

**ASRS Database Report Set**

**Inflight Weather Encounters**

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Report Set Description.....A sampling of reports from both air carrier flight crews and GA pilots referencing encounters with severe or unforecast weather.

Update Number.....9.0

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

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

Number of New Records in Report Set .....46

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

IHS: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

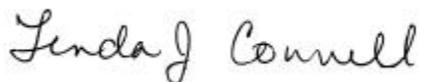
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

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

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

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

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

Linda J. Connell, Director  
Aviation Safety Reporting System

## CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

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

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

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

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

**Time**

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

**Place**

State Reference : FL  
Altitude.MSL.Single Value : 24000

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

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

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 4000  
ASRS Report : 550786

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Company Policies  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

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

Narrative :

WE WERE ON THE MRLIN 4 ARR TO FLL. WE WERE HEADING EASTERLY, INSTEAD OF SOUTHEASTERLY AS IS NORMAL ON THE OMN-TRIPL SEGMENT. THIS WAS DUE TO A LINE OF TSTMS OFF OUR R (S) OF US. WE WERE PARALLELING THE LINE. THERE WAS A SMALL OPPORTUNITY TO TURN S IN BTWN 2 CELLS, WHICH WAS MISSED. I REQUESTED A 60 DEG R TURN, BUT ATC KEPT SAYING 'YOU ARE CLRED TO DEV E,' DIRECT TRIPL WHEN ABLE. WE THOUGHT THEY MIGHT LET US TAKE A SHORTCUT TO DUBBL -- WE BOTH THOUGHT THEY HAD SAID DIRECT DUBBL WHEN ABLE. BUT WITH THIS CONFUSION WE CONTINUED E. IF WE HAD TURNED S TO GO BTWN THE 2 CELLS, WE WOULD HAVE HAD TO TURN N TO GET BACK UP TO TRIPL. WHEN WE WERE APCHING THE LAST CELL OFF OUR R AND WERE GETTING READY TO GO AROUND IT AND HEAD SW, ATC ASKED IF WE WERE OVERWATER EQUIPPED. WE SAID NO, AND HE SAID THAT HE SHOWED US MORE THAN 50 MI OFFSHORE, AND THAT HE DIDN'T THINK THAT WE COULD DO THAT. I SAID THAT WE COULDN'T FLY INTO TSTMS. AT THAT TIME WE WERE TURNING R TO GO AROUND THE LAST CELL AND HEAD BACK TO LAND. I BELIEVE WE TOOK THE SAFEST COURSE OF ACTION -- AVOIDING THE TSTMS. I KNEW THAT WE COULD EXCEED THE 50 MI LIMIT FOR WX, BUT I DIDN'T REMEMBER UNTIL LATER THE PART ABOUT DECLARING AN EMER. AS IT IS, THE ARR HAS YOU 35 MI OUT TO SEA, AND WITH ANY WX ON THE ARR, THERE IS NOT MUCH DISTANCE TO WORK WITH. AS I DON'T WANT TO HAVE TO DECLARE AN EMER IN THE FIRST PLACE, IN THE FUTURE I WILL QUERY ATC ABOUT OUR DISTANCE FROM SHORE, TO WAKE THEM UP TO THE POTENTIAL PROB, AND SAY SOMETHING LIKE 'IF WE CONTINUE ON THIS HDG FOR 20 MORE MI, WILL THAT KEEP US WITHIN 50 NM OFF SHORE? IF NOT, CAN WE TURN W AND TRY ANOTHER ARR RTE?

Synopsis :

A B737, NOT EQUIPPED FOR OVERWATER FLT, DEVIATES MORE THAN 50 NM OFFSHORE WHILE AVOIDING TSTM ACTIVITY ON THE MRLIN 4 ARR INTO FLL, FL.

**Time**

Date : 200206  
Day : Fri  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : DEN.Airport  
State Reference : CO

**Aircraft / 1**

Controlling Facilities.TRACON : D01.TRACON  
Controlling Facilities.Tower : DEN.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-80 Super 80  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : D01.TRACON  
Make Model : Commercial Fixed Wing  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 552310

**Person / 2**

Function.Flight Crew : First Officer

**Person / 6**

Function.Controller : Local

**Person / 7**

Function.Controller : Departure

**Person / 5**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

AFTER TKOF FROM DENVER AND JUST AS WE WERE SWITCHING FROM TWR TO DEP, WE ENCOUNTERED SOME MODERATE TURB (ENOUGH THAT AFTERWARDS THE FLT ATTENDANTS SAID THEY ALMOST GOT SICK AND PAX WERE GASPING). WE WERE ON THE FRINGE OF A CELL THAT HAD HELD DEPS FOR A WHILE AT DEN. I TOLD THE FO TO TELL DEP THAT WE NEEDED A HDG OF 130 DEGS. OUR INITIAL HDG GIVEN ON TKOF WAS 155 DEGS -- RIGHT INTO THE CELL. DEP SAID THEY COULDN'T GIVE IT TO US -- THEY HAD TFC TO OUR L. I TOLD HIM TO TELL THEM WE COULDN'T GIVE THEM 155 DEGS. AFTER A PAUSE, THEY SAID OK AND MAYBE NEXT TIME WE SHOULD GET TWR TO GIVE US THAT HDG. AT THE TIME OF TKOF, I DIDN'T THINK WE WOULD NEED THAT HDG AND ALSO DIDN'T THINK IT WOULD BE SO ROUGH.

Synopsis :

AN MD80 CREW, DEPARTING DEN, ENCOUNTERED TURB, SPAWNING THE CREW'S REQUEST FOR A DIFFERENT HDG. TO THE CHAGRIN OF ATC, THE REQUEST WAS GRANTED.

**ACN: 552493**

## **Time**

Date : 200207

Day : Tue

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : DFW.Airport

State Reference : TX

## **Environment**

Flight Conditions : IMC

## **Aircraft / 1**

Controlling Facilities.TRACON : D10.TRACON

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

## **Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 552493

## **Person / 2**

Function.Flight Crew : First Officer

## **Person / 3**

Function.Controller : Local

## **Person / 4**

Function.Controller : Departure

## **Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

## **Supplementary**

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

LOCATION: DEP END RWY 17R. HVY TSTMS EMBEDDED IN CUMULOUS LAYER TO S AND E OF ARPT. AT 1600 FT, AFTER DEP, WX RADAR FAILED. THERE WAS A LARGE CELL APPROX 20 MI TO S OF ARPT. WE WERE ALSO IMC. TWR CTLR WOULD NOT SHUT UP OR SWITCH US. WE TOOK AN IMMEDIATE HARD L TURN TO BARELY STAY OUT OF CELL. SHE FINALLY SWITCHED US OVER TO DEP. WE ADVISED THEM WE NEEDED TO RETURN TO ARPT BECAUSE OUR WX RADAR FAILED. THEY CONTINUED TO DRIVE US AWAY FROM THE ARPT AND THROUGH LARGE BUILDUPS, WHICH WE COULD NOT AVOID SINCE OUR RADAR WAS DEAD. TO GET THEIR ATTN, I DECLARED AN EMER, TOLD THEM WE NEEDED TO HOLD TO BURN DOWN TO MAX LNDG WT AND THEN LAND POST HASTE. LNDG ACCOMPLISHED WITHOUT INCIDENT.

Synopsis :

RETURN LAND MANDATED WHEN A B757 LOSES ITS WX RADAR SHORTLY AFTER TKOF IN PROX OF TSTM ACTIVITY S OF DFW, TX.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZME.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B767-300  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 18000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 2000  
ASRS Report : 552518

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 9000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 1800  
ASRS Report : 552517

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

ON COURSE TOWARD MEMPHIS WITH FINAL DEST ATLANTA. AT FL370 ABOUT 30 NM N OF LIT, WE EXITED A HAZE AND THIN CLOUD LAYER ONLY TO FIND A FEW MI DISTANT A BUILDING, DENSE CUMULOUS CLOUD. RADAR WAS ON, BUT SHOWED NO PRECIP OR TURB INDICATION AND THERE WERE NO RPTS OF MORE THAN LIGHT CHOP. CAPT (MYSELF) WAS AT CTLS AND ASKED THE FO TO REQUEST A 15 DEG DEVIATION N. ZME WAS BUSY TALKING TO OTHER ACFT, SO BY THE TIME WE GOT CLRNC, WE HAD ENTERED THE CLOUD. WE IMMEDIATELY ENCOUNTERED SEVERE TURB WITH ALT GAIN OF 700-800 FT. LASTED 7-10 SECONDS. DISCONNECTED AUTOPLT AND MANUALLY LEVELED OFF AGAIN AT FL370, EXITED CLOUD INTO SMOOTHER AIR. I INSTRUCTED FO TO MAKE TURB RPT TO CTR WHILE I MADE PA TO PAX AND COMMUNICATED WITH FLT ATTENDANTS ABOUT POSSIBLE INJURIES OR DAMAGE. 3 FLT ATTENDANTS HAD MINOR INJURIES. FORTUNATELY, DUE TO PRIOR LIGHT CHOP, THE SEATBELT SIGN WAS ON AND PA HAD BEEN MADE ABOUT 10 MINS PRIOR TO SEVERE TURB FOR PAX AND FLT ATTENDANTS TO REMAIN SEATED WITH SEATBELTS FASTENED. SUPPLEMENTAL INFO FROM ACN 552517: WE EXITED A CLOUD INTO CLR AIR. WE SAW ANOTHER CLOUD AHEAD OF US, BUT NOTHING WAS PAINTED ON THE RADAR. WE TRIED TO GET A HDG CHANGE TO THE L TO AVOID THE CLOUD BUT ATC WAS VERY BUSY. BY THE TIME WE WERE CLRED TO TURN, WE ENTERED THE CLOUD AND EXPERIENCED SEVERE TURB WITH AN ALT GAIN OF 700-800 FT. THE AUTOPLT TURNED OFF. THE TURB LASTED 5-10 SECONDS. WE THEN EXITED THE CLOUD INTO CLR AIR AND DSNDED BACK TO FL370. WE MADE A PA TO THE PAX AND SPOKE WITH THE FLT ATTENDANTS AND FOUND OUT 2 FLT ATTENDANTS HURT THEIR BACKS AND 1 PAX WANTED TO SEE A PARAMEDIC. DURING THE SIT, THE FASTEN SEATBELT SIGN WAS ON AND EVERYONE BUT 1 FLT ATTENDANT WAS SEATED WITH THEIR SEATBELT ON. BOTH FLT ATTENDANTS AND PAX CONTINUED ON WITH US, SO I ASSUME NO ONE WAS SERIOUSLY INJURED.

Synopsis :

B767ER FLC ENCOUNTERS SEVERE TURB AT FL370.

**Time**

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

**Place**

State Reference : TN  
Altitude.MSL.Single Value : 23500

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

Controlling Facilities.ARTCC : ZTL.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Medium Transport, Low Wing, 2 Turbojet Eng  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 4400  
Experience.Flight Time.Last 90 Days : 270  
Experience.Flight Time.Type : 400  
ASRS Report : 554106

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RADAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

**Supplementary**

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

Narrative :

CLBING OUT OF FL255 N OF VXV, WE WERE HEADING DIRECTLY TOWARD A LARGE BUILDUP. IT LOOKED TO BE APPROX 3 MINS BEFORE WE ENTERED THE BUILDUP AREA, AND IT WAS OBVIOUS THAT WE COULD NOT TOP THE CLOUD. WE REQUESTED A R DEV, AND ZTL SAID IT HAD OUR REQUEST. THE CTLR DID NOT ADDRESS OUR REQUEST AND AFTER 2 MINS, I CALLED THE CTLR AND TOLD HIM I NEEDED A L OR R TURN. HE REPLIED THAT HE COULDN'T APPROVE A TURN UNTIL WE REACHED FL240, BUT THAT I COULD DECLARE AN EMER IF I LIKED. SINCE FLYING INTO THE BUILDUP PRESENTED AN UNACCEPTABLE LEVEL OF RISK IN MY MIND, I DECLARED AN EMER AND DEVIATED 10-15 DEGS TO THE R FOR APPROX 20 MI. I BELIEVE THE CTLR COULD HAVE APPROVED A TURN FOR US, BUT WAS TASK SATURATED DUE TO A LARGE AREA OF POOR WX AND ASSOCIATED ACFT DEVS.

Synopsis :

HDG TRACK DEV AFTER THE USE OF A REGIONAL JET PIC'S COMMAND AUTH IN PROX OF TSTM ACTIVITY 20 NM N OF VXV, TN.

**ACN: 554678**

**Time**

Date : 200207  
Day : Tue

**Place**

Locale Reference.Airport : BOS.Airport  
State Reference : MA  
Altitude.MSL.Single Value : 7000

**Aircraft / 1**

Controlling Facilities.TRACON : A90.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : SAAB-SCANIA Undifferentiated or Other Model  
Mission : Ferry  
Flight Phase.Descent : Approach

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 554678

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Approach

**Events**

Independent Detector.Aircraft Equipment : GPWS  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

**Supplementary**

Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

I WAS THE PNF, JUL/XX/02. FERRY FLT FROM HPN TO BOS. LINE OF WX ON RADAR JUST NW OF ARPT. AT 20 DME, ESTABLISHED ON LOC RWY 33L, ATC CLERED US FOR THE APCH. VISUAL CONTACT WITH RWY THE ENTIRE APCH. ATIS INFO WAS CURRENT WITH WINDS FROM 250 DEGS AT 21 KTS GUSTING TO 29 KTS, RPTS OF +/-5 KTS AT 3500 FT FROM ATC. AT 7000 FT WE INTERCEPTED THE GS. ATC INSTRUCTED US TO MAINTAIN 170 KTS TILL HULLZ (FAF). AT APPROX 17 DME OFF ILIP, CAPT CALLED FOR FLAPS 15 DEGS. AT 12 DME WE ENCOUNTERED WINDSHEAR THAT FORCED THE PLANE'S NOSE TOWARD THE GND. TERRAIN ALERT SOUNDED, AIRSPD INCREASED THROUGH 200 KTS. BACK ON APCH. PWRED BACK 2-3 NM FROM HULLZ. RE-ESTABLISHED FOR NORMAL LNDG.

Synopsis :

SAAB 340 FLC ENCOUNTERS WINDSHEAR ON APCH TO BOS.

