Report Set Description.................................A sampling of reports involving parachuting activity and conflicts with aircraft.

Update Number........................................34.0

Date of Update.................................October 30, 2018

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

Number of New Records in Report Set..........8

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.
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 when evaluating these data of the following points.

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.

Information contained in 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 represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, 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.

Becky L. Hooey, Director
NASA Aviation Safety Reporting System
CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS 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, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect reporting biases. These biases, which are not fully known or measurable, may influence ASRS information. 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 aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the lower measure of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the real power of ASRS data is the qualitative information contained in report narratives. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, why it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.
<table>
<thead>
<tr>
<th>ACN: 1572526 (1 of 50)</th>
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<tbody>
<tr>
<td><strong>Synopsis</strong></td>
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<td>King Air BE9L pilot reported a runway excursion while landing due to a tire that blew on departure.</td>
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<td><strong>Synopsis</strong></td>
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<td>Pilot of a single engine piston aircraft in a parachute jumping event reported an airborne conflict with an aircraft intruding into the jump airspace.</td>
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<tr>
<th>ACN: 1560023 (3 of 50)</th>
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<tbody>
<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>Skydive pilot entering the traffic pattern at a non-towered airport reported another aircraft advised them they were descending on top of them.</td>
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<tr>
<th>ACN: 1554191 (4 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>C182 pilot reported an airborne conflict with a skydiver and the descending parachute jump plane.</td>
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<tr>
<th>ACN: 1547761 (5 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>PA24 pilot reported a NMAC with another light aircraft in the vicinity of 1V6 airport.</td>
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<tr>
<th>ACN: 1545459 (6 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>Center Controller reported a parachute jump aircraft descended into a confliction with an air carrier and appeared to ignore the Controller's instructions.</td>
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<tr>
<th>ACN: 1540427 (7 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>Pilot and Approach Controller reported having problems communicating with each other resulting in a missed altitude restriction and an airborne conflict.</td>
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<th>ACN: 1529217 (8 of 50)</th>
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<td><strong>Synopsis</strong></td>
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<tr>
<td>C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.</td>
</tr>
<tr>
<td>ACN: 1503278 (9 of 50)</td>
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<tr>
<td>------------------------</td>
</tr>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>Luscombe 8 pilot reported entering the crosswind at an uncontrolled airport while another aircraft entered the pattern unannounced for the crossing runway.</td>
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<tr>
<th>ACN: 1491197 (10 of 50)</th>
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<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>Skydiving pilot and TRACON Controller reported an aircraft was permitted to fly through the skydiving operation active jump zone.</td>
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<tr>
<th>ACN: 1481254 (11 of 50)</th>
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<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>ZLC Center Supervisor reported a parachute jump aircraft released their jumpers over an airport even though they knew there was an aircraft departing the airport.</td>
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<tr>
<th>ACN: 1469580 (12 of 50)</th>
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<tbody>
<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>ZDV Center Controller observed a VFR parachute jump aircraft climb through the altitude of an enroute IFR aircraft that the VFR aircraft had been advised of.</td>
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<tr>
<th>ACN: 1409538 (13 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>A TRACON Controller reported observing an unidentified VFR aircraft fly through an area of parachute jumping operations.</td>
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<tr>
<th>ACN: 1408358 (14 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>ZAB ARTCC FLM reported observing an unidentified VFR aircraft fly through the path of skydivers at 7500 feet.</td>
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<tr>
<th>ACN: 1406892 (15 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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<tr>
<td>A C-208 jump plane pilot reported advising ATC two minutes prior to jumpers exiting and was told of one aircraft headed away from the jump zone. After jumpers departed, the pilot detected an aircraft over the jump zone which ATC had not advised him about.</td>
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<tr>
<th>ACN: 1402384 (16 of 50)</th>
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<tr>
<td><strong>Synopsis</strong></td>
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</table>
Albuquerque Center Controller reported of parachute operations that were being conducted within the arrival routes and the confusion surrounding the operations.

**ACN: 1391101 (17 of 50)**

**Synopsis**
Albuquerque Center Controller reported an unsafe parachute operation that permitted jumpers to exit the aircraft above enroute IFR traffic. Reporter recommended a marker be put on the map to identify the area as a skydiving zone.

**ACN: 1378578 (18 of 50)**

**Synopsis**
Captain of a sky diving aircraft reported losing consciousness on a flight at FL250, even though he was on oxygen.

