IN ZBW CLASS E AIRSPACE AFTER ASSUMING VISUAL SEPARATION CLB DSCNT FROM EACH OTHER.

Time

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

Place

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZHU.ARTCC
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Controlling Facilities.ARTCC : ZHU.ARTCC
Make Model : Beech Acft Corp Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 7425
ASRS Report : 566289

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 2000
ASRS Report : 566288

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 5

Function.Controller : Radar

Events

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

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

TCASII RA GENERATED HDG DEV. CLRED BY HOU TO PROCEED TO AUS BERGSTROM AND DSND TO 6000 FT. DURING DSCNT, DIRECTED TO TURN L 20 DEGS AND EXPEDITE DSCNT THROUGH 16000 FT FOR IFR TFC AT 17000 FT. FURTHER CLRNC WAS DIRECT TO THE ARPT PASSING 16000 FT. AT APPROX 16500 FT, WE RECEIVED A TCASII TA WITH TFC 1700 FT BELOW AND AT APPROX 11 O'CLOCK POS. DSCNT RATE AT THIS TIME WAS APPROX 3000 FPM AND AIRSPD APPROX 300 KIAS. AT APPROX 16000 FT, WE GOT A TCASII RA 'CLB, CLB.' FO HAD JUST ACQUIRED THE TARGET VISUALLY AT APPROX 10-11 O'CLOCK POS. I HAD ONLY THE TCASII VISIBILITY INFO AT THIS TIME 10-11 O'CLOCK POS AND -600 FT. FO DETERMINED THAT A CLB WOULD ONLY RESULT IN STOPPING AT THE OTHER ACFT'S ALT AT BEST AND INCREASED THE DSCNT RATE IN CONJUNCTION WITH THE PREVIOUSLY CLRED R TURN TOWARD THE ARPT. I CONCURRED VERBALLY BASED ON MY ANALYSIS OF SIT FROM TCASII INFO. AFTER THE CONFLICT WAS RESOLVED, I ADVISED ZHU AND SUGGESTED THAT THE 20 DEG L TURN HAD REALLY INCREASED THE CONFLICT POTENTIAL, AND WAS THEN ADVISED THAT THE ACFT WE HAD MANEUVERED FOR WAS NOT THE ORIGINAL IFR TFC, BUT WAS KNOWN VFR TFC CLBING TO 17500 FT. WE HAD RECEIVED NO PREVIOUS CALLOUT ABOUT THIS TFC. WE ALSO NEVER SAW THE PREVIOUSLY RPTD IFR TFC. SUPPLEMENTAL INFO FROM ACN 566288: DSNDING INTO AUS CLRED TO 6000 FT, ASKED TO TURN L 20 DEGS AND EXPEDITE THROUGH 16000 FT. LEAVING 16000 FT, GOT TA AT -1700 FT, FOLLOWED QUICKLY BY 'CLB, CLB.' I HAD ACQUIRED THE ACFT AND FELT THAT IF WE WERE TO STOP DSCNT AND TRY TO CLB WE WOULD HAVE LEVELED AND REVERSED DSCNT AT APPROX THE OTHER ACFT'S ALT. I ROLLED APPROX 45 DEGS R BANK AND INCREASED DSCNT RATE. THE ACFT PASSED TO OUR L AND SLIGHTLY HIGH. IT APPEARED TO BE A BEECH JET. ATC ADVISED THAT THE ACFT WAS VFR AND NOT THE ACFT WE HAD INITIALLY VECTORED TO AVOID. AS WE PASSED, THE OTHER ACFT BEGAN A BANK TO AVOID US.

Synopsis :

B737-700 CREW AND A BEECH JET HAD LESS THAN COMFORTABLE SEPARATION IN ZHU CLASS E AIRSPACE.