**Time**

Date : 200207

Day : Tue

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : BOS.Airport

State Reference : MA

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : A90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : SF 340a

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

**Aircraft / 2**

Controlling Facilities.TRACON : A90.TRACON

Operator.Common Carrier : Air Carrier

Make Model : Brasilia EMB-120 All Series

Mission : Passenger

Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 554773

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Events**

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

AT APPROX XA30, WHILE FERRYING A SAAB ACFT FROM ZZZ TO BOS (AS THE PF), WE WERE BEGINNING THE ILS APCH TO RWY 33L N BOS UNDER VISUAL CONDITIONS. THERE WAS A LINE OF TSTMS APCHING FROM THE OPPOSITE SIDE OF THE ARPT FROM THE NW. WE HAD OUR RADAR ON AND SET TO 25 NM. THE LINE OF STORMS WAS STILL W OF THE ARPT BY 2-3 MI AS WE BEGAN THE APCH. THE ONLY SIGNIFICANT BUILD-UPS WERE CLRLY VISIBLE ABOVE THE PRECEDING OVCST THAT APPARENTLY WAS THE WX FRONT'S LEADING EDGE. THERE WAS NO VISIBLE INDICATION AT ANY TIME OF ANY IMMINENT HAZARD. WE DID, HOWEVER, HEAR AND HEED THE RPT OF THE ACFT ON THE APCH IN FRONT OF US, A BRASILIA, THAT RPTED AIRSPD VARIATIONS OF +/-5 KIAS. WE FULLY EXPECTED THE TURB ASSOCIATED WITH A FRONTAL XING. ATC HAD PREVIOUSLY SLOWED US TO 170 KIAS AND CLRED US FOR THE APCH AS WE DSNDED THROUGH 7000 FT MSL AND 20 MI DME. I CALLED FOR FLAPS 15 DEGS. AT ABOUT 12 DME, WE STARTED TO PASS ABOUT 1000 FT BELOW THE OVCST LAYER. I STATED TO THE FO THAT THIS WOULD BE THE PLACE WHERE THE BUMPS WOULD BEGIN. JUST AFTER PASSING UNDER THE BOUNDARY OF THE OVCST, THE LIGHT TO MODERATE TURB INDEED DID BEGIN. THEN, SUDDENLY WITHOUT ANY WARNING, WE WERE STUCK BY A SEVERE WINDSHEAR DOWNDRAFT POINTING US NOSE DOWN. OUR AIRSPD INSTANTLY JUMPED TO 200 KIAS. I REACHED OVER AND SELECTED FLAPS UP MYSELF BECAUSE I COULDN'T SHOUT OUT THE COMMAND FAST ENOUGH. THE TOTAL DURATION OF THE EVENT WAS 10-20 SECONDS. WE SAW THE AIRSPD MAX OUT AT 248 KTS (NO VMO HORN) AND THE VERT SPD WENT TO -4000 FPM. THE GPWS WAS SOUNDING OFF REPEATEDLY EVEN AFTER WE MANAGED TO DO THE WINDSHEAR ESCAPE MANEUVER TO LEVEL OFF AT ABOUT 2500 FT MSL. THE GPWS FINALLY STOPPED AS WE APCHED THE FAF. WE RE-ESTABLISHED OURSELVES ON THE ILS BY ABOUT 2 MI OUTSIDE THE FAF. RWY 33L WAS IN SIGHT THE ENTIRE TIME SO WE CONTINUED THE APCH TO LAND WITHOUT ANY FURTHER INCIDENT OR ABNORMALITY. I WROTE UP THE EXCEEDING OF THE FLAPS 15 DEG SPD IN THE ACFT MAINT LOG AND PERSONALLY TOLD MAINT THAT THEY SHOULD LOOK THE ACFT OVER FOR ANY SIGNS OF OVERSTRESS.

Synopsis :

SAAB FLC ENCOUNTERS WINDSHEAR ON APCH TO BOS.

**Time**

Date : 200207  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Airport : LAX.Airport  
State Reference : LA

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 40000

**Aircraft / 1**

Controlling Facilities.ARTCC : ZHU.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.Total : 12500  
Experience.Flight Time.Last 90 Days : 132  
Experience.Flight Time.Type : 9600  
ASRS Report : 555062

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 6500  
Experience.Flight Time.Last 90 Days : 148  
Experience.Flight Time.Type : 3000  
ASRS Report : 555061

**Person / 3**

Function.Oversight : Flight Attendant In Charge

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Provided Flight Assist

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Environmental Factor  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Passenger Human Performance  
Problem Areas : Weather

Narrative :

CRUISING FL390, .78 MACH, ON DIRECT COURSE BTWN JAN AND AEX, APPROX 80 NM NE OF AEX. WE WERE IN IMC IN A HAZE LAYER. AIR WAS SMOOTH AND THE FLT HAD BEEN SMOOTH THE ENTIRE FLT. THERE WERE NO ECHOES ON RADAR OTHER THAN AN OCCASIONAL LIGHT (GREEN) RETURN DURING THE FLT. WE HAD NO INDICATIONS VISUALLY OR ON RADAR OF ANY MAJOR TSTMS OR BUILDUPS ALONG OUR RTE OF FLT. THE ONLY DEVS FOR WX WERE FOR SOME SMALL DEVELOPMENTS EARLIER, WITH DEVS NEVER EXCEEDING 10-20 DEGS AND WERE NOT LONG IN DURATION. DURING THE FLT AND PRIOR TO THE TURB ENCOUNTER, WE HAD THE RADAR ON IN WX/T MODE. I HAD EXERCISED THE TILT AND VARIED THE RANGE BTWN 40-160 MI. NO MAJOR RETURNS WERE DISPLAYED AND NO LINE OF DEVELOPED OR INCREASING TSTMS WERE INDICATED. THERE WERE NO PIREPS OR ATC RPTS OF TURB IN THE AREA. WE WERE FLYING IN A HAZE LAYER, AND SMOOTH AIR. AS THE LAYER THINNED, WE NOTICED A SMALL BUILDUP DIRECTLY IN FRONT OF US, WHICH DID NOT APPEAR LARGE OR WELL DEVELOPED. ITS TOPS APPEARED TO BE AT OUR ALT, BUT HAD NOT GENERATED A RADAR RETURN. THERE WAS NO WAY TO MANEUVER AROUND THE BUILDUP. WE ENTERED THE CLOUD AND ENCOUNTERED SEVERE TURB WITH STRONG UPDRAFTS. THE ACFT GAINED ABOUT 500 FT AND ROLLED APPROX 30 DEGS R. THE FO, WHO WAS THE PF, DID AN EXCELLENT JOB OF MAINTAINING POSITIVE CTL OF THE ACFT WITHOUT RADICAL CTL OR THROTTLE INPUT. THE DURATION OF THE ENCOUNTER WAS LESS THAN 5 SECONDS. WE RETURNED TO FL390. THE AIR ON THE OTHER SIDE WAS CLR WITH FAIRLY GOOD VISIBILITY AND SMOOTH. IT CONTINUED SMOOTH FOR THE DURATION OF THE FLT. WE RPTED SEVERE TURB TO ATC. I CHKED WITH THE FLT ATTENDANTS TO SEE IF EVERYONE WAS OK. THE LEAD FLT ATTENDANT INDICATED THERE WERE SOME PEOPLE STANDING IN THE AISLE WHEN WE ENCOUNTERED THE TURB AND THERE WERE SOME INJURIES AND THAT THEY WERE TENDING TO THEM. I REQUESTED A CALL BACK WITH MORE INFO AND THE SEVERITY OF THE INJURIES WHEN ABLE. I CALLED BACK IN A FEW MINS TO DETERMINE EXTENT OF INJURIES. SHE INDICATED SOME PAIN, BRUISES, CUTS (4-5 PAX). SHE INDICATED 1 PAX WAS IN THE LAVATORY AT THE TIME OF THE TURB. I ASKED HER OPINION IF EXTENT OF INJURIES WERE SERIOUS ENOUGH TO WARRANT A DIVERT. SHE SAID SHE DIDN'T THINK SO, AND INDICATED THE SIT WAS STABILIZED. (WE WERE ABOUT 25 MINS OUT OF ZZZ.) I CONFERRED WITH THE FO AND WE AGREED DIVERSION WAS UNNECESSARY AS TO OUR CLOSE PROX TO ZZZ. WE DECLARED AN EMER WITH INJURIES ON BOARD. WE WERE CLRED DIRECT ZZZ. I CALLED DISPATCH ON THE AIR PHONE AND ADVISED THEM OF SIT, AND REQUESTED PARAMEDICS MEET THE ACFT AT GATE, AND A CUSTOMER SVC SUPVR. I CHKED WITH THE FLT ATTENDANTS AGAIN AS TO STATUS OF PAX AND CREW. THEY INDICATED PAX HAVE ICE PACKS. NOSE INJURY TO 1 PAX, POSSIBLE CUTS, BRUISES, ETC. I CONTACTED OPS AND VERIFIED PARAMEDICS TO MEET THE ACFT. LANDED WITHOUT FURTHER INCIDENT. PARAMEDICS MET ACFT AND ATTENDED TO PAX. WE TALKED TO MAINT AT THE GATE FOR LOGBOOK WRITE-UP AND AGAIN LATER BY PHONE. OVERALL, THE TURB ENCOUNTER WAS UNAVOIDABLE, AND RECOVERY AND CTL OF THE EVENT WAS EXCELLENT. OUR MAIN OBJECTIVE WAS CTL OF THE ACFT, ASSESS THE SIT, AND COORDINATE THE RESPONSE. THE FLT ATTENDANTS DID AN EXCELLENT JOB CARING FOR THE PAX AND STABILIZING THE SIT. THE COM WITH ME WAS EXCELLENT. THE COORD WITH ATC AND DISPATCH ALSO WENT VERY WELL AND ALL SVCS MET US PROMPTLY.

Synopsis :

B737 FLC ENCOUNTERS SEVERE TURB.

**Time**

Date : 200207  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

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

**Aircraft / 1**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 555149

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Local

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

ORD WAS EXPERIENCING LEVEL 3 RAIN SHOWERS IN THE TERMINAL AREA. OUR FLT HAD 1 DEV ON THE KNOX ARR NEAR THE KNOX INTXN. THE REMAINDER OF THE ARR AND THE SUBSEQUENT ATC VECTORING WAS UNEVENTFUL. MAINLY LIGHT RAIN AT THE OM FOR RWY 22R. THE PFD DISPLAYED WINDSHEAR AHEAD AND THE NAV DISPLAY DISPLAYED THE ASSOCIATED WINDSHEAR ICON AT APPROX 3 MI DIRECTLY IN FRONT OF THE ACFT. THIS OCCURRED AT APPROX 1500 FT AGL. I IMMEDIATELY PERFORMED COMPANY SOP, AND PERFORMED A GAR, WITH A R TURN DEV AROUND THE DISPLAYED THREAT. THE FO ANNOUNCED THE GAR AND THE REASON FOR IT. WE TURNED 40 DEGS R TO AN INITIAL HDG OF 260 DEGS, FOLLOWED BY AN ASSIGNED LEVELOFF AT 4000 FT. ORD WAS CONDUCTING SIMULTANEOUS APCHS TO RWY 22L/R ALONG WITH RWY 14R, WHILE DEPARTING RWY 27L AS WELL. WE WERE THEN VECTORED DOWNWIND RWY 14R FOLLOWED BY AN UNEVENTFUL APCH AND LNDG TO RWY 14R. MY PERSPECTIVE, THE TWR DID NOT FULLY COMPREHEND THE NATURE OF THE INFO PROVIDED TO US BY THE ONBOARD PREDICTIVE WINDSHEAR SYS. I BELIEVE THIS WAS BECAUSE THERE WERE NO VISUAL WX THREATS SUCH AS A TSTM, OR LIGHTNING, ONLY LIGHT RAIN. COMPANY SOP IS TO AVOID THE THREAT IF THE DISTANCE IS GREATER THAN 1.5 NM.

Synopsis :

WINDSHEAR ALERT RESULTS IN ACR GAR AT ORD, IL.

**ACN: 555330**

**Time**

Date : 200207

Day : Tue

Local Time Of Day : 1201 To 1800

**Place**

State Reference : TX

**Aircraft / 1**

Controlling Facilities. TRACON : D10. TRACON

Operator. Common Carrier : Air Carrier

Make Model : Fokker 100

Mission : Passenger

Flight Phase. Descent : Approach

**Person / 1**

Function. Oversight : PIC

Function. Flight Crew : Captain

ASRS Report : 555330

**Person / 2**

Function. Flight Crew : First Officer

ASRS Report : 555333

**Person / 3**

Function. Controller : Approach

**Person / 4**

Function. Controller : Approach

**Events**

Anomaly. Non Adherence : Published Procedure

Independent Detector. Aircraft Equipment. Other Aircraft Equipment : WX RADAR

Independent Detector. Other. Flight CrewA : 1

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

Problem Areas : Weather

Narrative :

WHILE ENRTE TO DFW VIA BYP 4 ARR, APPROX 30 NM ENE FROM BYP, A SIGNIFICANT TSTM DEVELOPED NEAR BYP. REQUESTED WX DEV HDG AND ARR CTLR DIRECTED ACFT ON HDG TOWARD TTT. THIS HDG WAS REFUSED DUE TO EXISTING WX. THE CTLR RESPONDED THAT 'OTHER ACFT WERE ACCEPTING THIS ROUTING AND WE WERE TO ACCEPT THAT VECTOR.' AGAIN, THE HDG WAS REFUSED DUE TO WX. THE RADIO TFC WAS VERY SATURATED AND IT APPEARED THAT ARR AND DEP TFC AT DFW WAS IN CONFLICT. COM WAS DIFFICULT WITH APCH CTL. WE WERE HANDED OFF TO 3 SEPARATE CTLRS WITHIN 50 NM AND HAD TO EXPLAIN WX DEV EACH TIME. AFTER CLRING WX TO THE W, WE ACCEPTED HDG DIRECT DRAAK RWY 17L. 1 MIN LATER, CTLR CLRED US TO RIVET. WE REMINDED CTLR WE WERE ASSIGNED DIRECT DRAAK. A CORRECTED HDG DIRECT RIVET WAS ISSUED AFTER CTLR CHANGED HER MIND. WE COMPLIED AND COMPLETED ILS RWY 17L APCH AND LNDG. THIS SIT IS COMMON WHEN DFW ARR IS INTERRUPTED DUE TO WX ON STAR. IT APPEARS THAT APCH DOES NOT COORDINATE WITH DEP CTL TO ALLOW FOR DEVIATING AIRSPACE DUE TO WX AT THE CORNER POSTS. THE SIT WAS HECTIC DUE TO COM WITH CTLRS AND DEVIATING FOR WX. THE APCH CTLRS WERE NOT COOPERATIVE AT FIRST WITH THE CAPT'S AUTH AND REQUEST TO DEV FOR THE SAFETY OF THE ACFT AND PAX.

Synopsis :

AN FK100 PIC'S RPT ON THE PROBS THAT OCCUR WITH LACK OF DEP ARR CTLR'S INTRAFAC COORD WHEN TSTM ACTIVITY ENTERS THE PICTURE DURING DEP AND ARR PROCS AT DFW, TX.