**ACN: 1373576 (19 of 50)**

**Synopsis**
CRP Tower Controller reported a conflict between a parachute operation and a flight of training aircraft that flew underneath the skydivers. Reporter responded to a pilot inquiry and resolved the situation.

**ACN: 1326921 (20 of 50)**

**Synopsis**
An aircraft was issued a clearance to cross a fix at 14000 feet to avoid parachute jumping activity along its route at 13000 feet. The pilot readback 12000 feet. The Controller did not detect the erroneous readback.

**ACN: 1325954 (21 of 50)**

**Synopsis**
The pilot of a sky diving aircraft reported a ground conflict during takeoff due to improper CTAF operations. The flight crew did not realize that the communication radio in use had the volume set very low.

**ACN: 1318563 (22 of 50)**

**Synopsis**
Air carrier flight crew experienced an airborne conflict and TCAS RA after level-off following the POGGI 5 RNAV departure procedure. Conflicting aircraft was preparing to drop skydivers from the same altitude. ATC issued clearance for a higher altitude.
Synopsis
PHL Local Controller reported a loss of separation when a helicopter passed under an aircraft transporting skydivers. The Controller had not been advised that the jumpers had exited the aircraft. Reporter noted a lack of communication between TRACON and Tower supervisors.

ACN: 1310733 (24 of 50)

Synopsis
TRACON Controller working parachute jump aircraft did not coordinate the Jumpers leaving the aircraft with the Tower. Reportedly, the jumper's area is in confliction with the VOR Approach. The Tower Controller had to break the aircraft off their approach to resolve a conflict.

ACN: 1308828 (25 of 50)

Synopsis
Aircraft climbing on departure responded to a TCAS/RA. Aircraft then sighted the traffic and skydivers which were jumping from the TCAS traffic aircraft. The Controller had not issued traffic. The Controller advised the departing traffic that the Controller did not think they were close.

ACN: 1308723 (26 of 50)

Synopsis
Cessna 208B pilot reported directional control problems during taxi.

ACN: 1290774 (27 of 50)

Synopsis
ZNY Center Controller reported of a skydiving aircraft that ignored ATC instructions, argued with controllers on frequency, and gave misleading information to have his requests approved.

ACN: 1287318 (28 of 50)

Synopsis
VFR aircraft requested an altitude to drop parachute jumpers. Controller restricted the aircraft 1,000 feet below its requested altitude and advises there will be a delay for approval for jumpers due to traffic. VFR aircraft releases parachute jumpers anyway and advises Controller to move traffic away from the jump area.

ACN: 1285018 (29 of 50)

Synopsis
Aircraft Y, a VFR parachute aircraft, was descending out of 11,500 feet. Aircraft X, an air carrier, was below Aircraft Y while climbing on a converging heading. Aircraft X received a
TCAS/RA on Aircraft Y and responded accordingly. Aircraft Y released parachutists in the immediate vicinity of the Aircraft X's departure route.

**ACN: 1280108 (30 of 50)**

**Synopsis**
ZNY Controller reports of a skydiving operation in close proximity to an arrival route into LGA. Controller states aircraft pilot did not advise when all jumpers were out. The Controller reports that IFR aircraft were stopped at altitudes to keep them away from the jumpers and this made them high on the approach.

**ACN: 1278496 (31 of 50)**

**Synopsis**
A C182 pilot experiences a NMAC with a skydiving aircraft at 5,500 feet over Ritzville, Washington. VFR flight following with Seattle Center was in use but no traffic call was issued.

**ACN: 1277443 (32 of 50)**

**Synopsis**
TRACON Controller reports of a loss of separation between two aircraft. Controller was training a Developmental that he was unfamiliar with and let the situation go too far. Instructor took over but aircraft did not respond timely.

**ACN: 1276120 (33 of 50)**

**Synopsis**
A New York Center (ZNY) Controller reports of an aircraft that drops sky divers while conflicting traffic for it is inbound to an airport in close proximity. The Controller thinks this operation is not safe. The pilot was not on frequency all of the time and was off coordinating on UNICOM.

**ACN: 1269826 (34 of 50)**

**Synopsis**
Controller reports of a VFR pilot who didn't initially turn as instructed away from another aircraft that was IFR. Pilot took turn and then questioned Controller as to why they had to turn. Controller advised it was for traffic. Pilot questioned if something had changed to the LOA. Controller advised no, they were turned for traffic. Company owner called TRACON and wanted the Controller "tuned up."