Time

Date : 200211
Day : Sun

Place

Locale Reference.Airport : MIA.Airport
State Reference : FL
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : MIA.TRACON
Operator.Common Carrier : Air Carrier
Make Model : B757 Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Controlling Facilities.TRACON : MIA.TRACON
Operator.Common Carrier : Air Carrier
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 566319

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

RA ON APCH TO MIA RWY 30. WE WERE BEING VECTORED FROM THE S OFF THE DUVAL ARR FOR THE LOC TO RWY 30. THE WX WAS CLR WITH NO CLOUDS. MIA APCH INSTRUCTED US TO DSND TO 3000 FT AND TURN L TO 060 DEGS HDG. WE DID SO. AT THE SAME TIME, APCH HAD ANOTHER ACFT AT 2000 FT WHO WAS CLRED TO INTERCEPT THE LOC TO RWY 27. WE HAD THE ACFT IN SIGHT. THE OTHER ACFT FLEW THROUGH THE LOC AT WHICH TIME APCH INSTRUCTED THE ACFT TO MAKE AN IMMEDIATE TURN TO THE E. THE ACFT DID NOT COMPLY. APCH ISSUED ANOTHER IMMEDIATE TURN. THE ACFT DID NOT COMPLY. APCH ISSUED INSTRUCTIONS FOR THE OTHER ACFT TO DSND TO 1500 FT. THE ACFT STARTED A DSCNT, BUT THEN STOPPED AND STARTED A CLBING L-HAND TURN IN OUR DIRECTION. OUR TCASII ISSUED AN RA FOR US TO CLB. AT THE SAME TIME, APCH GAVE US A TURN TO THE W. WE STARTED AN IMMEDIATE CLB WHILE TURNING AND MAINTAINED A VISUAL ON THE TFC. TOTAL CLB WAS 300 TO 500 FT BEFORE THE TCASII TERMINATED THE ALERT. WE INFORMED APCH THAT WE HAD THE TFC AND FIELD IN SIGHT. APCH CLRED US FOR A VISUAL TO RWY 27. WE LANDED WITHOUT INCIDENT AND TAXIED TO THE GATE. I CALLED ATC FROM THE TERMINAL AND TALKED WITH THE CTLR. I WAS ASSURED THAT THE PROB WAS WITH THE OTHER ACFT AND THAT WE WERE NOT AT FAULT.

Synopsis :

B757-CREW EXECUTES TCASII MANEUVER ON APCH TO RWY 30 AT MIA WHEN ANOTHER ACFT ON APCH TO RWY 27 CROSSES THEIR ASSIGNED COURSE.

Time

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 12500

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.TRACON : L30.TRACON
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 1500
ASRS Report : 566387

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 500

Supplementary

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

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED LYNSY 1 ARR TO CROSS LYNSY AT 250 KTS, 12000 FT. APPROX 12500 FT ON DSCNT, GOT YELLOW TA (TFC), NO VISUAL, BUT TCASII DISPLAYED -900 FT JUST AHEAD 12 O'CLOCK POS. AT 12300 FT, GOT RA, NO VISUAL. STARTED CLB TO 12700 FT AND LEVELED, THEN GOT CLB ON RA ALT. SPACING ON TCASII SHOWED -700 FT, -600 FT, -500 FT, THEN ACFT WENT BEHIND US AND RA DISAPPEARED. AT THIS TIME, WE WERE 250 KTS AND 13000 FT XING LYNSY. WE NOTIFIED CTLR AT FIRST TA INDICATION, THEN RA AND AGAIN RA CLB, THAT WE WERE DEVIATING AND WOULDN'T MAKE ALT RESTR. CTLR DID CALL TFC JUST PRIOR OR AT RA. TFC WAS MODERATE AND CTLR WAS VERY BUSY. I UNDERSTOOD OUR CONFLICT WAS A CIVILIAN VFR LIGHT TWIN. NOT REAL SURE OF WHAT WOULD HAVE AVOIDED RA AND DEV, OTHER THAN CIVILIAN PLTS BEING AWARE OF ARR CORRIDORS AND MANDATORY ALTS. IT APPEARS HE WAS TCASII EQUIPPED, BUT ALSO APPEARED NOT TAKING EVASIVE ACTION. THANK GOD FOR TCASII!

Synopsis :

B757 FLC INITIATE TCASII MANEUVER DUE TO VFR TWIN ENG ACFT PASSING IN PROX OF LAS, LYNSY RNAV STAR INTXN.