**Time**

Date : 200207  
Day : Thu  
Local Time Of Day : 1801 To 2400

**Place**

State Reference : LA  
Altitude.MSL.Single Value : 39000

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 41000

**Aircraft / 1**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12573  
Experience.Flight Time.Last 90 Days : 132  
Experience.Flight Time.Type : 9600  
ASRS Report : 555611

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 7000  
Experience.Flight Time.Last 90 Days : 148  
Experience.Flight Time.Type : 3000  
ASRS Report : 555145

**Person / 5**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Controller : Provided Flight Assist

**Supplementary**

Problem Areas : Weather

Narrative :

I WAS THE CAPT AND WAS THE PLT MONITORING. WE WERE AT CRUISE AT FL390, .78 MACH. THE CONDITIONS WERE IMC AND WE WERE FLYING IN A HAZE LAYER. RADAR WAS ON AND HAD BEEN ON ENTIRE FLT. NO RETURNS WERE ON THE RADAR, AND WE HAD EXERCISED THE TILT AND RANGE THROUGHOUT THE FLT. WE BROKE OUT OF IMC MOMENTARILY AND NOTICED A BUILDUP DIRECTLY IN FRONT OF US, WHICH DID NOT APPEAR LARGE OR WELL-DEVELOPED. ITS TOPS APPEARED AT OUR ALT, BUT HAD NOT GENERATED A RADAR RETURN. THERE WAS NO WAY TO MANEUVER AROUND THE BUILDUP. THE FO TURNED ON THE SEATBELT SIGN. A FEW SECONDS LATER WE ENCOUNTERED 'SEVERE TURB.' WE GAINED APPROX 500 FT AND THE ACFT BANKED 30 DEGS TO THE R. THE FO WAS ABLE TO MAINTAIN POSITIVE CTL OF THE ACFT AT ALL TIMES. THE TURB LASTED APPROX 3-5 SECONDS. I CHKED WITH THE FLT ATTENDANTS FOR ANY INJURIES. SHE RPTED 4 OR 5 INJURIES, AND THAT SEVERAL PAX WERE STANDING IN THE AISLE AT THE TIME. THE FLT ATTENDANTS TENDED TO THE INJURIES. WE DECLARED AN EMER. I CHKED AGAIN WITH THE FLT ATTENDANTS AS TO THE EXTENT OF THE INJURIES. SHE THOUGHT (AT THE TIME) INJURIES WERE MINOR BUMPS, BRUISES, SMA AND DID NOT WARRANT A DIVERT. WE WERE CLRED DIRECT TO IAH WITH NO FURTHER DELAYS. PARAMEDICS MET THE ACFT AND TENDED TO THE PAX. WE SPOKE WITH MAINT AND WROTE UP THE TURB IN THE LOGBOOK. COORD OF FLT ATTENDANT AND COMPANY AND EMER SVCS WAS EXCELLENT.

Synopsis :

AN ENCOUNTER WITH SEVERE TURB RESULTING IN PAX INJURY.

**ACN: 555714**

**Time**

Date : 200208

Day : Sun

Local Time Of Day : 1201 To 1800

**Place**

State Reference : MO

Altitude.MSL.Single Value : 2000

**Environment**

Ceiling.Single Value : 10000

**Aircraft / 1**

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Pleasure

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 425

ASRS Report : 555714

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

**Supplementary**

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON AUG/SAT/02, I FLEW MY C172 FROM W18 SUBURBAN ARPT, LAUREL, MD, TO ZERBIN ARPT (ZER), POTTSVILLE, PA. FLT WAS UNEVENTFUL. FOR MY RETURN FLT, I TOOK OFF AT XA00 AND PRIOR TO FLT, I CHKED WX AT FBO COMPUTER. THERE WERE FORECASTED POSSIBLE TSTMS AT THE AREA OF MY DEST (WASHINGTON -BALTIMORE). RETURN FLT UP TO BALTIMORE AREA WAS IN CLR VFR CONDITIONS. APPROX 5-10 MINS TO W18 IN FRONT OF MY FLT THERE WERE LINES OF SEVERE TSTMS WITH HVY RAIN, LIGHTNING, ETC. I DECIDED TO TURN N AND DIALED WESTMINSTER VOR (117.9) AND TOOK 120 DEG RADIAL TO VOR. IN 5 MI DISTANCE FROM WESTMINSTER ARPT, I WAS AGAIN SUDDENLY IN HVY RAIN, STRONG TURB AND WITH NO VISIBILITY OF DEST ARPT. I DECIDED FOR AN IMMEDIATE PRECAUTIONARY LNDG ON OPEN FIELD UNDER ME. MY LNDG WAS SUCCESSFUL WITH NO DAMAGE TO ACFT AND TO ME. THERE WAS NO CROP ON CHOSEN FIELD. CONCLUSIONS: 1) NEVER FLY INTO UNKNOWN SEVERE WX CONDITIONS, ESPECIALLY IN THE AREA OF POSSIBLE TSTMS. 2) IN EXTREMELY DANGEROUS WX SIT, SAVE ACFT AND YOURSELF AND MAKE SAFETY LNDG ASAP. DO NOT LOOK FOR 'BETTER' CONDITIONS -- IT CAN BE TOO LATE.

Synopsis :

A C172 PVT PLT LANDS HIS ACFT IN AN OPEN FIELD WHEN ENCOUNTERING HVY TSTM ACTIVITY 5 NM E OF EMI, MD.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 4000

**Aircraft / 1**

Controlling Facilities.TRACON : FAY.TRACON  
Operator.General Aviation : Personal  
Make Model : King Air C90 E90  
Mission : Pleasure  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 7100  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 150  
ASRS Report : 555725

**Person / 2**

Function.Controller : Approach

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 2  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Penetrated Airspace  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

**Supplementary**

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

Narrative :

AT APPROX XA30, I DEPARTED RDU AIRSPACE AT 10000 FT MSL AND MADE POSITIVE CONTACT WITH FAY APCH (MY ON-COURSE HDG WAS 210 DEGS). I STATED TO APCH CTL THAT I BELIEVED I WAS GOING TO HAVE TO TURN E OR W TO AVOID THE RESTR AIRSPACE AT FT BRAGG. ATC REQUESTED THAT I FLY HDG 180 DEGS. I ADVISED HIM THAT I COULD TURN ABOUT 190 DEGS DUE TO TSTMS BEING 'PAINTED' ON MY RADAR. HE ADVISED OK. AFTER A FEW MINS OF NAVING ALONG SEVERAL TSTMS ALONG MY L SIDE, ATC ADVISED ME TO CHANGE FREQS. I DID. BY THIS TIME, I HAD ADJUSTED MY RADAR SEVERAL TIMES TO SELECT A SAFE RTE TO CONTINUE ALONG. I WAS ALSO CLRING MY STORM SCOPE TO FURTHER ENHANCE MY DECISION. BY NOW, THE RTE (190 DEGS) WAS GOING TO PLACE THE ACFT INTO A TSTM. I ADVISED ATC OF MY ISSUE AND SHE RESPONDED THAT I COULD NOT TURN TO THE W DUE TO R5311 AT FT BRAGG. I WAS PAINTING SEVERAL INTENSE TSTMS TO MY FRONT AND L AND THERE WAS NO POSSIBLE WAY OF FLYING AROUND THESE TSTMS. KEEP IN MIND THAT IT WAS VMC AT MY CURRENT LOCATION AND TO MY R. I MADE SEVERAL ATTEMPTS WITH ATC WITH LONG PAUSES AND ADVISED HER THAT I WAS MAKING A TURN TO THE R AND CLB ABOVE A SINGLE VERT CUMULONIMBUS (IN VMC). BEFORE I MADE THE TURN, I ALSO CHKED MY ON-BOARD TCASII. BY NOW, AN ARGUMENT ENSUED ABOUT THE LOCATION OF R5311 AND ITS CONTENTS AND ACTIVITIES. I INFORMED HER THAT I WAS FAMILIAR WITH R5311, BUT I DID NOT DESIRE TO RISK GOING THROUGH SEVERAL TSTMS (SAFETY). I TURNED THROUGH A WESTERN HDG TO 360 DEGS FOR A SECOND THEN ON TO AN EASTERLY HDG. I ALSO LEVELED OUT AND THEN DSNDDED BACK DOWN TO 10000 FT MSL. I THEN CLRED FAY TO THE S. MY CONCERN; CHANGE OF FREQ WHILE ON VECTOR FROM ATX SO CLOSE TO RESTR AIRSPACE. ARGUMENTS WITH ATC OVER COPYING THE TELEPHONE NUMBER FOR ATC WHILE THE PLT IS TRYING TO EXIT RESTR AIRSPACE. ACFT/PAX SAFETY IN AND AROUND TSTM.

Synopsis :

KING AIR C90 PLT PENETRATES RESTR AIRSPACE WHEN ATTEMPTING TO AVOID SEVERE TSTMS AND DEP CTLR COULD NOT TURN ACFT THROUGH RESTR AIRSPACE.

**ACN: 555941**

**Time**

Date : 200208

Day : Mon

Local Time Of Day : 1201 To 1800

**Place**

State Reference : MO

**Environment**

Flight Conditions : VMC

Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.ARTCC : ZKC.ARTCC

Operator.General Aviation : Personal

Make Model : PA-23-250 Aztec

Mission : Passenger

Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1400

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 75

ASRS Report : 555941

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS CRUISING AT 10000 FT IN A SCATTERED LAYER OF CUMULUS CLOUDS WITH BASES AT ABOUT 8000 FT AND TOPS GREATER THAN 12000 FT. CLOUD SPACING WAS SUCH THAT IMC WAS EASILY AVOIDED BY REQUESTING MINOR DEVS FROM TIME-TO-TIME. WE WERE AT ONE POINT VECTORED INTO A CUMULUS BUILD-UP TO 'AVOID RESTR AIRSPACE.' UPON ENTERING BUILD-UP, THERMAL ACTIVITY TOOK US TO ABOUT 10500 FT IN SEVERE TURB. ALT WAS RESTORED TO 10000 FT WITHIN LESS THAN 1 MIN. CTRL NOTED ALT BUST BEFORE I WAS ABLE TO RPT THE SIT, AS MY ATTN WAS FOCUSED ON CTLING THE ACFT.

Synopsis :

ALT EXCURSION OCCURS DURING A TEMPORARY LOSS OF ACFT CTL AS AN IFR PA23 AZTEC PLT ACCEPTS A VECTOR OFF COURSE TO AVOID AN MOA AND FLIES INTO A BUILDUP, ON FREQ WITH ZKC, MO.

**Time**

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

**Place**

Locale Reference.Airport : MMUN.Airport  
State Reference : FO  
Altitude.MSL.Single Value : 2500

**Environment**

Flight Conditions : Marginal  
Ceiling.Single Value : 1300

**Aircraft / 1**

Controlling Facilities.TRACON : MMUN.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

**Aircraft / 2**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 14000  
Experience.Flight Time.Last 90 Days : 122  
Experience.Flight Time.Type : 5600  
ASRS Report : 556025

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 10500  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 3600  
ASRS Report : 556026

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment : TCAS  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CLRED TO INTERCEPT ILS RWY 12, DSND TO 2000 FT. ACFT ON GLIDE PATH, GEAR DOWN 240 KIAS. PASSING 3000 FT, WE ENTERED AN AREA OF TCB JUST N OF A RAIN SHOWER ON A 100 DEG HDG. ENTERED LIGHT RAIN AND TURB. HOWEVER, DSCNT BECAME A SLIGHT CLB AND AIRSPD INCREASED APPROX 30 KTS FOR ABOUT 1-2 MI. WHEN CLR OF CLOUDS, POS WAS SLIGHTLY N OF LOC AND FULL GS DEFLECTION HIGH, 2000 FT. FIELD IN SIGHT. I TURNED TO 150 DEGS TO AVOID ONE ADDITIONAL CELL, SEE IF VISUAL APCH PARAMETERS COULD BE ATTAINED. WE HAD NOT BEEN ABLE TO TALK TO APCH CTL BECAUSE OF RADIO CONGESTION TO INFORM OF OUR SIT. AS I TURNED BACK N AND BEGAN THINKING MISSED, APCH CTL CAME ON THE RADIO TO ALERT US OF AN ACFT 2-3 MI S, HEADED AT US, AVOIDING SAME STORM. WE HAD TA WARNING, BUT NO EVASIVE ACTIONS WERE GIVEN OR TAKEN. WE ACCOMPLISHED A MISSED APCH, VECTORED L 270 DEGS TO VISUAL APCH AND UNEVENTFUL LNDG. DURING THIS 8-10 MINS, THE CELL HAD GROWN FROM A 1 MI WIDE SHOWER TO A 5-6 MI WIDE LEVEL 4 TSTM. DURING MISSED, CTLR ASKED US WHAT WE HAD BEEN DOING. FO RESPONDED CAPT USING EMER AUTH TO AVOID WX. I SHOULD HAVE BEEN AT 210 KIAS OR SO WITH SOME FLAPS DOWN, WHEN WE HIT THE WX, BUT IN HINDSIGHT WOULD HAVE OVERSPD FLAPS. THIS STORM LOOKED LIKE HOUSTON SUMMER TCB'S THAT WE WERE AVOIDING THE RAIN, BUT BY NO MEANS EXPECTING THE UPSIDE OF WHAT I'M SURE BECAME ONE INTENSE MICROBURST. SUPPLEMENTAL INFO FROM ACN 556026: TRIED TO CONTACT ATC TO DEVIATE R OF COURSE, BUT WAS UNABLE DUE TO FREQ CONGESTION. CAPT EXERCISED EMER AUTH AND STARTED A R TURN TO AVOID WX.

Synopsis :

A B739 CREW, ON APCH TO CANCUN, (MMUN) EXECUTED A GAR AFTER AVOIDING TSTM ACTIVITY, WHICH LEFT THEM HIGH AND THE RECIPIENT OF A TCASII TA.

**Time**

Date : 200208

Day : Wed

Local Time Of Day : 1201 To 1800

**Place**

Locale Reference.Airport : SJU.Airport

State Reference : PR

**Aircraft / 1**

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Passenger

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 556083

**Person / 2**

Function.Flight Crew : First Officer

ASRS Report : 556310

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Flight Crew : Took Evasive Action

**Supplementary**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON TKOF ROLL AT ROTATION, WINDSHEAR AURAL AND VISUAL ALERTS. LOSS OF 8 KTS IN THE ROTATION. EXECUTED WINDSHEAR ESCAPE MANEUVER AND FLEW OUT OF SHEAR. ACCELERATED THROUGH CLEANUP WHEN FLT ATTENDANT CALLED TO RPT TAIL SCRAPING NOISE. STOPPED CLB AT 4000 FT AND PERFORMED TAILSTRIKE ON ROTATION PROC IN MANUAL. DEPRESSURIZED AND RETURNED FOR UNEVENTFUL LNDG SJU RWY 10. POSTFLT REVEALED TAILSKID STRIKE.

Synopsis :

B737 FLC ENCOUNTERS WINDSHEAR ON TKOF FROM SJU.

**Time**

Date : 200207  
Day : Mon  
Local Time Of Day : 1801 To 2400

**Place**

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

**Environment**

Flight Conditions : VMC  
Ceiling : CLR

**Aircraft / 1**

Controlling Facilities.Tower : DFW.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : MD-88  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

**Aircraft / 2**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 12000  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 5700  
ASRS Report : 556108

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Events**

Independent Detector.Other.ControllerA : 4  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.None Taken : Anomaly Accepted

**Supplementary**

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

Narrative :

VISUAL APCH TO RWY 17C AT DFW. SCATTERED CLOUDS, 10 MI VISIBILITY. APPROX 1000 FT AGL, SAW LIGHTNING FLASH W OF ARPT. TWR RPTED THE START OF RAIN AT THE ARPT. DURING ARR ABOUT 25 MI OUT, RADAR SHOWED NO WX RETURNS IN THE VICINITY OF THE ARPT, SO RADAR WAS TURNED OFF. AT 800 FT AGL, TWR RPTED MICROBURST ALERT FOR RWYS 17R&C. SURFACE WINDS, VISIBILITY REMAINED UNREMARKABLE. APCH WAS CONTINUED WITH NO TURB, AIRSPD GAIN/LOSS, OR OTHER INDICATIONS OF WINDSHEAR ACTIVITY. ACFT LNDG AHEAD OF US (3 MI AHEAD) DID NOT RPT ANY INDICATIONS OF WINDSHEAR, AIRSPD GAIN/LOSS OR TURB. APCH WAS CONTINUED TO A NORMAL LNDG AGAIN WITH NO INDICATIONS OF WINDSHEAR OR MICROBURST. AS WE CLRED THE RWY, THE RAIN ON THE FIELD BECAME VERY HVY, WITH INCREASED LIGHTNING ACTIVITY. NORMAL TAXI TO THE GATE. IN HINDSIGHT, PROBABLY SHOULD HAVE GONE MISSED APCH, BUT LACK OF INDICATIONS IN THE COCKPIT (TURB, AIRSPD FLUCTUATION, WINDSHEAR WARNING) MADE IT HARD TO ABANDON THE APCH.