**ACN: 1267986 (35 of 50)**

**Synopsis**
BE-65 pilot reported shutting down right engine when smoke was spotted coming from the nacelle. He was unable to fully extend the landing gear and the gear collapsed on landing.
ACN: 1265851 (36 of 50)

Synopsis
Twin engine, high wing turboprop First Officer reported losing an engine shortly after takeoff. Flight diverted to a nearby airfield where a safe landing was made.

ACN: 1255091 (37 of 50)

Synopsis
ZLA Controller explains that an aircraft reported an aircraft 500 feet below them. The area and altitude of the aircraft was in SCT airspace and also an area of known parachuting. The aircraft was on a discreet code indicating its involvement. The ZLA Controller advised that SCT should have issued traffic to the aircraft or kept the aircraft until the conflict was no longer a factor.

ACN: 1249161 (38 of 50)

Synopsis
C182 pilot experiences engine failure during a go-around, after a long steep descent from a jump run. The pilot landed in emergency condition on a field and the engine restarted just after touch down. Fuel starvation was thought to be the cause for the engine quitting and restarting shortly after.

ACN: 1235651 (39 of 50)

Synopsis
ZDC Controller reports about confusion with an aircraft in holding and a skydiving aircraft that wanted to drop above the holding aircraft. The pilots of the two aircraft communicated with each other and the skydiving aircraft stayed below the holding aircraft.

ACN: 1229025 (40 of 50)

Synopsis
P50 TMC describes a situation where an aircraft is supposed to make three runs over a target, then when airborne changes its plan and drops skydivers unknown to ATC. Departing traffic has to deviate around falling skydivers.

ACN: 1227358 (41 of 50)

Synopsis
BE90 pilot transporting skydivers experiences an engine failure at 9,000 feet. The engine is shut down and the skydivers are allowed to jump over their normal drop point. Upon returning to the airport the gear is forgotten and a gear up landing ensues.

ACN: 1221689 (42 of 50)

Synopsis
A conflict resulted when a King Air C90 departing Runway 12 and an arriving sailplane on Runway 30 failed to co-ordinate their operations. The sailplane altered its arrival runway to facilitate separation.

**ACN: 1218788 (43 of 50)**

**Synopsis**
Air carrier First Officer reported multiple TA's and RA's on the flight to PHX at 10,000 feet and suggests filing for a higher altitude on this route.

**ACN: 1204684 (44 of 50)**

**Synopsis**
C172 Flight Instructor with student on V94 at 6,500 FT, reports a NMAC with skydivers over E60 airport. The reporter had been monitoring the CTAF for E60 and heard no calls for jumpers away.

**ACN: 1200795 (45 of 50)**

**Synopsis**
SLC Controller reports of miscommunication between TRACON and Tower reference jumpers being on the ground and allowing aircraft in close proximity.

**ACN: 1200790 (46 of 50)**

**Synopsis**
SLC Tower Controller reports of parachuting exercise going on in close proximity to the airport.

**ACN: 1197571 (47 of 50)**

**Synopsis**
A C182 engine caught fire during engine start forcing the pilot and four sky divers to evacuate. Hand fire extinguishers quelled the fire before fire fighters arrived but the ignited fuel's source is unknown.

**ACN: 1196787 (48 of 50)**

**Synopsis**
A C90 skydiving jump pilot at 14,500 feet attempted to avoid dropping his jumpers on a cloud at about 6,000 feet but was told after landing the divers had penetrated the cloud.

**ACN: 1194639 (49 of 50)**

**Synopsis**
A glider pilot near N85 saw parachutist 1 mile ahead and circled to gain altitude but was then approach very closely by the jump aircraft twice before exiting the area.

ACN: 1194057 (50 of 50)

Synopsis
ZOB Controller reports of an incident involving a skydiving aircraft that isn't pointed out to him and he has to find out what the aircraft is going to do.
Report Narratives
Time / Day

Date : 201808
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5000

Environment

Weather Elements / Visibility. Visibility : 10
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Make Model Name : King Air C90 E90
Crew Size. Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Skydiving
Flight Phase : Landing
Route In Use : Visual Approach
Airspace. Class E : ZZZ

Person

Reference : 1
Location Of Person. Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Contracted Service
Function. Flight Crew : Pilot Flying
Function. Flight Crew : Single Pilot
Qualification. Flight Crew : Commercial
Experience. Flight Crew. Total : 3927
Experience. Flight Crew. Last 90 Days : 167
Experience. Flight Crew. Type : 1269
ASRS Report Number. Accession Number : 1572526
Human Factors : Troubleshooting