Time

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

Place

State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Last 90 Days : 210
ASRS Report : 566903

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 17000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 8000
ASRS Report : 566902

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 24000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

CLBING OUT OF LAX, WE WERE CLRED TO FL310. CLBING THROUGH FL290, WE WERE NOSE-TO-NOSE WITH ANOTHER B737 THAT WAS LEVEL AT FL290. I SAW THE TFC ON TCASII AT 15 MI RANGE, WE WERE NOSE-TO-NOSE AT FL290. WE WERE CLOSING VERY RAPIDLY. I CALLED ZLA 126.52 TO ASK ABOUT THE TFC. JUST AS I WAS ASKING ABOUT THE TFC, THE TCASII WENT OFF WITH AN RA 'CLB.' GREEN DOT UP ABOUT 1800 FPM TO 2000 FPM, WHICH WE DID. CTR SAID TO TURN L TO A HDG OF 250 DEGS. ALL OF THE ABOVE HAPPENED AT THE SAME TIME. WE WERE IMC AT THE TIME AND NEVER SAW THE OTHER JET. WE REALLY YANKED AND BANKED. ATC CAUSED THIS EVENT. TCASII WORKED AS ADVERTISED, CREW WORKED AS ADVERTISED. THIS ALL HAPPENED VERY, VERY FAST. SUPPLEMENTAL INFO FROM ACN 566902: TCASII RA, NMAC. CLBING THROUGH FL285 FOR FL310, ANOTHER ACFT POPPED UP ON TCASII AT SAME ALT. IMMEDIATELY GOT RA 'CLB, CLB.' CAPT VERIFIED MAX PWR, AND I STARTED TURN TOWARDS L. CTRLR GAVE NEW HDG OF 250 DEGS (APPROX 40 DEGS OFF HDG). CAPT INQUIRED AS TO TFC. CTRLR STATED THAT OTHER TFC HAD PENETRATED OUR AIRSPACE. REMAINDER OF FLT WAS UNEVENTFUL. THIS EVENT HAPPENED VERY QUICKLY. I BELIEVE WE WERE WITHIN 5 SECONDS OF A HEAD-ON. THE TCASII WORKED PERFECTLY. WE WERE WITHIN APPROX 4 MI HEAD-ON WITH THE ACFT.

Synopsis :

B737 CREW OUT OF LAX CLBING THROUGH FL285 FOR FL310 ENCOUNTER OPPOSITE DIRECTION TFC AT FL290 REQUIRING AN EVASIVE ACTION MANEUVER.

Time

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

Place

State Reference : FO
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B767-300
Mission : Passenger
Flight Phase.Descent : Approach

Aircraft / 2

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

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 1300
ASRS Report : 566936

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 2400
ASRS Report : 566163

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory

Supplementary

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

Narrative :

THE CAPT WAS PLT FLYING ON FLT ABC FROM KLGA TO MYNN. DSNding INTO NASSAU, WE RECEIVED A TCASII RA REQUIRING A CLB. ATC (NASSAU APCH) HAD ADVISED THE OTHER ACFT INVOLVED (TYPE UNKNOWN) OF OUR POS AND HE REPLIED THAT HE HAD VISUAL CONTACT WITH US. ATC THEN INSTRUCTED THE OTHER ACR TO MAINTAIN VISUAL SEPARATION WITH US. ATC THEN ADVISED US OF THE TFC AND THAT HE WOULD MAINTAIN VISUAL SEPERATION WITH US. NEIHER THE CAPT NOR ONE EVER HAD VISUAL CONTACT WITH THE OTHER ACFT. A FEW MOMENTS LATER, WHILE DSNding THROUGH APPROX 5000 FT MSL, WE RECEIVED THE RA. THE OTHER ACFT (WHO WAS SUPPOSED TO BE MAINTAINING VISUAL SEPARATION WITH US) PASSED BELOW AND TO THE L OF US. MINIMUM VERT SEPARATION WAS ABOUT 500 FT AND HORIZ WITHIN 1/2 MI. THE TCASII RA INSTRUCTED A CLB AT A MINIMUM RATE OF ABOUT 2000 FPM. THE CAPT (PF) DISENGAGED THE AUTOPLT AND CLBED THE ACFT TO COMPLY WITH THE TCASII RA. AT ABOUT 6500 FT THE RA CEASED AND THE PF REDUCED CLB TO LEVEL AND BEGAN DSCNT. RA OCCURRED AGAIN AS THE OTHER ACFT PASSED BELOW US. I RPTED THE RA AND THE FACT THAT WE WERE CLBING TO ATC AND THE CTLR ADVISED THAT THE OTHER ACFT WAS MAINTAINING VISUAL SEPARATION FROM US. AFTER EVENT A NORMAL DSCNT, APCH AND LANDING WERE MADE AT MYNN. PAX WERE ADVISED OVER PA DESCRIBING NEED FOR CLIMB.