Synopsis :

AN MD88 FLC CONTINUES THE VISUAL APCH TO RWY 17C IN SPITE OF A LAST MIN MICROBURST ALERT ISSUED BY TWR WHEN ON 2 MI FINAL AT DFW, TX.

**Time**

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

**Place**

Locale Reference.Intersection : FUZZZ  
State Reference : CO  
Altitude.MSL.Single Value : 8800

**Aircraft / 1**

Controlling Facilities.TRACON : D01.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B767 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 16000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 2540  
ASRS Report : 556154

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : AIRSPEED/ALTIMETER  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment

**Supplementary**

Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

ON APCH INTO DEN, THERE WERE RPTS OF VIRGA AND LLWS. MANY SCATTERED RAIN SHOWERS ON THE RADAR. DEN WAS CHANGING RWYS FREQUENTLY AS THE WIND SHIFTED. WE BRIEFED ABOUT WINDSHEAR AND WENT OVER THE RECOVERY PROC. ONLY SOME VERY LIGHT TURB DURING THE APCH, BUT THE FLT ATTENDANTS HAD BEEN SEATED EARLY. ON THE DOWNWIND VECTOR FOR RWY 26, WE NOTICED A HVY SHOWER INSIDE THE MARKER. ON BASE LEG IT SEEMED LIKE IT HAD MOVED CLOSER TO THE FIELD, BUT HAD GOTTEN STRONGER. ACFT WERE STILL LNDG THROUGH IT, BUT WE DISCUSSED THAT WE WOULD MOST LIKELY BREAK OFF THE APCH. ON FINAL AFTER INTERCEPTING THE GS, WE WERE IN THE CLR JUST INSIDE FUZZZ, AIRSPD 170 KTS, FLAPS 20 DEGS WHEN THE NOSE PITCHED OVER AS THE AUTOPLT TRIED TO FOLLOW THE GS AND THE SPD STARTED TO RAPIDLY INCREASE. WE IMMEDIATELY EXECUTED THE WINDSHEAR PROFILE AND ENDED UP CLBING TO 12000 FT IN THE UPDRAFT. RPTED THE INCIDENT IMMEDIATELY TO ATC AND DISPATCH AS SOON AS ABLE. EXCEEDED THE FLAP SPDS DURING THE RECOVERY, MAINLY DURING THE INITIAL BIG INCREASE, BY ABOUT 10 KTS, AND MADE A LOGBOOK ENTRY. MY FO WAS A BIG HELP WITH CALLOUTS AND CHKLISTS AS WE DEALT WITH THE SHEAR AND SUBSEQUENT LNDG ON RWY 35L.

Synopsis :

B767 FLC MADE A MISSED APCH DUE TO BEING UNABLE TO MAINTAIN SPD AND GS DSCNT PROFILE DURING AN ILS APCH AT DEN.

**Time**

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

**Place**

Locale Reference.Intersection : CUTTA  
State Reference : OH  
Altitude.MSL.Single Value : 19000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 15300  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 4000  
ASRS Report : 556168

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

**Supplementary**

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

Narrative :

ZOB ISSUED HOLD AT CUTTA INTXN. UPON SEEING TSTM AT CUTTA, TRIED TO CALL CTR ABOUT HOLDING SOME PLACE ELSE. CTR WAS TOO BUSY TO TALK TO US. BEFORE ENTERING TSTM, 7700 ON XPONDER, MADE TURN TO MISS WX.

Synopsis :

B737 FLC ENCOUNTERS TSTM, DECLARES EMER.

**Time**

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

**Place**

State Reference : FL

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZJX.ARTCC  
Operator.Common Carrier : Air Taxi  
Make Model : Cessna 310/T310c  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 1090  
Experience.Flight Time.Last 90 Days : 160  
Experience.Flight Time.Type : 550  
ASRS Report : 556305

**Person / 3**

Function.Controller : Radar

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Provided Flight Assist

**Supplementary**

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

Narrative :

I WAS FLYING A CHARTER FROM NAPLES, FL, TO TALLAHASSEE, FL. I FILED A DVFR FLT PLAN SO I COULD FLY W AROUND SOME TSTMS. AT ABOUT 50-80 MI N OF TAMPA, AROUND THE CRYSTAL RIVER AREA, I WAS AT 6500 FT MSL VFR, ABOUT 10-15 MI OUT OVER THE WATER. I HIT SEVERE TURB AND/OR WINDSHEAR. I WAS IMMEDIATELY ASKING CTR FOR VECTOR OR DIFFERENT ALTS. I GOT 1 BIG JOLT OF TURB AND THE SECOND WAVE ROLLED MY PLANE OVER AND OUT OF CTL. I PULLED PWR BACK TO 20 KTS ABOVE MANEUVERING SPD (VA) IN CASE OF WIND GUST THAT COULD BRING PLANE LOWER THAN VA. THE PLANE FELT LIKE IT ROLLED ON ITS BACK AND DID A WING-OVER BEFORE FALLING STRAIGHT DOWN TOWARD GND. I FOUGHT TO KEEP WINGS LEVEL AND ONCE THEY WERE LEVEL AND WE WERE FALLING, I CHOPPED THE PWR TO KEEP FROM EXCEEDING YELLOW LINE AND STRESSING THE PLANE. I PULLED BACK ON THE YOKE SOME AND HELD CONTINUOUS PRESSURE TRYING NOT TO STRESS PLANE AND APPLIED UP TRIM TO HELP HOLD THE PRESSURE. AT 4000 FT MSL THE ANGLE WE WERE FALLING WAS NOT AS BAD -- 2000 FT MSL SOMEWHAT TRYING TO FLY OUT, AND AT 1000-500 FT MSL THE AIRPLANE WAS ALMOST LEVEL AND FLYING AGAIN. I REGAINED FULL CTL OF ACFT ABOUT 200-300 FT MSL AGAIN. NO DAMAGE, EXCEPT FOR 2 WINDOWS THAT BLEW OUT. I DECLARED AN EMER FINALLY, AS THE WINDOWS BLEW IN THE DSCNT. MY HEADSET WENT OUT THE WINDOW TOO. ZJX GAVE ME AN IMMEDIATE VECTOR TO CRYSTAL RIVER ARPT WHERE WE LANDED SAFELY. I PRAISE THE GUY AT ZJX THAT I WAS TALKING TO. HE GAVE ME GOOD VECTORS, WX IN THE AREA AND MOST IMPORTANTLY, ONCE I REGAINED CTL OF THE PLANE, HELPED ME FIGURE OUT WHERE I WAS. WHEN THE WINDOWS BLEW, I LOST MY HEADSETS, CHARTS, AND GPS. I WAS DEAD RECKONING. I TURNED E 090 DEGS TOWARD LAND AND HE GAVE ME A 085 DEG HDG TO CRYSTAL RIVER. NOW I KNOW ABOUT TURB AND WINDSHEAR. IT COMES OUT OF NOWHERE. ONE MIN THE FLT IS SMOOTH, AND THE NEXT WE ARE FALLING TO THE EARTH. GLAD TO BE ON THE GND.

Synopsis :

C310 CHARTER PLT LOST CTL OF ACFT IN CLR AIR WHILE CIRCUMNAVING TSTMS WHEN TURB AND WINDSHEAR SUDDENLY ROLLED THE ACFT INVERTED AND IT WENT INTO A VERT DIVE. FULL RECOVERY WAS AFFECTED AT 200 FT ABOVE THE WATER.

**Time**

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

**Place**

Locale Reference.Airport : DEN.Airport  
State Reference : CO  
Altitude.MSL.Single Value : 17000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.TRACON : D01.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B737-300  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : D01.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Commercial Fixed Wing

**Aircraft / 3**

Controlling Facilities.TRACON : D01.TRACON  
Make Model : PA-32 Cherokee Six/Lance/Saratoga

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Type : 1609  
ASRS Report : 556868

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Type : 926  
ASRS Report : 556870

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Flight Crew : Single Pilot

**Person / 5**

Function.Controller : Departure

**Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : WX RADAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : FAA  
Problem Areas : Weather

Narrative :

DEN SURROUNDED BY TSTMS. DISPATCH SAID W DEP OK. TKOF RWY 25, 260 DEG HDG ASSIGNED. RADAR ON GND NOT PAINTING ACCURATELY THE DEP PATH. VISUALLY LOOKED GOOD FOR 20 OR SO MI. 10 MI AFTER DEP, RADAR SHOWED LEVEL 5 TSTMS. REQUESTED R TURN. GOT 20 DEGS R APPROVED. NEEDED ANOTHER 40 DEGS R, LINE OF TSTMS. CTRLR BUSY TALKING TO OTHER ACFT AND DUE TO PA32 PIPER GA ACFT. WE WENT ABOUT 8 MORE MI AND I STARTED TO TURN FURTHER N FOR WX AVOIDANCE. FO TOLD ATC WE NEEDED FURTHER R. HE DENIED IT FOR TFC. I CAME ON THE RADIO AND TOLD HIM WE WERE TURNING R. HE SAID NO, TFC JUST PASSED THROUGH AREA WITH A DSCNT RIDE, AND THAT TFC WOULD BECOME A CONFLICT. I TOLD HIM 'WE ARE TURNING AND I HAVE GOT TO DO WHAT I HAVE TO DO, AND YOU HAVE TO DO WHAT YOU HAVE TO DO, BUT I AM NOT FLYING INTO THE WX.' HE SAID THERE MAY BE A LOSS OF SEPARATION AND I SAID 'WHATEVER, BASICALLY I HAVE TO TURN AND AM HDG ABOUT 320 DEGS.' HE SAID 'TURN TO 260 DEGS NOW.' I SAID '5 MORE MI.' WE WERE AT ABOUT FL190 THEN AND OTHER TFC AT 17000 FT, AND 16000 FT. HE WAS VERY WORRIED ABOUT A LOSS OF SEPARATION AND SEEMED FINE WITH OUR FLT PATH ONCE I ACCEPTED RESPONSIBILITY FOR NOT FOLLOWING HIS INSTRUCTIONS. I THINK HE NEEDED THAT FROM ME FOR THE TAPE SO HE WOULD NOT BE WRONGED FOR THE LOSS OF SEPARATION ALARM THAT FOLLOWED.

Synopsis :

B737-300 CAPT USED HIS EMER AUTH TO AVOID FLT INTO A LEVEL 5 TSTM IN ZDV CLASS E AIRSPACE.

**Time**

Date : 200208  
Day : Sun

**Place**

Locale Reference.Airport : SLN.Airport  
State Reference : KS  
Altitude.MSL.Single Value : 4700

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

Controlling Facilities.ARTCC : ZKC.ARTCC  
Operator.Common Carrier : Air Taxi  
Make Model : Gulfstream II  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 18450  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 1350  
ASRS Report : 557170

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolutive Action.None Taken : Anomaly Accepted

**Supplementary**

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

Narrative :

WE WERE FLYING A GII-SP FROM PHL TO LAS. WE HAD STARTED OUT AT FL390, THEN AS WE BURNED OFF FUEL WE REQUESTED WRONG WAY FL410. AS WE BURNED OFF MORE FUEL WE COULD HAVE CLBED TO FL430 BUT DID NOT AT THAT TIME THEN WHEN WE WERE N OF SALINA, KS, WE OBSERVED A LINE OF TSTMS VISUALLY AND ON OUR RADAR. SINCE THE MOON WAS VERY BRIGHT WE WERE ABLE TO VISUALLY OBSERVE THE CLOUDS. MY COPLT WAS WATCHING THE RADAR AND I WAS WATCHING OUTSIDE. WHEN IT BECAME APPARENT WE WERE NOT GOING TO TOP THE TSTM AHEAD OF US WE REQUESTED FL450, THE CERTIFIED CEILING OF THE AIRPLANE, AS WE GOT CLOSER TO THE STORM IT APPEARED WE WOULD BE ABLE TO TOP EVERYTHING IF WE TOOK A SLIGHT DEV TO THE R OFF COURSE. WE REQUESTED A R DEV AND WERE GRANTED SAME BY CTR, AND WERE GIVEN DIRECT BCE WHEN ABLE. AS WE BEGAN FLYING THROUGH WHAT APPEARED TO BE A 'SOFT AREA' ON THE RADAR AND A LOW PART VISUALLY, WE SUDDENLY WERE INTO THE CLOUDS. THERE WAS TURB AND LIGHTNING AND I ASKED MY COPLT TO REQUEST FL470, AND WERE GIVEN THE BLOCK OF FL450 TO FL480. WE CLBED TO FL476 AND ASKED CTR HOW THE OTHER ACFT HAD BEEN GETTING THROUGH THIS AREA. WE WERE TOLD THAT A HEADING OF 360 DEGS SHOULD GET US OUT OF IT IN SHORT ORDER. WE TURNED TO THE HEADING AND WERE OUT OF THE WX WITHIN A COUPLE OF MINS. WE THEN DSNDDED TO FL430 AND RESUMED THE FLT. WHEN WE TOLD THE PAX WHAT HAD HAPPENED THEY DID NOT SEEM ALARMED AND ONE HAD NOT EVEN AWAKENED DURING THE TIME WE WERE IN THE CLOUDS WHILE ANOTHER SAID 'IT WAS NO BIG DEAL.' I BELIEVE THE VISUAL CUES THAT WERE GIVEN UNDER THE LIGHT OF THE MOON GAVE US A FALSE SENSE OF SECURITY. IN THE FUTURE I WILL MAKE SURE TO ASK FOR CTR'S ADVICE WHEN THE FIRST SIGN OF A LINE OF TSTMS SHOWS UP ON THE RADAR SCREEN. I WILL EVALUATE THE INFO THEY GIVE ALONG WITH WHAT IS OBSERVED ON THE RADAR AND WILL MAKE SURE TO AVOID IT BY AT LEAST THE RULE OF THUMB OF 10% HORIZ DISTANCE FOR THE CRUISE FLT LEVEL. THIS EVENT WAS RPTED TO OUR MAINT PEOPLE AND TO OUR COMPANY.

Synopsis :

GULFSTREAM II CAPT RPTS EXCEEDING ACFT MAX SVC CEILING DUE TO WX AVOIDANCE.