Events

Anomaly. Aircraft Equipment Problem : Less Severe
Anomaly. Ground Excursion : Runway
Anomaly. Ground Event / Encounter : Ground Strike - Aircraft
Detector. Person : Flight Crew

Assessments
Contributing Factors / Situations : Equipment / Tooling
Contributing Factors / Situations : Aircraft
Primary Problem : Equipment / Tooling

Narrative: 1

I departed for a routine flight for parachute operations. I contacted [Departure] at 3,000 feet MSL. Climbing through 5,000 feet, the chief tandem instructor on board informed me that he could see fluid spraying from underneath the right wing. There were no adverse engine indications, no vibrations, and no fire, so I continued my climb to a safe altitude of 10,000 feet MSL so that I could allow all my skydiving passengers to exit safely.

I called Approach with my 1-minute routine call and informed them that the passengers would be exiting at an altitude which was lower than our operation routinely dropped. After we were cleared to jump, all passengers exited safely, and I began my routine descent. On landing roll, it felt as though the left main tire may have blown. I ran off the left side of the runway and sustained a propeller strike on the left engine. After shutting down both engines and safely exiting the aircraft, the owner of the skydiving business informed me that the wheel came off of the airplane upon rotation; I had landed the plane and the left strut had dug into the pavement, which caused my loss of control. The fluid that the instructor witnessed at 5,000 feet was perhaps hydraulic fluid from the broken break line. There were no injuries and no damage to the airframe.

Synopsis

King Air BE9L pilot reported a runway excursion while landing due to a tire that blew on departure.
Time / Day
  Date: 201808
  Local Time Of Day: 1201-1800

Place
  Locale Reference. ATC Facility: ZBW. ARTCC
  State Reference: NH
  Altitude. MSL. Single Value: 4500

Environment
  Flight Conditions: VMC
  Weather Elements / Visibility: Visibility: 10
  Light: Daylight

Aircraft: 1
  Reference: X
  ATC / Advisory. Center: ZBW
  Aircraft Operator: FBO
  Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
  Crew Size. Number Of Crew: 1
  Operating Under FAR Part: Part 91
  Flight Plan: VFR
  Mission: Skydiving
  Flight Phase: Cruise
  Route In Use: Visual Approach
  Airspace. Class E: ZBW

Aircraft: 2
  Reference: Y
  Make Model Name: Small Aircraft
  Crew Size. Number Of Crew: 1
  Operating Under FAR Part: Part 91
  Flight Phase: Cruise
  Airspace. Class E: ZBW

Person
  Reference: 1
  Location Of Person. Aircraft: X
  Location In Aircraft: Flight Deck
  Reporter Organization: FBO
  Function. Flight Crew: Pilot Flying
  Function. Flight Crew: Single Pilot
  Qualification. Flight Crew: Flight Instructor
  Qualification. Flight Crew: Commercial
  Qualification. Flight Crew: Multiengine
  Qualification. Flight Crew: Instrument
  Experience. Flight Crew. Total: 515
  Experience. Flight Crew. Last 90 Days: 30
  Experience. Flight Crew. Type: 50
Narrative: 1

I was pilot flying on a recent skydive flight. This was a specially authorized flight by the FAA, therefore outside the area we typically fly and skydivers jump from. We initially landed at a public non-towered airport, but were asked by individuals on the ground (unclear if they were airport managers or what their title was) not to use the airport as a base for the jump run (something about a recent skydiving incident and not wanting to draw additional attention by letting us launch from there too), so we moved to a nearby towered airport. We were about 1.5 hours early, so had plenty of time to coordinate with the airport manager on the ground, and the Class D Tower and communicate our intentions to fly jump run outside their airspace in Class E at 4,500 MSL. The professionals at this Class D airport were very inquisitive (asked lots of questions to make sure they fully understood our intentions and that everyone was on the same page), and coordinated with Approach control for our handoff for jump run. Accordingly, due to the correct filing and authorization from the FAA, the NOTAM filed with FSS, and clear communication with the relevant ATC facilities, we truly felt we had done everything "Pre" flight to make sure everyone knew our intentions, and I had a heightened sensitivity to the importance of this communication because we launched out of this busy Class D airport which typically does not handle parachute operations and I considered that the local approach controller may not be as comfortable with the operation as our local approach controller at the airport we routinely fly skydivers from.