Synopsis :

B767-300 FLC HAS TCASII RA DURING APCH TO MYNN.

Time

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

Place

State Reference : CA
Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Learjet 55
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Aircraft / 2

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6100
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 3500
ASRS Report : 566961

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 5

Function.Oversight : Supervisor
Function.Controller : Supervisor

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Controller : Separated Traffic
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 100

Miss Distance.Horizontal : 600

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

AS WE INITIATED OUR DSCNT FROM 16000 FT MSL, A TARGET APPEARED ON TCASII. IT HAD NOT BEEN ON THE SCREEN PRIOR. SIMULTANEOUSLY, ZLA ISSUED A TA, AT THE SAME TIME TCASII ISSUED A 'TFC, TFC' ADVISORY FOLLOWED IMMEDIATELY BY AN RA. I INITIATED AN IMMEDIATE CLB TO COMPLY WITH THE RA, APPROX 1950 FPM CLB RATE WAS NECESSARY. I ALSO STARTED A TURN (ROLL) TO THE L AS ATC RECOMMENDED A 20 DEG HDG CHANGE. WE LEVELED OFF AT 17300 FT MSL. WHEN THE RA WAS RESOLVED, WE DSNDED BACK TO 16000 FT MSL AND CONTINUED OUR APCH TO CRQ WITHOUT FURTHER INCIDENT. THIS NMAC WAS LATER VERIFIED BY ZLA MGMNT AFTER A REVIEW OF BOTH VOICE AND RADAR DATA RECORDINGS. OUR SYS HAD BEEN INSTALLED 3 WKS PRIOR TO THIS INCIDENT. THE SYS WORKS AS ADVERTISED. WITHOUT IT, I MAY NOT HAVE BEEN FILING THIS RPT! I AM A BELIEVER IN TCASII!

Synopsis :

LJ55 CREW HAD LESS THAN LEGAL SEPARATION IN ZLA CLASS E AIRSPACE.

Time

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

Place

Locale Reference.Airport : APC.Airport
State Reference : CA

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : APC.Tower
Operator.General Aviation : Corporate
Mission : Business
Flight Phase.Descent : Approach

Aircraft / 2

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

Aircraft / 3

Controlling Facilities.Tower : APC.Tower
Operator.General Aviation : Personal
Make Model : Cessna Twin Piston Undifferentiated or Other Model
Mission : Pleasure

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 500
ASRS Report : 567571

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON FINAL DSCNT TO RWY 6 AT APC, AFTER BEING CLRED FOR THE VOR RWY 6 APCH, AND AS WE WERE INSIDE THE VOR, I NOTICED A CHEROKEE AT OUR 10:30 - 11 O'CLOCK POS ON A COLLISION FLT PATH. AS OUR HAWKER WAS ALREADY IN AN ESTABLISHED DSCNT, AND AS THE CHEROKEE WAS CLBING, I INITIATED A RAPIDLY DSNding R-HAND TURN TO AVOID THE ONCOMING TFC. AFTER NOTICING OUR ACFT, THE CHEROKEE INITIATED A CLBING R-HAND TURN. AFTER BOTH EVASIVE MANEUVERS HAD BEEN DONE, OUR SEPARATION RESULTED IN APPROX 100 FT VERT, WITH 300 FT HORIZ. AT THE TIME, WE HAD NOT RECEIVED TA'S REGARDING THIS TFC FROM THE TWR. WE DID RECEIVE ADVISORIES REGARDING A TWIN CESSNA THAT WAS ALSO RPTED TO BE OVER THE VOR AND INBOUND TO APC. AS THE TWIN CESSNA'S PROX TO OUR ACFT WAS ALSO UNDESIRABLE, IT WAS FORTUNATE, BECAUSE THE TWIN CESSNA POS REVEALED THE CHEROKEE. AS WELL, WE HAD TCASII INFO FROM THE TWIN CESSNA, BUT NOT THE CHEROKEE.