**Time**

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

**Place**

Locale Reference.Airport : FLL.Airport  
State Reference : FL  
Altitude.MSL.Single Value : 2000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

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

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 558439

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 558436

**Person / 3**

Function.Controller : Approach

**Person / 4**

Function.Controller : Approach

**Person / 5**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency

**Supplementary**

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

Narrative :

WHILE INBOUND TO FLL ON AUG/WED/02, WE WERE SWITCHED FROM OUR FORTL 4 ARR TO THE DVALL 1 ARR FOR THE ILS RWY 27R APCH AT FLL. ON FIRST CONTACT WITH THE FINAL CTLR, WE WERE AT 3000 FT MSL. WE ASKED FOR VECTORS TO LEAVE THE APCH PRIOR TO JUMAR DUE TO A WX BUILD-UP ON OUR RADAR RETURN WHICH WAS IMMEDIATELY W OF JUMAR. THIS WAS WELL COMMUNICATED AND COORDINATED WITH THE CTLR. WE WERE VECTORED N, THEN E, THEN SW. ON THE SECOND ATTEMPT, WE WERE DSNDED TO 2000 FT. THE WX BTWN JUMAR AND SNAPE WAS A TEXTBOOK EXAMPLE OF A MICROBURST -- HVY RAIN COULD BE SEEN FALLING VERTLY ONTO THE OCEAN SURFACE AND WAVES WERE RIPPLING OUTWARD FROM THE CORE OF THE RAIN SHAFT'S IMPACT POINT. OUR VECTORING GAVE US NO OPTION BUT TO GO STRAIGHT -- A R TURN WOULD PUT US INTO THE MICROBURST, A L TURN WOULD HAVE PUT US NOSE-TO-NOSE WITH INCOMING ACFT ON THE SAME APCH. THE FINAL CTLR INSISTED WE EITHER TURN R OR DECLARE AN EMER. CAPT'S RESPONSE WAS, 'IF IT TAKES AN EMER TO PREVENT HAVING TO MAKE A R TURN THAT IS WHAT WE WILL DO.' WE CONTINUED SW. IT DID NOT TAKE VERY LONG TO FLY BEYOND THE MICROBURST AND GET VISUAL CONTACT WITH FLL AND RWY 27R. THE FINAL CTLR WAS VERY BUSY TALKING WITH OTHER ACFT. THE ACFT THAT WAS FOLLOWING BEHIND US SAID 'THAT WX LOOKS NASTY AND NO ONE SHOULD FLY THROUGH IT.' WE INTERCEPTED THE ILS LOC COURSE E OF SNAPE AND CONTACTED FLL TWR FOR A VISUAL APCH TO RWY 27R. THE REMAINDER OF THE 'NOW' VISUAL APCH WAS UNEVENTFUL. SUPPLEMENTAL INFO FROM ACN 558436: WHEN GIVEN THE FINAL VECTOR TO INTERCEPT THE ILS APCH TO RWY 27R AT FLL WE WERE UNABLE TO JOIN THE LOC DUE TO A TSTM ON THE LOC COURSE AT JUMAR INTXN. DUE TO THE VECTOR WE HAD NO OTHER OPTION BUT TO DEVIATE TO THE S OF THE LOC APPROX 3-4 MI TO AVOID THE TSTM. THE CTLR SAID TO DO THIS WE WOULD HAVE TO DECLARE AN EMER, SO WE DID.

Synopsis :

A B757 CREW, O APCH TO FLL, USED CAPT'S EMER AUTH TO CIRCUMNAV TSTM ACTIVITY ON FINAL.

**Time**

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

**Place**

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

**Aircraft / 1**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : JFK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger

**Aircraft / 2**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : JFK.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 558449

**Person / 2**

Function.Flight Crew : First Officer  
ASRS Report : 558450

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Local

**Person / 5**

Function.Controller : Departure

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued Alert

**Supplementary**

Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

PRIOR TO DEP ON RWY 4L, ATC RPTED MODERATE TURB FROM SURFACE TO 14000 FT WITH WINDSHEAR RPTED AT 700 FT. THE FO DEPARTED BEHIND A COMPANY B777 ACFT. WE EXPERIENCED THE TURB ON TKOF AND AT APPROX 700 FT, EXPERIENCED THE WINDSHEAR. AT APPROX 900 FT WE ENCOUNTERED SEVERE TURB. OUR PITCH AND AIRSPD CHANGED DRASTICALLY AND OUR AIRSPD INCREASED RAPIDLY THROUGH 250 KTS. ATC WAS TRYING TO DIRECT A HDG CHANGE BUT I WAS DOING EVERYTHING POSSIBLE TO HELP THE FO FLY THE ACFT. WHEN I WAS ABLE TO TALK TO ATC, I NOTIFIED THEM THAT WE WERE PASSING 4400 FT IN SEVERE TURB BUT WE WERE ONLY CLR TO 4000 FT. WE CONTINUED TO EXPERIENCE MODERATE TURB UNTIL APPROX 10000 FT. WE CONTINUED TO HAVE SOME TURB AND DID NOT BREAKOUT OF THE WX UNTIL APPROX 17000 FT. UPON LNDG, WE ACCOMPLISHED AN EXTERIOR INSPECTION AND FOUND THAT THE LOWER COWLING ON THE L ENG WAS DAMAGED.

Synopsis :

A B757 CREW, DEPARTING JFK, EXPERIENCED WINDSHEAR AND SEVERE TURB, RESULTING IN ALT, HDG, AND AIRSPD DEVS.

**ACN: 558675**

**Time**

Date : 200208

Day : Fri

Local Time Of Day : 1801 To 2400

**Place**

Locale Reference.Intersection : GRITT

State Reference : FL

Altitude.MSL.Single Value : 9000

**Aircraft / 1**

Controlling Facilities.TRACON : MIA.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 558675

**Person / 2**

Function.Flight Crew : First Officer

ASRS Report : 558676

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Miss Distance.Vertical : 900

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE BTWN WORPP INTXN AND MIA AND N OF THE RWY 9L FINAL APCH COURSE. THE CTLR GAVE US A R TURN FROM OUR CURRENT HDG (110 DEGS) TOWARDS THE S, WHICH HAD US JUST W OF SOME BUILDUPS AND MODERATE TO SEVERE RADAR RETURNS. I ASSUMED HE WAS VECTORING US TO THE S OF THE WX TO INTERCEPT RWY 9R LOC FROM THE S. TO OUR SURPRISE, HE GAVE US A HDG RIGHT INTO THE WX (120 DEGS). I READ BACK THAT, 'I DIDN'T THINK WE COULD TAKE THAT HDG' AND HE DIDN'T RESPOND. WE CONTINUED ON THE SOUTHERLY HDG WHILE SOME RADIO CHATTER OCCURRED. HE THEN ASKED US WHY WE HADN'T TURNED AND TOLD US TO TURN TO 080 DEGS TO INTERCEPT THE FINAL. HE WAS NOT VERY HAPPY, NOT VERY NICE, TELLING US THAT WE NEEDED TO TELL HIM WHEN WE CAN'T TAKE A HDG. I TOLD HIM WHAT WE HAD READ BACK AND THAT WAS THE END OF THE SUBJECT. AS WE TURNED TO INTERCEPT THE FINAL, I LOOKED BACK AT THE WX THAT WE HAD REFUSED TO TURN INTO AND SAW A HVY TO WIDE RAIN SHAFT COMING OUT OF IT (THE CTLR SEEMED TO QUESTION WHETHER THERE WAS ANY WX AT ALL OUT THERE). I AM GLAD WE DIDN'T TURN INTO IT, HOWEVER, I THINK THAT MORE STANDARD PHRASEOLOGY AND AN INCREASE IN THE LEVEL OF MY VOICE MAY HAVE HELPED THE CTLR TO HEAR MY READBACK. I SHOULD HAVE SAID 'UNABLE' WHEN HE GAVE US THE HDG INTO THE WX.

Synopsis :

B737 CREW LNDG MIA RECEIVE CTLRS IRE WHEN THEY ARE UNABLE TO ACCEPT A TURN TO FINAL BECAUSE OF SEVERE WX.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

Controlling Facilities.ARTCC : ZNY.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B767-200  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Type : 750  
ASRS Report : 558778

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Last 90 Days : 200  
Experience.Flight Time.Type : 703  
ASRS Report : 559178

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Clearance  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Separated Traffic

**Supplementary**

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

Narrative :

REPEATED REQUESTS FOR DEV FROM TSTM AREA WAS MET WITH LESS THAN PROFESSIONAL ATTITUDES BY ZNY CTLRS. WHEN DEV 20 DEGS R OF COURSE WAS GIVEN, IT STILL PUT US INTO THIS AREA OF DISSIPATING WX, BUT SHOWED SOLID GREENS AND YELLOWS ON OUR SCOPES. (AREA INCREASED INTENSITY WITH DECREASED GAIN.) AN URGENT CALL CAME FROM ATC TO LEVEL AT 16000 FT AND TURN L TO A 050 DEG HDG RIGHT INTO THE WX TO AVOID A TFC CONFLICT. (WE WERE CLRED TO 11000 FT AT THE TIME.) LEVELOFF WAS MADE AT 16000 FT AND TURN MADE AS DIRECTED BY ATC INTO HVY RAIN. AT NO TIME WAS TFC OBSERVED OR DID TCASII ALERT IN ANYWAY. ATC ACCUSED US OF DEVIATING FURTHER THAN 20 DEGS R OF COURSE, AND CAUSING A CONFLICT FOR HIM. SUPPLEMENTAL INFO FROM ACN 559178: EARLY ON IN THE REQUEST FOR DEV PROCESS, WE COULD HAVE GONE L OR R AROUND THE WX. R DEVS GAVE US THE CLEAREST RIDE AND MORE ROOM AROUND THE WX. IF THE CTLR HAD A PROB OR SAW A PROB WITH R DEVS, THAT WOULD HAVE BEEN THE TIME TO TELL US TO GO L -- NOT WAITING UNTIL WE ARE AT THE WX AND GIVING US AN URGENT TURN AND LEVELOFF INTO THE WX FOR UNSEEN ACFT. I JUST HOPE THAT THE CLRNC INTO KNOWN WX WAS TRULY FOR A VALID REASON AND NOT JUST A REPRIMAND FOR BEING A BURDEN TO THIS CTLR.

Synopsis :

B767 FLC REPEATEDLY REQUESTED WX DEV DURING DSCNT AND THEN WAS GIVEN ONE. HOWEVER, WERE STOPPED AND TURNED RIGHT INTO THE WX AT 16000 FT MSL CAUSING THEM TO ENTER SEVERE WX.

**ACN: 559361**

**Time**

Date : 200209  
Day : Sun

**Place**

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

**Aircraft / 1**

Controlling Facilities.TRACON : GRK.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : SF 340b  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 559361

**Person / 2**

Function.Flight Crew : First Officer

**Events**

Anomaly.Altitude Deviation : Crossing Restriction Not Met  
Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

**Supplementary**

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

Narrative :

WE WERE FLYING TO ILE AND A LOT OF WX AROUND DFW, ENRTE AND ILE AREA. WE WERE HDG, AS ASSIGNED BY ATC, 190 DEGS. IRESH OM WAS W OF OUR POS AND WE WERE HEADING FOR A PRETTY GOOD SIZED TSTM. COMMUNICATED TO MY FO TO ASK ATC (GRAY APCH) IF THEY WERE GOING TO TURN US TOWARDS IRESH (FO DID NOT MENTION TO GRAY WHY WE WANTED TO TURN) AND GRAY SAID TURN R HDG 270 DEGS DIRECT IRESH CLRED ILS RWY 1 APCH INTO ILE. GRAY DID NOT TELL US HOW FAR WE WERE FROM IRESH, SO I TURNED UP MARKER VOLUME AND WE WERE VERY CLOSE. I CONFIGURED FOR LNDG AND WE BLEW THROUGH LOC. WE WERE HIGH AS WELL. WE CUT BACK TO R TO CORRECT AND GRAY WANTED TO KNOW WHAT WE WERE DOING AND WE TOLD THEM WE WERE TRYING TO CATCH LOC. WE CAUGHT LOC AND THEN I STARTED MY DSCNT. WE WERE STILL HIGH AND AT THIS POINT I FELT THAT APCH DID NOT MEET STABILIZED APCH CRITERIA AND I ELECTED TO GO AROUND. WE DID AND CAME BACK AND LANDED WITHOUT ANY FURTHER PROBS. I FEEL THAT I PROBABLY SHOULD NOT HAVE ACCEPTED THE APCH, OR SHOULD HAVE DONE THE FULL APCH PROC.

Synopsis :

A GAR IS EXECUTED BY THE PIC OF AN SF340 AFTER HE REALIZES THAT HIS RUSHED APCH TO ILS RWY 1 IS DESTABILIZED DUE TO CLOSE VECTORS CREATED BY TSTM ACTIVITY IN THE AREA E OF ILE, TX.

**ACN: 559442**

**Time**

Date : 200209

Day : Tue

**Place**

State Reference : FO

**Aircraft / 1**

Operator.Common Carrier : Air Carrier

Make Model : B777 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : Flight Attendant In Charge

ASRS Report : 559442

**Person / 2**

Function.Oversight : PIC

Function.Flight Crew : Captain

**Events**

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative :

DURING OUR BREAKFAST SVC, WE EXPERIENCED MILD TURB DUE TO HURRICANE/TROPICAL DEPRESSION. THE SEATBELT SIGN WAS ON, BUT AFTER SEVERAL CALLS TO THE COCKPIT, WE WERE TOLD IT WAS SAFE TO CONTINUE OUR SVC DUTIES. WE HIT A SEVERE CHOP. CARTS CAME OFF THE FLOOR, DRINKS SPILLED, ITEMS FELL OFF THE COUNTER IN THE GALLEY. THE FLT ATTENDANTS EITHER SAT IN PAX SEAT OR THEIR JUMP SEAT IMMEDIATELY. 2 FLT ATTENDANTS IN THE MAIN CABIN WERE HURT WHEN CART CAME OFF THE FLOOR. I CALLED THE COCKPIT AND WAS TOLD THAT THEY HAD NOT SEEN ANYTHING ON THE RADAR. ICE WAS PUT ON FLT ATTENDANT'S INJURY. WE LANDED SHORTLY AFTER.

Synopsis :

B777 CABIN ATTENDANTS INJURED WHEN ACFT GOES THROUGH UNEXPECTED AND DETECTED SEVERE TURB.

**Time**

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

**Place**

Locale Reference.Airport : VHHH.Airport  
State Reference : FO

**Environment**

Flight Conditions : Mixed

**Aircraft / 1**

Controlling Facilities.TRACON : VHHH.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Widebody, Low Wing, 3 Turbojet Eng  
Mission : Freight  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 14000  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Type : 202  
ASRS Report : 559603

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Flight Crew : Returned To Assigned Altitude  
Resolatory Action.Controller : Issued Advisory

**Supplementary**

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

Narrative :

APPROX 25 MI FROM RWY 25L AT HKG, WE WERE CLRED FOR THE ILS APCH, MAINTAIN 4300 FT UNTIL ESTABLISHED ON THE LOC. JUST PRIOR TO LOC INTERCEPT, WE NOTICED AN AREA OF INTENSE WX APCHING THE LOC. WE INTERCEPTED THE LOC AND REQUESTED A 30 DEG L TURN. THE TURN WAS APPROVED AND GS INTERCEPT OCCURRED. AT APPROX 3900 FT MSL, THE CTLR INFORMED US THAT WE WERE S OF COURSE AND IN AN AREA WHERE THE MINIMUM ALT WAS 4300 FT. WE IMMEDIATELY RETURNED TO 4300 FT. ONCE CLR OF THE WX, WE RETURNED TO THE LOC AND GS AND LANDED WITHOUT FURTHER INCIDENT.