The safety issue that concerns me and generates this report is what happened during the jump run. I visually cleared the area and communicated about 3 or 4 times with Approach control the altitude and timing of jump run, including a radio call about 1 minute prior to jump operations. If I recall correctly, approach control did confirm the "1 minute prior" message and relayed that over frequency. The skydivers also visually cleared the area before jumping, and after all three launched, Approach asked me to hold over the area and wait until they were all on the ground so I could report and they could broadcast an "all-clear" on frequency.

As the next minute or two elapsed, I observed Aircraft Y fly north to south and directly
through the area I had dropped the jumpers. This location was several miles south of the non-towered, Class E airport we had originally tried to launch from, and I had seen that distinct aircraft on the ground there when we first landed.

Because this was a specially authorized flight, and [it was for a special occasion] on the ground, our skydivers had prepared extravagant visual displays (smoke streams, trailing flags, lots of color, etc) and were therefore - in my mind - completely impossible to miss at this stage, with their canopies deployed. To my extreme consternation, I observed Aircraft Y continue a visual flight path directly through the path of the jump operation, with no lateral deviation for clearance from the jumpers whatsoever. I didn't sense the pilot climbing or descending to put a visual distance between himself and the jumpers, and at no time did ATC announce to me, either before or after dropping the jumpers, that this traffic was in the vicinity. I would estimate his altitude to be about 3000 ft, and horizontal and vertical distance from the jumpers to be within 500 ft each, but can't be entirely sure.

Given that we had originally landed at this non-towered airport, and had filed NOTAMs appropriately, I have a lot of trouble imagining this pilot was unaware of our jump operations south of the field (maybe 5 miles south or so). I believe he wasn't on frequency with ATC, otherwise I would have expected to hear him while I was communicating with Approach control. And last, even if the pilot didn't know we had authorization to do this jump run during a very specific window of time, hadn't seen us when we first landed there, and wasn't talking to ATC - I have a lot of trouble imagining he did not visually acquire our skydivers as they descended under canopy - again, due to their extremely distinct visual and colorful profile.

From a safety and action perspective, my best guess is that ATC either had too high a workload, or was insufficiently familiar with parachute operations, to identify the need for providing that traffic alert to me. When I made my last radio call of "1 minute prior" it would have made a huge difference if ATC had notified me of traffic north of our position, 3000 ft, heading directly over our jump run area. I am keenly aware of my PIC responsibility to visually clear the area before dropping jumpers, but in a case where I do a visual scan and do not pick up traffic, ATC alerts of traffic trending to our position are my last line of defense. Last, I don't want to be put in the position of determining what the Aircraft Y pilot's intentions were, but I cannot rule out the possibility that he was intentionally trying to intimidate our operation. In essence, my responsibility for the safety of flight and my skydivers, and knowledge that this special operation was likely to be unfamiliar to local ATC facilities, made me hyper sensitive to providing clear and frequent communication, and I felt let down that I didn't get that traffic alert in return.

**Synopsis**

Pilot of a single engine piston aircraft in a parachute jumping event reported an airborne conflict with an aircraft intruding into the jump airspace.
ACN: 1560023 (3 of 50)

Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 2
Altitude.MSL.Single Value: 1500

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator.Other
Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Initial Approach
Route In Use: VFR Route
Airspace.Class E: ZZZ

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 888
Experience.Flight Crew.Last 90 Days: 337
Experience.Flight Crew.Type: 29
ASRS Report Number.Accession Number: 1560023
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Flight Crew

Events
Anomaly.Conflict: NMAC
Anomaly.Deviation - Procedural: Other / Unknown
Detector.Person: Flight Crew
Miss Distance.Vertical : 400
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Took Evasive Action

Assessments
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1
The event occurred during the descent into ZZZ after I had completed a skydiving jump run above the airport. The descent was performed while utilizing guidelines of local airport noise abatement procedures and company Standard Operating Procedures (SOP). I was in contact with Approach during the jump run and through most of the descent. After switching frequencies from Approach who was providing flight following assistance, to CTAF, I made an initial position report and altitude on CTAF. I was at a distance approximately 3 to 4 miles Southeast which gave me an unobstructed view of the crosswind leg, the 45 leg, and the downwind leg of the traffic pattern.