Synopsis :

HS25, ON VOR APCH TO APC, INITIATED EVASIVE MANEUVER DUE TO AN OPPOSITE DIRECTION CLBING PA28.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 120

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.Tower : BUR.Tower
Operator.General Aviation : Personal
Make Model : Piper Aircraft Corp Undifferentiated or Other Model

Aircraft / 3

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

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 7000
ASRS Report : 568743

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 1500

Supplementary

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

Problem Areas : Flight Crew Human Performance

Narrative :

THIRD ACFT INVOLVED. WE WERE ON TKOF ROLL, RWY 15, BUR AND I HEARD US CALLED AS TFC ON THE ROLL TO AN ACFT TRANSITING(?) BUR CTL ZONE. JUST AFTER LIFTOFF, AND IN TURN PER PUBLISHED DEP, BUR TWR POINTED OUT TFC TO US L TO R AT (?) ALT. TFC WAS SPOTTED SLIGHTLY ABOVE AND TO THE R AND CLOSE, BUT THE TURN AND CLB MOMENTUM WAS TAKING US INTO TFC. TCASII ACTIVATED WITH RA TO DSND ALMOST IMMEDIATELY WITH TWR'S TFC CALL. AN EVASIVE L TURN WAS STARTED ALONG WITH COMPLIANCE WITH RA TO DSND. BEFORE THE TRANSITION WAS COMPLETED, WE CLBED THROUGH THE VISUAL TFC'S ALT, BUT TCASII RA CONTINUED TO CALL FOR DSCNT, AND FURTHER INCREASE THE DSCNT. THIS CAUSED SOME CONFUSION SINCE WE WERE NOW ABOVE THE TFC, OR SO WE THOUGHT! THE FO CONTINUED RA COMPLIANCE AND THEN SAW THE SECOND TARGET ON THE TCASII DISPLAY. THIS DISPLAY WAS OVERLAPPING THE ORIGINAL TARGET DISPLAY, AND IN THE INTENSE MOMENT IN OUR FLT DECK, THE SEPARATION ALT OF THIS TARGET COULD NOT BE DETERMINED. THE SECOND TARGET WAS NOT POINTED OUT TO US. BOTH TARGETS WERE WITHIN 1/4 MI AND RIGHT AT THE DEP END OF RWY 15 AT BUR. IT SEEMS BUR TWR, OR VNY TWR, OR SOMEONE SHOULD HAVE BEEN AWARE OF THESE TARGETS/TFC AND LET THEM BE FARTHER DOWN THE ROAD BEFORE WE WERE CLRED FOR TKOF. A DEP WINDOW FOR PHX FLOW CTL FOR US MAY HAVE BEEN A FACTOR.

Synopsis :

DEPARTING BUR, A320 INITIATES TCASII MANEUVER TO AVOID 2 TRANSITING VFR ACFT APPROX 1 MI AT DEP END RWY 15.

Time

Date : 200212
Day : Sun
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.TRACON : PHL.TRACON
Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737-400
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower
Mission : Banner Tow

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 3000
ASRS Report : 568773

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 3000

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED FOR ILS RWY 27R PHL, FO FLYING, TOLD TO CONTACT TWR AT SPEEZ LOM. JUST AS WE WERE READY TO SWITCH TO TWR, GOT AN RA TO CLB. BANNER TOW AT VETERAN STADIUM BELOW AND TO THE R, SET OFF TCASII. WE INITIALLY FOLLOWED RA, UNTIL WE VISUALLY ACQUIRED OTHER ACFT. WE WERE ABLE TO THEN SALVAGE APCH. WE RPTED RA TO THE FINAL CTLR -- HE SAID TWR WAS RESPONSIBLE TO ADVISE US AND THAT WE SHOULD BE TALKING TO THE TWR. AREA WHERE BANNER TOWER WAS OPERATING WAS JUST AS WE APCHED SPEEZ. SIT COULD HAVE BEEN AVOIDED IF FINAL HAD POINTED BANNER TOWER OUT OR SENT US TO TWR WELL BEFORE SPEEZ. LCL CTLR ADVISED US THAT THE BANNER ACFT HAD US IN SIGHT AND HE WAS 'SUPPOSED' TO STAY N OF THE RWY 26 CTRLINE. THAT DID NOT APPEAR TO BE THE CASE FROM OUR VANTAGE POINT. WE ADVISED ATC AFTER LNDG THAT IT WOULD BE BETTER IF THE FINAL CTLR GAVE THE ADVISORY. THIS CTLR SAID HE WAS SUPPOSED TO, AND HE WOULD TAKE CARE OF IT.