Synopsis :

DSCNT BELOW CHARTED MINIMUM ALT AS A HVY JET CARGO FLT STARTS THEIR DSCNT ON THE GS FOR ILS RWY 25L WHILE OFF THE LOC DUE TO DEV FOR TSTM ACTIVITY FROM 25 NM TO 8 NM NE OF VHHH, FO.

**Time**

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

**Place**

State Reference : AZ  
Altitude.MSL.Single Value : 22000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : DHC-8-300  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 5000  
Experience.Flight Time.Last 90 Days : 140  
Experience.Flight Time.Type : 2000  
ASRS Report : 559699

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Events**

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

**Supplementary**

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

Narrative :

FLT ON J-2 AIRWAY, WBOUND, RESTR AIRSPACE R2311 AND R2307 ON BOTH SIDES OF AIRWAY APPROX VERY NARROW AIRWAY. LEVEL 3-6 TSTMS ON AIRWAY. WE WEREN'T PERMITTED BY ATC TO DEVIATE ON EITHER SIDE. FLT TURNED 6 DEGS TO THE WNW FOR 30 SECONDS AND ATC SAID NOTHING. FLT TURNED BACK ON COURSE. APPARENTLY, WE DRIFTED OFF COURSE INTO SOME ACTIVE RESTR AIRSPACE. (LAST YR ATC FORCED ME IN A BOX TSTMS, BORDER, RESTR AIRSPACE. I WAS FORCED TO DECLARE AN EMER AND RETURN TO YUMA.) I WISH ATC COULD GIVE US A HEADS UP SOMETIMES ON THESE SITS AND LET US KNOW WHAT'S AHEAD OR NOTIFY THE MIL IN THE AIRSPACE TO BE AWARE OF THE SIT OF AN AIRLINE OR COMMUTER PLANE IN THE AREA DUE TO THE STRONG OR SEVERE TSTMS.

Synopsis :

THE PIC OF A DHC-8 COMMUTER FLT STRAYS INTO R2307 WHILE DETOURING A LEVEL 4 TSTM ON J-2, 20 MI E OF BZA, AZ.

**Time**

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

**Place**

Locale Reference.Airport : OTZ.Airport  
State Reference : AK

**Environment**

Flight Conditions : Marginal  
Ceiling.Single Value : 500

**Aircraft / 1**

Operator.General Aviation : Personal  
Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Mission : Pleasure  
Flight Phase.Cruise : Level  
Flight Phase.Descent : Approach  
Route In Use.Approach : SVFR  
Route In Use.Approach : Traffic Pattern

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 13000  
Experience.Flight Time.Last 90 Days : 37  
Experience.Flight Time.Type : 800  
ASRS Report : 559730

**Events**

Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

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

Narrative :

DEPARTED KOTZEBUE AT APPROX XA50 LCL ON SEP/FRI/02. DEPARTED VFR WITH LCL TFC AND WX ADVISORY. DEPARTED BEHIND 2 OTHER VFR DEPS. FLEW APPROX 15 MI N OF KOTZEBUE AND ENCOUNTERED MARGINAL VFR CONDITIONS. RETURNED TO KOTZEBUE AND AFTER CONTACTING FSS, FOUND THAT THE WX WAS BELOW SPECIAL VFR CONDITIONS AND DROPPING (VISIBILITY 3/4 MI). COULD NOT GET A SPECIAL VFR, BUT COULD SEE THE VILLAGE AT 3 MI. DID NOT HAVE ANY PLACE TO LAND IF WX GOT WORSE. COULD NOT FIND A PLACE ON THE RIVERBANK TO LAND. I DECLARED AN EMER SINCE I DID NOT HAVE IFR INSTS, AND THE SIT WAS GETTING WORSE. DO NOT SEE HOW THIS COULD HAVE BEEN PREVENTED WITH THE RAPIDLY CHANGING WX IN THE ARTIC PART OF ALASKA. IN MY JUDGEMENT DECLARING AN EMER WAS THE SAFEST THING TO DO. LANDED WITH RWY IN SIGHT.

Synopsis :

AN ATP PLT GETS CAUGHT IN A LOW VISIBILITY VFR DEP AT A LOW ALT WITHOUT 'IMC' INSTS, DECLARES AN EMER, RETURNS AND LANDS WITH THREE-FOURTHS MI VISIBILITY AT OTZ, AK.

**Time**

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

**Place**

Locale Reference.Intersection : RIPKI  
State Reference : FO  
Altitude.MSL.Single Value : 35000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Operator.Common Carrier : Air Carrier  
Make Model : B747-200  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 25000  
Experience.Flight Time.Last 90 Days : 70  
Experience.Flight Time.Type : 6500  
ASRS Report : 561021

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Oversight : Flight Attendant In Charge

**Person / 5**

Function.Controller : Radar

**Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : WX RADAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

**Supplementary**

Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

SOLID LINE OF TSTMS 30 DEGS PERPENDICULAR TO OUR TRACK. RADAR INDICATED BEST DEV TO THE L OF TRACK. CONTACTED RADIO ON HF, REQUESTED '20 MI DEV TO L OFF COURSE DUE TO CUMULUNIMBUS.' AT THAT POINT WE WERE APPROX 110 NM E OF LINE. PURSER WAS ADVISED THAT CODE 4 PROCS WOULD BEGIN IN 10 MINS, LASTING UP TO 20 MINS. PURSER ADVISED ME WHEN CABIN WAS PREPARED. ADDITIONAL PA TO PAX MADE FROM FLT DECK. 6 MINS AFTER REQUEST, RADIO ADVISED THAT ATC DENIED OUR REQUEST FOR WX DEV. AT THAT POINT, DEV TO THE R WAS IMPOSSIBLE BECAUSE OF PROX OF WX AND TURN RADIUS AT OUR TAS. I ASKED THE FO TO CONCENTRATE ON ACFT CTL AND TO FOLLOW HEADINGS I ISSUED TO DEVIATE CELLS. IGNITERS AND ENG ANTI-ICE WERE ON. I ASKED THE SO TO MAKE ADDITIONAL PA REINFORCING THE NEED FOR PAX TO REMAIN SEATED. WE DEVIATED L OFF COURSE APPROX 12 MI TO AVOID LEVEL 5 TSTMS WITH TOPS ABOVE FL400. WE WERE UNABLE TO CONTACT RADIO WHILE IMC DUE TO P-STATIC ASSOCIATED WITH THE TSTMS. APPROPRIATE WX DEV PROCS (NO RADIO COMS) WERE INSTITUTED (AIR TFC CTL P-10). NOTIFICATION TO OTHER ACFT WAS MADE ON 121.5 AND 123.45. ACFT LIGHT ON, TCASII ON. WHEN DEV EXCEEDED 10 NM WE DSNDED TO FL347. WHEN DEV WAS COMPLETED, WE RETURNED TO FL350 WHEN WITHIN 10 MI OF TRACK. MAX TURB EXPERIENCED WAS MODERATE.

Synopsis :

B747-200 FLC ENCOUNTERS WX AND DEVIATES OFF ASSIGNED COURSE.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.TRACON : A80.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : MD-88  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10442  
Experience.Flight Time.Last 90 Days : 190  
Experience.Flight Time.Type : 3567  
ASRS Report : 561452

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Anomaly.Altitude Deviation : Overshoot  
Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Diverted To Alternate  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Overrode Automation  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

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

Narrative :

ILS TO RWY 9R AT ATL. WX WAS OVER N PORTION OF ARPT, IMC, WITH MOSTLY SMOOTH RIDE. AS WE APCHED OM, THE ACFT AHEAD OF US RPTED +15 AND -10 KTS ON FINAL. WE ADJUSTED FINAL BUG SPD FOR WIND AND CONFIGURED FOR LNDG. APCHING GS, AIRSPD INCREASED TO ABOUT 190 KTS. FO (PF) ELECTED TO NOT REDUCE THRUST DUE TO RPTED AIRSPD FLUCTUATIONS. AT ABOUT 1400 FT AGL, AIRSPD BEGAN TO DECREASE, ACCOMPANIED BY A DECREASING PERFORMANCE WINDSHEAR WARNING. FO EXECUTED A STANDARD RECOVERY. ALT LOSS WAS ABOUT 200 FT, BUT IT TOOK SEVERAL SECONDS FOR CLB TO START, IN SPITE OF THE THRUST AND NOSE HIGH ATTITUDE. WE TOLD ATC WE ABANDONED APCH, AND THEY ASSIGNED A S HDG AND 3500 FT MSL. THE ACFT SUDDENLY BEGAN A RAPID CLB. WE WERE UNABLE TO STOP THE CLB UNTIL ABOUT 4400 FT MSL -- EVEN WITH THE NOSE PITCHED DOWN. ATC REASSIGNED 4000 FT MSL. FLT DIVERTED TO BHM.

Synopsis :

AN MD88 FLC EXPERIENCED WINDSHEAR ON FINAL APCH AT ATL AND PERFORMED A MISSED APCH. ON THAT CLBOUT WINDSHEAR WAS STILL PREVAILING, WHICH CREATED AN ALT OVERSHOOT WITH A SUBSEQUENT DIVERSION OF THE FLT.

**Time**

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

**Place**

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

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

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

**Aircraft / 2**

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

**Person / 1**

Function.Flight Crew : First Officer  
ASRS Report : 562527

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : Required Legal Separation  
Independent Detector.Aircraft Equipment : TCAS  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Issued New Clearance  
Miss Distance.Vertical : 0  
Miss Distance.Horizontal : 24000

**Supplementary**

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

Narrative :

I WAS THE FO AND PNF ON FLT (B757) FROM MCO TO DEN. AT FL360 IN THE VICINITY OF HUNTSVILLE, AL, WE WERE CLRED TO FLY A WESTERLY HDG TO AVOID WX. WHILE ON A WESTERLY HDG, ATC ASKED IF WE COULD TURN L TO SW HDG. WE RESPONDED THAT WE COULD NOT DUE TO WX. ATC THEN INSTRUCTED US TO TURN R TO A 360 DEG HDG. WITH AN ACFT TO OUR R SHOWING ON TCASII AT OUR ALT, WE THOUGHT IT UNWISE AND INFORMED ATC THAT, AFTER TAKING ANOTHER LOOK AT THE WX, WE COULD COME TO THE SW HDG. ATC SEEMED COMFORTABLE WITH THAT AND SAID 'FINE, COME L TO THE SW HDG.' AS WE STARTED THE L TURN, WE RECEIVED A TCASII ADVISORY MESSAGE ON THE ACFT TO OUR R WHICH WE FOUND OUT WAS ANOTHER ACR FLT. THE CAPT AND I WERE CONCERNED, TO SAY THE LEAST, THAT ATC HAD JUST TRIED TO TURN US INTO THE ACR FLT WITH THE 360 DEG HDG. HAD WE FOLLOWED ATC'S INSTRUCTION TO TURN TO THE 360 DEG HDG THEY GAVE US, WE PROBABLY WOULD HAVE THEN RECEIVED AN UPGRADED TCASII RA ALERT. I DO NOT BELIEVE THAT ATC EVER GAVE THE OTHER FLT A HDG. I BELIEVE THAT THE ATC CTLR WAS OVERWORKED BECAUSE OF THE NUMEROUS FLTS IN HIS SECTOR THAT WERE DEVIATING AROUND THE STORM TO THE S.

Synopsis :

A B757 FLT HAS A POTENTIAL CONFLICT WITH ANOTHER ACR FLT AT THEIR ALT DURING VECTORS NEAR TSTM ACTIVITY NEAR HSV, AL.

**Time**

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

**Place**

State Reference : UT

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Aircraft / 2**

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

**Person / 1**

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

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 4**

Function.Controller : Radar

**Events**

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

**Supplementary**

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

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

Synopsis :

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

**ACN: 562882**

**Time**

Date : 200210

Day : Wed

Local Time Of Day : 0601 To 1200

**Place**

State Reference : UT

**Aircraft / 1**

Operator.Common Carrier : Charter

Make Model : Balloon

Mission : Passenger

Flight Phase.Descent : Intermediate Altitude

**Person / 1**

ASRS Report : 562882

**Events**

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

**Supplementary**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I AM THE OWNER/OPERATOR AND PLT OF COMPANY. I OPERATE IN THE PARK CITY, UT, AREA. ON THE MORNING OF OCT/WED/02, I WAS OBSERVING AND EVALUATING A PLT FOR POSSIBLE EMPLOYMENT WITH MY COMPANY. THE FLT WAS GOING WELL AND THE WINDS WERE CALM. I WAS CHALLENGING HIM TO GUIDE THE BALLOON TO A LOCATION APPROPRIATE FOR CHANGING OUT PAX. AS WE APCHED THE AREA FOR LNDG, WE EXPERIENCED A SUDDEN SHIFT IN WIND DIRECTION THAT BLEW US OVER PARK MEADOWS GOLF COURSE. RATHER THAN CONTINUE INTO A DIFFICULT LOCATION, I ELECTED TO PUT DOWN ON A RESIDENTIAL STREET. I HAD 3 CREW MEN ON THE GND AND I DROPPED A LINE TO THEM FOR CTL. THEY WERE ABLE TO DIRECT ME RIGHT ONTO THE STREET WITHOUT INCIDENT. WE SWAPPED OUT PAX AND DEPARTED THE AREA WITHOUT DIFFICULTY. I THEN ASSUMED CTL OF THE BALLOON TO ENSURE THAT WE DID NOT LAND IN A CONGESTED AREA AGAIN. I SHOULD NOT HAVE ALLOWED THE BALLOON TO GO AS FAR AS IT DID TO LAND IN THE RESIDENTIAL AREA. I WILL NOT ALLOW IT AGAIN.

Synopsis :

BALLOON PLT MAKES PRECAUTIONARY LNDG ON A RESIDENTIAL STREET WHEN A WIND SHIFT DRIFTED THE BALLOON IN ANOTHER DIRECTION THAN DESIRED.

**ACN: 563233**

**Time**

Date : 200210  
Day : Fri

**Place**

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

**Aircraft / 1**

Controlling Facilities.TRACON : D10.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet 700ER  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
ASRS Report : 563233

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Approach

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Controller : Provided Flight Assist

**Supplementary**

Problem Areas : Aircraft  
Problem Areas : Weather

Narrative :

ELECTRIC SMOKE/POSSIBLE LIGHTNING COMPONENT FAILURE. WHILE INBOUND TO DFW, WE HAD ELECTRIC SMOKE SMELL IN COCKPIT. NO SMELL NOTED IN CABIN. TURNED OFF SHED BUS, SMELL STOPPED. LOST #4 GENERATOR, ATTEMPTED 1 RESET. UNABLE TO RESET. SAW LARGE FLASH AT BASE OF CAPT WINDSHIELD. LOST #2 COM AND #1 FMS DISPLAY. DECLARED EMER, CALLED FIRE TRUCKS. CHKD WX AT ALTERNATES, LANDED AT DFW. NO INJURIES, NO OBSERVABLE DAMAGE. NO LIGHTNING DAMAGE NOTED, BUT IT WAS RAINING AND THE PLANE WAS WET.