After surveying the traffic pattern for other aircraft, as well as listening for aircraft position reports on the CTAF frequency, I entered the traffic pattern at approximately 2000 ft in a descent down to 1,200 feet, pattern altitude. As I reported a midfield downwind, an aircraft replied stating that I was descending above them. I immediately arrested my descent at 1,500 feet. I announced to the aircraft, on CTAF, that I was at 1,500 feet and asked for further clarification of the position of the other aircraft in question. They replied that they were below me. After visual contact was established, I announced, on CTAF, my intentions to make a right, 90 degree turn to avoid the aircraft and exit the pattern, which I promptly did. I later re-entered the pattern and landed. Based on observations, it appeared I was approximately 400 feet above the aircraft when I passed directly overhead at an overtaking speed which subsequently put me ahead of the aircraft.

I believed to have adequately visually scanned for traffic but apparently was unable to detect the aircraft in question before it was overflown. A possible contributing factor was the silver color of the aircraft that blended in well with the surroundings environment. The position of the sun could be a contributory factor in that it's lower angle, relative to the horizon, have made seeing aircraft in the pattern more difficult. At the time of this report submission, it is unknown if the other aircraft made position reports, on CTAF, that would have alerted me to the position of the aircraft.

Synopsis
Skydive pilot entering the traffic pattern at a non-towered airport reported another aircraft advised them they were descending on top of them.
ACN: 1554191

Time / Day
- Date: 201806
- Local Time Of Day: 0601-1200

Place
- Locale Reference: Airport: 54J.Airport
- State Reference: FL
- Altitude AGL: Single Value: 2000

Environment
- Light: Daylight

Aircraft: 1
- Reference: X
- Aircraft Operator: Personal
- Make Model Name: Skylane 182/RG Turbo Skylane/RG
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Personal
- Flight Phase: Cruise

Aircraft: 2
- Reference: Y
- Make Model Name: Commercial Fixed Wing
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Mission: Skydiving
- Flight Phase: Descent

Person
- Reference: 1
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function: Flight Crew: Single Pilot
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Private
- Experience: Flight Crew: Total: 1870
- Experience: Flight Crew: Last 90 Days: 7
- Experience: Flight Crew: Type: 1200
- ASRS Report Number: Accession Number: 1554191

Events
- Anomaly: Conflict: Airborne Conflict
- Anomaly: Inflight Event / Encounter: Other / Unknown
- Detector: Person: Flight Crew
When Detected : In-flight  
Result. Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Environment - Non Weather Related  
Contributing Factors / Situations : Human Factors  
Primary Problem : Human Factors

Narrative: 1

I flew today to practice VFR maneuvers, perform touch-and-goes, and maintain overall proficiency. I checked NOTAMs before flight, received a standard weather briefing from ForeFlight, and filed a VFR flight plan. To fly in the local area, all flight operations occur in the vicinity of several private use airports (without a CTAF frequency printed on the VFR sectional chart), [military airport] restricted airspace, multiple MOAs, military helicopter training flights, parachute jumping, and UAV operations. These hazards occur routinely throughout the airspace, regardless of NOTAMs, and constant pilot vigilance is required. In addition, there has been a standing NOTAM for parachute jumping at a private airfield near my home airport.

As I was flying north today towards an airport in the vicinity of the parachute jump airfield, I noticed a parachute jumper above and about 2 miles ahead of my flight path. I turned east to stay well clear of the jumper, and I continuously performed a visual scan for a potential jump plane, but saw no other aircraft. I also have ADS-B in/out installed in my aircraft’s panel, and no traffic was displayed preceding this event. After approximately another minute of elapsed flight time, a descending aircraft (along with its tail number) eventually appeared on my ADS-B displays in close proximity to my aircraft. However, neither my tablet display nor my panel avionics annunciated an audible traffic conflict warning.

This event reinforces the limitations of both visual see-and-avoid and ADS-B traffic displays when non-collaborating aircraft are maneuvering near each other. As always, pre-flight planning, situational awareness, visual scanning, aviate/navigate/communicate priorities, and constant vigilance are paramount to overcome these limitations.