Synopsis :

B737 FLC ILS PHL RWY 27R EXPERIENCED TCASII RA WITH BANNER TOW ACFT.

Time

Date : 200212

Day : Thu

Local Time Of Day : 1801 To 2400

Place

State Reference : IN

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet 200

Mission : Passenger

Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZID.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B737-800

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Controller : Radar

ASRS Report : 568867

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Vertical : 200

Miss Distance.Horizontal : 21000

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACR X WAS AT FL290 MSP-FWA-RIC. ACR Y WAS A DEP OFF CMH GOING TO FWA-MDW. ACR Y CALLED ON, CLBING TO FL230, LATER WAS CLRED TO FL260 FOR TFC AT FL270. ACR Y WAS CLR OF TFC AND CLRED TO FL290. THE DATA, WHEN UPDATED, SHOWED FL280 IN DATA BLOCK. I THOUGHT I HAD CLRED ACR Y TO FL280. WHEN ACR Y WAS AT FL280 IN DATA BLOCK, TFC WAS CALLED, TFC 12 O'CLOCK REGIONAL JET 1000 FT ABOVE, WHEN I SAW ACR Y AT FL284. I TRIED TO CALL ACR Y TO VERIFY HIS ALT. NO QUICK RESPONSE, SO I TRIED TO CLB AND TURN OTHER ACR X, WHICH WAS BLOCKED BY UNKNOWN CALL. THEN ACR Y CALLED TURNING 50 DEGS L AND THEN ACR X SAID HE WAS AT FL295. ACR Y SAID CLR OF TFC DSNDING TO FL280 AND WAS TOLD TO MAINTAIN FL280. ACR X DID HAVE A TCASII ALERT -- THAT IS WHY HE CLBED TO FL295.

Synopsis :

CTLR MISIDENT RADAR DISPLAYED ALT DATA FOR CLBING B738 RESULTING IN LOSS OF SEPARATION.

Time

Date : 200212
Day : Tue

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model : MD-80 Super 80
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 569259

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 2000

Supplementary

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

Narrative :

ON FINAL TO DFW, ILS RWY 36L, AUTOPLT COUPLED. AT 11 DME, WE RECEIVED A TA, FOLLOWED WITHIN A FEW SECONDS BY A RA. WE WERE CAPTURED AT 3000 FT, PRIOR TO GS CAPTURE. THE FIRST RA INSTRUCTED A 1500 FT DSCNT, AND THE RED TARGET ACFT WITHIN 200 FT OF OUR ALT. ALMOST IMMEDIATELY, THE RA WAS CHANGED TO A 2000 FT + CLB. BY THE TIME THE FO HAD DISCONNECTED THE AUTOPLT, IT HAD CHANGED TO A CLB. WE BOTH INSTANTLY SAID CLB. THIS ALL WAS WITHIN JUST 3-5 SECONDS. HE IMMEDIATELY WENT INTO A CLB, AND BY 3400 FT WE HAD AN ALL CLR. I HAD JUST CHKED IN WITH TWR, AND WE RECEIVED THE TA FROM OUR ACFT AT ALMOST THE SAME TIME TWR SAID THEY HAD JUST RECEIVED A PRIMARY TARGET NEAR US. BY THE TIME THE TWR CTLR STOPPED WITH THE ALERT, WE WERE RESPONDING TO THE RA. I TOLD TWR WE WERE RESPONDING TO AN RA AND WERE CLBING TO 4000 FT. THE FO HAD LEVELED OFF AND WAS RETURNING TO 3000 FT. TWR ASKED IF WE WANTED TO CONTINUE THE APCH. I TOLD THEM NO, AND WE'D LIKE TO DO A 360 DEG AND TRY THE APCH AGAIN. WE WERE GIVEN INSTRUCTIONS TO CONTINUE TO FLY THE LOC AND CLB TO 4000 FT. WE DID, AND RETURNED FOR AN UNEVENTFUL APCH AND FULL STOP. AFTER WE GOT IN THE TERMINAL, WE WENT TO OPS TO TALK WITH A CHIEF. I ALSO CALLED THE W TWR, TALKED TO THE SUPVR, AND ASKED IF HE HAD SEEN THE INCIDENT, WHICH HE HAD. INITIALLY, HE THOUGHT IT WAS A VFR ACFT TRYING TO SNEAK INTO GRAND PRAIRIE ARPT. HE CALLED ME LATER AND SAID THAT APCH THOUGHT IT MIGHT HAVE BEEN A BAD HIT (POOR WORDING) FROM THE MODE C. IN ANY CASE, WE WERE IFR AND DIDN'T SEE ANY ACFT, AND DIDN'T NOTICE ANY HOLES IN THE OVCST.