Synopsis :

COMMUTER EMJ JET CREW HAD LIGHTNING STRIKE WHICH CAUSED MULTIPLE ELECTRICAL PROBS.

**Time**

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

**Place**

Locale Reference.Airport : SAF.Airport  
State Reference : NM  
Altitude.MSL.Single Value : 13000

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 3000

**Aircraft / 1**

Controlling Facilities.ARTCC : ZAB.ARTCC  
Operator.Common Carrier : Air Taxi  
Make Model : Cessna 402/402c Businessliner/Utiliner  
Mission : Freight  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 2000  
Experience.Flight Time.Last 90 Days : 220  
Experience.Flight Time.Type : 500  
ASRS Report : 564503

**Person / 2**

Function.Controller : Radar

**Events**

Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action  
Resolatory Action.Controller : Provided Flight Assist

**Supplementary**

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

Narrative :

THE FLT WAS AN IFR PLANNED FLT FROM ABQ TO KILL AT NIGHT. THERE WAS A LOW PRESSURE SYS IN SOUTHERN NEVADA, AND THOUGH SHOWERS AND TSTMS MOVED THROUGH THE AREA THROUGHOUT THE DAY, NO ICING WAS RPTED OR FORECASTED ON THE RTE. AFTER DEPARTING ABQ, VECTORS WERE GIVEN FOR THE CLB TO 13000 FT MSL FOR THE MEA TO THE LVS VORTAC. UPON REACHING 13000 FT MSL, AND PRIOR TO LVS, THE ACFT WAS FLYING IN AND OUT OF A SCATTERED LAYER OF CLOUDS WITH NO ACCUMULATION OF ICE. SOON, THE ACFT PENETRATED AN UNSTABLE AREA OF AIR WITH MODERATE TURB, THEN SOME LIGHT RIME. WITHIN 30 SECONDS, THE ICING TURNED TO CLR WITH SEVERE ACCUMULATIONS. ALL DEICING EQUIP WAS ACTIVATED, AND AN IMMEDIATE 180 DEG TURN WAS REQUESTED TO ATC. AFTER I RECEIVED THE CLRNC FOR THE 180 DEG TURN, ATC ASKED IF THE SIT WAS AN EMER, TO WHICH I RESPONDED 'NOT YET.' ABOUT 1/2 WAY THROUGH THE TURN, I DECLARED AN EMER AND AN ALT BLOCK BECAUSE OF THE TURB AND ICING. ALSO, I REQUESTED A LOWER ALT, BUT I WAS TOLD NO LOWER THAN 12500 FT MSL. SOON THEREAFTER, I WAS CLRED TO 11000 FT MSL, THEN 9000 FT MSL AS MEA'S PERMITTED. UPON REACHING 9000 FT MSL, CONDITIONS BECAME VMC WITH LIGHT RAIN AND ABOVE FREEZING TEMP. ATC WAS NOTIFIED THAT THE SIT WAS NO LONGER AN EMER AND AN UNEVENTFUL LNDG WAS ACCOMPLISHED AT SAF. NO REGS WERE BROKEN THROUGH THE FLT. THIS EVENT PORTRAYS THE IMPORTANCE OF APPLYING THE 1-2-3 STRIKES RULE PRIOR TO EACH FLT, IE, NIGHT FLT (STRIKE 1), IMC (STRIKE 2), MOUNTAINS (STRIKE 3). THE FLT SHOULD NOT HAVE COMMENCED.

Synopsis :

C402 PLT ENCOUNTERS SEVERE ICING CONDITIONS, DECLARES EMER, DIVERTS.

**Time**

Date : 200210  
Day : Wed  
Local Time Of Day : 0001 To 0600

**Place**

Locale Reference.Airport : MGGT.Airport  
State Reference : FO

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Operator.Common Carrier : Air Carrier  
Make Model : DC-8 Undifferentiated or Other Model  
Mission : Freight  
Flight Phase.Cruise : Holding  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 580  
Experience.Flight Time.Last 90 Days : 80  
Experience.Flight Time.Type : 80  
ASRS Report : 564687

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Company Policies  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

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

Narrative :

WE WERE DISPATCHED TO MGGT AND MHSP WAS THE ALTERNATE. UPON ARR TO MGGT, THE WX WAS BELOW LNDG MINIMUMS. WE REQUESTED CLRNC TO THE ALTERNATE AND WERE TOLD THE RWY WAS CLOSED. THE NOTAMS FOR MHSP ADVISED THAT THERE WERE MEN AND EQUIP ON THE RWY, USE CAUTION. I FEEL THAT THE CTLR READ THAT AS A CLOSED RWY. THE LANGUAGE BARRIER WAS A PROB. WE THEN REQUESTED WX FOR SURROUNDING ARPTS, BUT TSTMS IN THE VICINITY RULED OUT THOSE AS OPTIONS. WE DECLARED AN EMER AND PROCEEDED TO MGGT. WE DSNDDED IN A HOLDING PATTERN OVER THE ARPT AND COULD SEE THE RWY. WE FLEW THE PUBLISHED ILS WITH GOOD VISIBILITY AND LANDED UNEVENTFULLY.

Synopsis :

DC8 CREW WAS REQUIRED TO LAND BELOW PUBLISHED MINIMUMS AFTER FINDING THEIR ALTERNATE ARPT RWY WAS CLOSED.

**ACN: 564773**

**Time**

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

**Place**

State Reference : MN  
Altitude.MSL.Single Value : 17000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.TRACON : M98.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : B757 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Aircraft / 2**

Controlling Facilities.ARTCC : ZMP.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet 200  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Controller : Radar  
Experience.Flight Time.Total : 150  
ASRS Report : 564773

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 4  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Original Clearance

**Supplementary**

Problem Areas : Weather

Narrative :

ACFT X WAS APPROX 14 MI IN FRONT OF ACFT Y, BOTH INBOUND MSP ON THE SKETR 2 ARR. I SWITCHED ACFT X TO MSP APCH. ABOUT 2 MINS LATER, ACFT Y ASKED IF THERE WAS ANY TFC IN VICINITY. I ADVISED THE PLT THAT NO TFC WAS IN HIS IMMEDIATE AREA, AND ASKED IF HE SAW ANYTHING. THE PLT ADVISED HE SAW NO TFC EITHER VISUALLY OR ON TCASII, BUT HAD JUST ENCOUNTERED AN UNCOMMANDED ROLL OF 75 DEGS TO 90 DEGS, DIRECTION NOT RPTED. I TOLD HIM A B757 WAS AHEAD, AND DID A RANGE BEARING ON THE SCOPE, WHICH SHOWED 13.5 MI -- THE B757 WAS UNDER APCH, LEVEL, AND PROBABLY SLOWING DOWN. I FIGURED IN THE AREA THE INCIDENT OCCURRED, THE INTRAIL WAS MOST LIKELY MORE THAN 14.5. I ASKED IF THE PLT REQUIRED ANY ASSISTANCE. HE REPLIED NEGATIVE. TO MY EARS, IT SOUNDED LIKE A VERY ABRUPT ROLL. WE HAVE BEEN MADE AWARE OF WAKE TURB ISSUES WITH THE B757, BUT THIS IS THE FIRST TIME I HAVE HEARD OF OR HAD EXPERIENCE WITH THIS SIT AT THE ALT AND DISTANCE OF THIS OCCURRENCE.

Synopsis :

CRJ2 DSNDING INTO MSP ENCOUNTERED SEVERE WAKE TURB WHILE 14 MI INTRAIL TO A B757 ALSO DSNDING INTO MSP.

**Time**

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

**Place**

Locale Reference.Intersection : KNOLS  
State Reference : CA  
Altitude.MSL.Single Value : 26000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZOA.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B737-800  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 16000  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Type : 1600  
ASRS Report : 565134

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 4500  
Experience.Flight Time.Last 90 Days : 181  
Experience.Flight Time.Type : 1898  
ASRS Report : 565136

**Person / 5**

Function.Controller : Radar

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

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

Narrative :

SEVERE TURB ENCOUNTERED OVER KNOLS INTXN AT FL260 WHILE ON ARR INTO SJC. UNCTABLE PITCH, ROLL, AND AIRSPD ENCOUNTERED FOR 15-20 SECONDS. FLT ATTENDANT #2 RECEIVED MULTIPLE FACIAL AND SCALP LACERATIONS AND POSSIBLE BONE FRACTURES. FLT ATTENDANT #4 RECEIVED POSSIBLE INJURIES OF UNKNOWN EXTENT. NO PAX INJURIES WERE RPTED. ACFT LANDED UNEVENTFULLY AT SJC AND WAS MET BY PARAMEDICS. PIREPS WERE FILED WITH ATC, DISPATCH, AND MAINT. INITIAL INSPECTIONS REVEALED NO DAMAGE TO ACFT.

Synopsis :

2 FLT ATTENDANTS ARE INJURED DURING A TEMPORARY LOSS OF ACFT CTL WHEN A B737 FLT RUNS INTO SEVERE TURB DSNDING FROM FL260 TO FL240 AT KNOLS INTXN, CA.

**Time**

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

**Place**

Locale Reference.Airport : EGLL.Airport  
State Reference : FO

**Aircraft / 1**

Controlling Facilities.Tower : EGLL.Tower  
Operator.Common Carrier : Air Carrier  
Make Model : B777 Undifferentiated or Other Model  
Mission : Passenger  
Flight Phase.Descent : Approach

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10000  
Experience.Flight Time.Last 90 Days : 155  
Experience.Flight Time.Type : 1006  
ASRS Report : 565834

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Flight Crew : Relief Pilot

**Person / 4**

Function.Controller : Local

**Events**

Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : FLAP LIMIT SPEED INDICATION WIND SHI  
AURAL WARNING  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Executed Go Around  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

AIRPLANE HELD AT BNN FOR APPROX 15 MINS, ATIS WAS MONITORED AND WINDS RPTED AS GUSTY FROM 200 DEGS, 23 KTS GUSTING TO 37 KT. DECISION WAS MADE TO LAND FLAPS 25 DEGS WITH AUTO THROTTLES OFF AS PER FOM. AT APPROX 100 FT ON RWY 27R LHR, THE AIRSPD DROPPED FROM 157 KTS TO 142 KTS AND THE ACFT SANK TO ALL RED ON THE VASI. AN AURAL WINDSHEAR ADVISORY WAS RECEIVED SIMULTANEOUSLY WITH THE CREW INITIATING A GAR. THE ACFT DSNDED TO BELOW 50 FT BEFORE STARTING TO CLB. THE TOGA SWITCHES WERE ENGAGED AND THE CAPT WENT TO FIREWALL THRUST. AS SOON AS A POSITIVE RATE OF CLB WAS ESTABLISHED, THE GEAR WAS RAISED. AT APPROX 500 FT THE FLAPS WERE RAISED TO 20 DEGS. AS THE ACFT CLBED OUT OF THE SHEAR, THE AIRSPD JUMPED SIGNIFICANTLY. THE COPLT NOTED THAT THE AIRSPD WAS 20 KTS ABOVE FLAPS 20 DEG SPD. FLAPS WERE RAISED TO 15 DEGS AND IT WAS NOTED THAT THE AIRSPD WAS APPROX 30 KTS ABOVE 15 DEGS FLAPS SPD. PWR WAS REDUCED AND FLAPS RETRACTED ACFT THEN FLEW ANOTHER APCH AND LANDED SUCCESSFULLY ON RWY 27L. LOGBOOK WRITE WAS MADE FOR THE FLAP OVERSPD.

Synopsis :

B777-200 CREW HAD A FLAP OVERSPD DURING AN ENCOUNTER WITH WINDSHEAR AND GAR.

**Time**

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

**Place**

Locale Reference.Airport : DCA.Airport  
State Reference : DC  
Altitude.MSL.Single Value : 18000

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZDC.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : Regional Jet CL65, Bombardier (Canadair)  
Mission : Passenger  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 4600  
Experience.Flight Time.Last 90 Days : 240  
Experience.Flight Time.Type : 3000  
ASRS Report : 565936

**Person / 2**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 2300  
Experience.Flight Time.Last 90 Days : 175  
Experience.Flight Time.Type : 600  
ASRS Report : 566382

**Person / 4**

Function.Controller : Radar

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.None Taken : Detected After The Fact

**Supplementary**

Problem Areas : Weather

Narrative :

DURING DSCNT AROUND 20 MINS FROM DCA AT APPROX FL180, FLT ENCOUNTERED EXTREME TURB. THE ACFT WAS IMPOSSIBLE TO CTL FOR APPROX 5 SECONDS. ACFT CTL WAS RE-ESTABLISHED AND THE FLT CONTINUED SAFELY TO DCA. BEFORE THE ENCOUNTER, ONLY LIGHT WITH OCCASIONAL MODERATE TURB WAS EXPERIENCED. SINCE THE FLT WAS WITHIN 30 MINS TO DCA, THE FO HAD ALREADY MADE THE REQUIRED CABIN ANNOUNCEMENT TO THE PAX. IN ADDITION, THE FO MADE A CALL DIRECTLY TO THE FLT ATTENDANT TO REMAIN SEATED FOR HER SAFETY DUE TO THE TURB. THE FLT ATTENDANT NOTIFIED THE PLTS THAT SEVERAL PAX HAD RECEIVED INJURIES. IN RESPONSE, OPS WAS CALLED BY THE FO TO REQUEST MEDICAL ASSISTANCE AT THE GATE. 8 PAX WERE TAKEN TO THE HOSPITAL, 2 REMOVED BY BACKBOARD BY CFR. SUPPLEMENTAL INFO FROM ACN 566382: DURING THE TURB, THE CL65 EXPERIENCED A MAX BANK ANGLE OF 45 DEGS AND A PITCH CHANGE OF 30 DEGS. THE SEATBELT SIGN WAS ON AND THE ACFT WAS WRITTEN UP WITH MAINT FOR EXTREME TURB.

Synopsis :

A CL65 CREW, ON DSCNT TO DCA, ENCOUNTERED EXTREME TURB AT APPROX FL180.

**Time**

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

**Place**

State Reference : VA  
Altitude.MSL.Single Value : 25000

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZDC.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : B727-100  
Mission : Ferry  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 9000  
Experience.Flight Time.Last 90 Days : 80  
Experience.Flight Time.Type : 700  
ASRS Report : 565999

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Person / 3**

Function.Flight Crew : Second Officer

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Overrode Automation  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : Weather

Narrative :

ON FLT FROM FLL TO ABE, WE WERE IN CRUISE FLT AT AROUND FL250. SUDDENLY, WE ENCOUNTERED CLR AIR TURB. IN 14 YRS OF FLYING, I HAVE NEVER EXPERIENCED SUCH VIOLENT TURB. I CLICKED OFF THE AUTOPLT, SLOWED THE AIRPLANE DOWN WHILE THE CAPT TOLD ATC THAT WE WERE EXPERIENCING SEVERE TURB AND NEEDED TO DSND. 2 OTHER AIRLINERS ALSO RPTED SEVERE TURB AND WERE ASKING FOR LOWER. AT TIMES, I COULD NOT CTL THE ACFT OR EVEN READ THE INSTS BECAUSE THE JARRING WAS SO RAPID IN ALL DIRECTIONS. LUCKILY, WE WERE A CREW ONLY FERRY FLT AND EVERYONE IN THE BACK ALSO HAD ON THEIR SEATBELTS, FASTENED. I FINALLY GOT THE AIRPLANE DSNDDED BELOW 17000 FT AND IT FINALLY SMOOTHED OUT. WE WERE LITERALLY EXHAUSTED AND WERE NOT SURE WHICH DIRECTION WE WERE SUPPOSED TO BE GOING. ATC TOLD US TO TURN TO A HDG NOW OR WE WOULD PENETRATE RESTR AIRSPACE. IN THE DSCNT, I DIDN'T HEAR ANY TCASII WARNINGS AND I DON'T THINK WE CONFLICTED WITH ANY OTHER ACFT OR PENETRATED ANY RESTR AIRSPACE. WE CONTINUED ON TO ABE WITHOUT FURTHER INCIDENT.