Synopsis :

MD80 ON FINAL DFW RWY 36L TCASII EVENT, ATC UNABLE TO IDENT ACFT.

ACN: 569434

Time

Date : 200212

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.MSL.Single Value : 12500

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B717 (Formerly MD-95)

Mission : Passenger

Aircraft / 2

Controlling Facilities.ARTCC : ZDC.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : Regional Jet CL65, Bombardier (Canadair)

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 5000

Experience.Flight Time.Last 90 Days : 220

Experience.Flight Time.Type : 1500

ASRS Report : 569434

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Miss Distance.Vertical : 100

Miss Distance.Horizontal : 300

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER TKOF FROM BWI, APCH CLRED US TO 8000 FT AND GAVE US A HDG OF 220 DEGS. WE THEN CONTACTED WASHINGTON APCH. WASHINGTON APCH GAVE US 17000 FT, AND STILL THE SAME HDG. WHILE THEY WERE HANDING US OVER TO ZDC, THEY GAVE US A CLRNC TO EXPEDITE THROUGH 20000 TO 23000 FT. AT THE MOMENT, HE SAID THAT WE GOT A RED BOXED CORRECTIVE (RA) TO DSND 1500 FPM -- WE WERE CLBING AT THE TIME 2800 FPM. THE CAPT TOOK THE AIRPLANE OFF AUTOPLT, INITIATED A DSCNT, AT THAT TIME IT SAID 2500 FT DOWN ON THE TCASII. THE ACFT WAS TO OUR R. I VISUALLY SAW HIM AT 2 O'CLOCK POS. I LOOKED BACK AT THE TCASII, AND IT SAID WE NEEDED 4000 FT DOWN, WHICH HE (CAPT) DID. THE CTLR SAID DON'T WORRY, TO CLB ANYWAY. I RESPONDED THAT WE HAD AN ALERT AND WERE DSNDING. HE SAID TO KEEP CLBING. I RESPONDED, WE ARE DSNDING, HE SAID, YOU'LL BE OK. THEN HE SAID TO DO WHAT WE NEEDED TO DO. THOSE WERE HIS EXACT WORDS. I LOOKED TO THE R AND SAW THE ACFT EVER SO CLOSE OFF THE R SIDE -- PASSING OVERHEAD, OVER OUR TAIL AT ABOUT +100 FT, TCASII SHOWED '+ 100 FT' RA RED BOX. AT THE TIME HE PASSED OVERHEAD, WE WERE AT A MAX 6000 FPM DSCNT! WE ARE STILL UNSURE WHY HE SAID IT WOULD BE OK TO CLB.

Synopsis :

AFTER XFER OF COM FROM PCT TO ZDC, B717 FLC INITIATED TCASII EVASIVE MANEUVER DUE TO A CONFLICTING CARJ.

Time

Date : 200212
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : TN

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZME.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Challenger C1600
Mission : Passenger
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.ARTCC : ZME.ARTCC
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 900
ASRS Report : 569670

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Miss Distance.Vertical : 1500

Supplementary

Problem Areas : Aircraft
Problem Areas : ATC Human Performance

Narrative :

WHILE IN CRUISE AT FL250, APPROX 25 NM S OF BWG VOR, THE TCASII ISSUED AN RA WITH INSTRUCTIONS 'CLB CLB.' THE TARGET WAS APPROX 1500 FT BELOW US AND CLIMBING. WE DID NOT HAVE A VISUAL CONTACT. THERE WERE NO INSTRUCTIONS OR ADVISORIES FROM ZME ON 124.27. WE FOLLOWED THE RA INSTRUCTIONS AND IMMEDIATELY NOTIFIED ATC. WE CLBED TO FL260 BEFORE TCASII ANNOUNCED 'CLR OF CONFLICT.' WE RETURNED TO ASSIGNED ALT OF FL250 WITHOUT FURTHER INCIDENT.

Synopsis :

CL60 TCASII EVENT WITH UNKNOWN ACFT.