Synopsis :

B727-100 CREW ENCOUNTERED SEVERE CLR AIR TURB IN ZDC CLASS A AIRSPACE.

**Time**

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

**Place**

Locale Reference.Airport : TUL.Airport  
State Reference : OK

**Environment**

Ceiling : CLR

**Aircraft / 1**

Operator.General Aviation : Personal  
Make Model : Balloon  
Mission : Pleasure  
Flight Phase.Descent : Intermediate Altitude

**Person / 1**

Function.Flight Crew : Single Pilot  
Experience.Flight Time.Total : 87  
Experience.Flight Time.Last 90 Days : 6  
Experience.Flight Time.Type : 87  
ASRS Report : 566061

**Events**

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Rate Of Climb Indicator  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Became Reoriented  
Resolatory Action.Flight Crew : Regained Aircraft Control

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

WHILE FLYING N (+/-10 DEGS) AT 2200 FT ALT, I DSNDDED IN ORDER TO CHANGE MY HDG TO AROUND +/-350 DEGS. INTENDING TO DSND TO 550 FT AGL OVER A NON CONGESTED AREA, I DSNDDED AT 300 FPM. AS I NEARED 600 FT AGL, I HAD SLOWED MY DSCNT (TO ROUND OUT AT 550 FT), BUT ENCOUNTERED TURB THAT SUDDENLY INCREASED THE SPD OF MY DSCNT. I RESPONDED BY ADDING HEAT, BUT WAS UNABLE TO LEVEL OUT UNTIL APPROX 400 FT AGL. I IMMEDIATELY ASCENDED TO 600 FT AGL. AFTER ADJUSTING MY TRACK TO TAKE ME TO THE AREA WHERE I WANTED TO LAND, I ASCENDED TO 1200 FT AGL AND CONTINUED THE FLT. I AM NOW MORE AWARE OF THE POSSIBILITY OF TURB AND WILL REDUCE MY RATE OF DSCNT AS I GET CLOSER TO THE GND.

Synopsis :

HOT AIR BALLOON PLT ENTERED TURB THAT CAUSED THE ACFT DSCNT RATE TO INCREASE.

**Time**

Date : 200211  
Day : Wed  
Local Time Of Day : 0001 To 0600

**Place**

Locale Reference.Airport : MHT.Airport  
State Reference : NH

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

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

**Person / 1**

Function.Controller : Local  
ASRS Report : 566582

**Person / 2**

Function.Oversight : Supervisor

**Person / 3**

Function.Oversight : PIC  
Function.Flight Crew : Captain

**Events**

Independent Detector.Other.ControllerA : 1  
Independent Detector.Other.Flight CrewA : 3  
Resolatory Action.Flight Crew : Executed Go Around

**Supplementary**

Problem Areas : Airport  
Problem Areas : Weather

Narrative :

I AM AN ATC CTLR AT THE MANCHESTER, NH, ARPT. ON NOV/WED/02, I WAS WORKING THE LCL CTL POS FROM XA46 TO XB10. AT APPROX XB15Z, A B757 CAME ON FREQ TRACKING THE RWY 6 ILS APCH. I CLRED THE ACFT TO LAND WITH A WIND CHK FROM THE FAA WIND SPD INDICATOR READING 5 KTS. THE ACFT WAS IN THE FLARE, OVER THE RWY, WHEN I OBSERVED A SEVERE OSCILLATION ON THE WINGS. THE PLT INITIATED A GAR AND STATED HE ENCOUNTERED A 'SHEAR' OF 15 KTS AT 50 FT ABOVE THE RWY. THE ACFT WAS VECTORED BACK ONTO THE RWY 6 ILS FINAL AND LANDED WITHOUT INCIDENT. AS A COMPARISON, THE NW ASOS WIND INSTS WERE INDICATING 020 DEGS AT 15 KTS AND SUBSEQUENTLY A SPD OF 11 KTS GUSTING TO 18 KTS. THE PLT OF FLT COULD HAVE BENEFITED FROM ACCURATE WIND DATA. I BELIEVE THE FAA WIND EQUIP IS INADEQUATE FOR CORRECTLY MEASURING THE FIELD CONDITIONS. 1 YR AGO, THE DIRECT-READ FAA WIND INSTRUMENTATION WAS RELOCATED FOR CONSTRUCTION. SHORTLY THEREAFTER, CTLRS NOTICED A SIGNIFICANT DIFFERENCE BTWN FAA AND NW ASOS WIND SPDS UNDER CERTAIN CONDITIONS. THOSE ARE WHEN THE WIND DIRECTION IS FROM THE NW THROUGH THE NE. THE NEW LOCATION FOR THE FAA WIND INSTRUMENTATION APPEARS TO BE SHELTERED BY TREES AND BUILDINGS (ON THE N SIDE). FAA MGMNT AND FACILITIES WERE INFORMED IN NOV/01. THE RESPONSE HAS BEEN 'THE EQUIP IS NOT OTS.' A LOCALLY ADAPTED PROC WAS CREATED IN OCT/02, TO SUBJECTIVELY SWITCH BTWN FAA AND NW INSTS. THIS SOLUTION IS AMBIGUOUS AT BEST AND A CONTINUING HAZARD TO ACFT. THE FAA EQUIP SHOULD BE MOVED IMMEDIATELY, BEFORE A CRASH OCCURS. ALSO, THE ADDITION OF LLWS MEASURING EQUIP WOULD BE A SIGNIFICANT SAFETY IMPROVEMENT TO THE ARPT. ACR OPS HAVE INCREASED STEADILY OVER THE LAST 4 YRS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE ARPT CONSTRUCTION IS SCHEDULED FOR COMPLETION IN THE SUMMER OF 2003. HE SAID HE HAS BEEN TOLD BY MGMNT THAT THE WIND EQUIP WILL THEN BE MOVED BACK TO THE ORIGINAL SITE. HE SAID THE TWR CTLRS HAVE NO CONFIDENCE IN WIND READINGS COMING FROM THE TEMPORARY SITE AND WANT THE EQUIP MOVED BACK. MGMNT HAS TOLD THE CTLRS THAT THE TEMPORARY SITE IS LEGAL AND THE READINGS ARE CORRECT. CTLRS ARE ALLOWED TO ISSUE ASOS READINGS TO PLTS WHEN THERE ARE N WINDS. RPTR SAID HE HAS FILED A UCR, BUT HAS NOT RECEIVED A RESPONSE.

Synopsis :

ATCT LCL CTLR AT MHT CLAIMS THE WIND EQUIP, MOVED BECAUSE OF CONSTRUCTION, IS NOT PROVIDING ACCURATE READINGS.

**Time**

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

**Place**

State Reference : OH

**Environment**

Flight Conditions : IMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZOB.ARTCC  
Operator.Common Carrier : Air Carrier  
Make Model : A300  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 3800  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Type : 470  
ASRS Report : 569226

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 8200  
Experience.Flight Time.Last 90 Days : 155  
Experience.Flight Time.Type : 1100  
ASRS Report : 570485

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Returned To Assigned Altitude

**Supplementary**

Problem Areas : Weather

**Narrative :**

WHEN LEVELING AT FL 280, THE ACFT ENCOUNTERED SEVERE TURB. AS A RESULT, THERE WAS A TEMPORARY LOSS OF CTL OF THE ACFT AT WHICH TIME THE ACFT PITCHED UP VIOLENTLY AND CLBED TO FL282 AND DOWN AGAIN TO FL278. THE INCIDENT LASTED FOR APPROX 1-2 MINS. SUPPLEMENTAL INFO FROM ACN 570485: IN ORDER TO PREVENT A REPEAT OCCURRENCE: 1) THE AUTOPLT SHOULD HAVE BEEN DISCONNECTED IN THIS SIT IN ORDER TO DEAL BETTER WITH SEVERE TURB, AND 2) THE ACFT SHOULD HAVE HAD ITS SPD REDUCED. IN ADDITION, BETTER VIGILANCE AND OBSERVATION OF FORECAST WX COULD HAVE CONTRIBUTED TO AVOIDING THIS SIT.

**Synopsis :**

A300 AT FL280 EXPERIENCED SEVERE TURB.

**Time**

Date : 200212

Day : Mon

Local Time Of Day : 0601 To 1200

**Place**

State Reference : LA

Altitude.MSL.Single Value : 35000

**Aircraft / 1**

Controlling Facilities.ARTCC : ZHU.ARTCC

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 569368

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Events**

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Wx Radar

Independent Detector.Other.Flight CrewA : 1

**Supplementary**

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WAS ON DIRECT HDG TO IAH, APPROX S OF HRV VOR. TALKING TO HOU CTR. TOLD 'CLRED TO DEV L OR R.' CONTACTED HOU ON 133.65. CHKED IN WITH HOU. I TOLD THEM WE WOULD BE DEVIATING TO THE R FOR A SHORT TIME FOR WX. HOU REPLIED 'UNABLE R, GO L.' I INITIALLY SAID OK, THEN SAID UNABLE, COMING R. I WAS LATER ADVISED NO TFC PROBS, EVERYTHING WORKED OUT. I HAD TO EXERCISE MY COMMAND AND EMER AUTH TO STAY OUT OF A VERY LARGE AND ISOLATED CB HIDDEN TO US IN THE CLOUDS.

Synopsis :

AN ACR PLT USES EMER AUTH TO AVOID WX.

**Time**

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

**Place**

Locale Reference.Airport : SHV.Airport  
State Reference : LA

**Environment**

Flight Conditions : IMC  
Ceiling.Single Value : 100

**Aircraft / 1**

Controlling Facilities.TRACON : SHV.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model : EMB ERA 145 ER&LR  
Mission : Passenger  
Flight Phase.Descent : Approach  
Route In Use.Approach : Instrument Precision

**Person / 1**

Function.Flight Crew : First Officer  
Experience.Flight Time.Total : 2800  
Experience.Flight Time.Last 90 Days : 225  
Experience.Flight Time.Type : 600  
ASRS Report : 569567

**Person / 2**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Last 90 Days : 180  
Experience.Flight Time.Type : 1200  
ASRS Report : 569693

**Person / 3**

Function.Controller : Approach

**Events**

Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Landed In Emergency Condition

**Supplementary**

Problem Areas : Flight Crew Human Performance  
Problem Areas : Weather

Narrative :

FLEW FROM ORF TO IAH. UPON ARR, IAH WX WAS BELOW MINIMUMS. AFTER HOLDING, DECLARED MINIMUM FUEL, AND AFTER CHKING WITH DISPATCH, REDIRECTED TO SHREVEPORT. WX IN SHV WAS 7 MI/300 FT BROKEN. UPON ARR IN SHV TERMINAL AREA, WX WAS RPTED AS 2000 FT TOUCHDOWN ZONE RVR. ON DOWNWIND RVR DECREASED TO 1200 FT TOUCHDOWN ZONE. THE DECISION WAS MADE THAT CONTINUING TO ANOTHER ALTERNATE WAS NOT FEASIBLE WITH CURRENT FUEL. EMER WAS DECLARED AND CONTINUED FOR LNDG IN SHV. LANDED SAFELY WITH NO PROBS. LNDG FUEL WAS 1700 LBS. SUPPLEMENTAL INFO FROM ACN 569693: THIS WAS CAUSED BY A LONG FLT AND RAPIDLY DETERIORATING WX CONDITIONS. WE HAVE FMS WITH WX AND ATIS CAPABILITIES AND DISPATCH TO CONSULT WITH. I FEEL AS THOUGH ALL WAS DONE TO PROCEED SAFELY AND THE BEST DECISIONS THAT COULD BE MADE, WERE MADE. WHILE WE DID BREAK MINIMUMS, IT DID APPEAR TO BE THE SAFEST COURSE OF ACTION.

Synopsis :

E145 FLC DECLARED MINIMUM FUEL EMER, UNABLE TO DIVERT TO ALTERNATE AND LANDED AT SHV WITH 1700 LBS OF FUEL REMAINING.

**Time**

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

**Place**

State Reference : PR

**Environment**

Flight Conditions : VMC

**Aircraft / 1**

Controlling Facilities.ARTCC : ZSU.ARTCC  
Operator.General Aviation : Corporate  
Make Model : Learjet 54  
Mission : Passenger  
Flight Phase.Cruise : Level

**Person / 1**

Function.Oversight : PIC  
Function.Flight Crew : Captain  
Experience.Flight Time.Total : 10100  
Experience.Flight Time.Last 90 Days : 25  
Experience.Flight Time.Type : 700  
ASRS Report : 570008

**Person / 2**

Function.Flight Crew : First Officer

**Person / 3**

Function.Controller : Radar

**Person / 4**

Function.Controller : Radar

**Events**

Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Non Adherence : Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Adverse Environment  
Resolatory Action.Flight Crew : Regained Aircraft Control  
Resolatory Action.Flight Crew : Took Evasive Action  
Resolatory Action.Controller : Issued New Clearance

**Supplementary**

Problem Areas : ATC Human Performance  
Problem Areas : Environmental Factor  
Problem Areas : Weather

Narrative :

I HAD CLBED TO FL470 FOR WIND. THE SAT WAS ISA -- 10 DEGS, MACH .70, WT WAS 19000 LBS PER THE MANUAL. I REQUESTED A FL470-FL490 BLOCK TO CLB AND DSND BACK TO FL470 TO ACCELERATE TO CRUISE. AT FL480, A SUDDEN RISE IN TEMP TO ISA +5 DEGS HAPPENED, PROBABLY DUE TO A FRONT E OF FLORIDA, CAUSING A WARM AIR INFLUX AT ALT. THERE WAS NOTHING IN THE TEMP CHARTS ABOUT THIS. THE MACH DECREASED TO .68 MACH, AND THE ACFT WOULDN'T HOLD ALT. I DSND TO FL470, AND THE ACFT WOULD NOT HOLD SPD. I HAD NO CHOICE EXCEPT TO ASK FOR A DSCNT TO FL450. THE CTLR WOULD NOT GIVE A LOWER ALT AND TOLD ME MIAMI WOULD GIVE IT TO US. I HAD TO DSND TO KEEP THE SPD FROM DECREASING FURTHER. THE CTLR FINALLY GAVE ME FL450 AFTER I WAS AT FL465. NO PROBS AFTER THAT, AS THE TEMP WAS 15 AT -5 AT FL450. I HAVE NOT SEEN THIS TEMP FLUX BEFORE. BUT I WILL PAY MORE ATTN TO FRONTS AND WATCH THE SAT MORE CLOSELY.

Synopsis :

A LEAR 45 FLC EXPERIENCES HIGH ALT WINDSHEAR AND IS UNABLE TO MAINTAIN AIRSPD AND ALT.