Synopsis

C182 pilot reported an airborne conflict with a skydiver and the descending parachute jump plane.
Time / Day
Date: 201805
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: 1V6.Airport
State Reference: CO
Relative Position.Angle.Radial: 290
Relative Position.Distance.Nautical Miles: 6
Altitude.AGL.Single Value: 150

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.CTAF: 1V6
Aircraft Operator: Personal
Make Model Name: PA-24 Comanche
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Personal
Flight Phase: Descent
Route In Use: Visual Approach
Airspace.Class G: 1V6

Aircraft: 2
Reference: Y
ATC / Advisory.CTAF: 1V6
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Skydiving
Route In Use: None
Airspace.Class G: 1V6

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Private
Experience.Flight Crew.Total: 480
Experience.Flight Crew.Last 90 Days: 37
Experience: Flight Crew: Type: 188
ASRS Report Number: Accession Number: 1547761
Human Factors: Situational Awareness

Events
Anomaly: Conflict: NMAC
Anomaly: Deviation - Procedural: Published Material / Policy
Detector: Person: Flight Crew
When Detected: In-flight
Result: Flight Crew: Took Evasive Action

Assessments
Contributing Factors / Situations: Human Factors
Primary Problem: Human Factors

Narrative: 1
I was flying into 1V6 from the northwest. I was flying my Piper Comanche VFR. Skies were clear and it was a fairly smooth day. I was not on flight plan and did not have flight following due to lack of radar coverage. I made an announcement on CTAF when I was approximately 21 miles out stating my position, altitude and intentions of landing at 1V6. I then started descending. There was a fair amount of radio traffic including a jump plane that had dropped a jumper and was circling around for another drop. There was no one in the traffic pattern that I could hear. I continued to descend and made another position, altitude and intentions [callout] at approximately 12 miles. There was other radio traffic including two tanker planes. I also heard the jump plane make a position and altitude report. I think he referenced a landmark that I was unfamiliar [with]. I continued to descend. A short time later I saw what looked like the jump plane coming from my left to right at what appeared to be less than 100 feet above me. It happened quick and it was a surprise so it may be been a larger distance. I immediately reacted by reducing throttle and applying forward pressure on the yoke. I descended and watched the other plane fly above me and what looked to be too close.

I think there were a couple of contributing factors:

1. I chose a long straight in visual approach rather than entering the traffic pattern. I chose the straight in approach due to the tanker traffic to the south of the field since I would have needed to go south to cross mid field to enter the left downwind due to restricted area and terrain to the north. I also knew there was a jumper in the air and one was going to be dropped soon and I didn't want to overfly the field (which is stated in the AWOS).

2. The jump plane used landmarks during the position reports which I was unfamiliar. I'm not certain the other plane was the jump plane but I think it probably was.

Synopsis
PA24 pilot reported a NMAC with another light aircraft in the vicinity of 1V6 airport.
ACN: 1545459

Time / Day
Date: 201805
Local Time Of Day: 1801-2400

Place
Locale Reference, ATC Facility: ZBW.ARTCC
State Reference: NH
Altitude, MSL, Single Value: 11000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory Center: ZBW
Aircraft Operator: FBO
Make Model Name: Small Transport, Low Wing, 2 Turboprop Eng
Crew Size, Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Descent
Route In Use: None
Airspace, Class E: ZBW

Aircraft: 2
Reference: Y
ATC / Advisory Center: ZBW
Aircraft Operator: Air Carrier
Make Model Name: B767 Undifferentiated or Other Model
Crew Size, Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Flight Phase: Descent

Person
Reference: 1
Location Of Person, Facility: ZBW.ARTCC
Reporter Organization: Government
Function, Air Traffic Control: Enroute
Qualification, Air Traffic Control: Fully Certified
Experience, Air Traffic Control, Time Certified In Pos 1 (yrs): 5
ASRS Report Number, Accession Number: 1545459
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Communication Breakdown, Party1: ATC
Communication Breakdown, Party2: Flight Crew
Events
Anomaly.ATC Issue : All Types
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Aircraft X was at dropping altitude of 14500 feet heading west into a flow I had. Aircraft Y was out of 11000 feet descending on the arrival. Aircraft X continued to drop west of his jump zone up until 3 miles from Aircraft Y. [Aircraft X] turned into the Aircraft Y and dropped rapidly without warning. Aircraft X has to tell us when they descend for this exact reason. I asked Aircraft X if he was descending. I received no response. I called traffic to Aircraft X if he was descending. I received no response. I called traffic to Aircraft Y. I returned to Aircraft X to advise him of the traffic. I issued Aircraft X traffic and to turn southeast IMMEDIATELY. Aircraft X then "sighed" on frequency and turned northeast. Other than the sigh no response from Aircraft X.

He came off the ground sometime after that and I told him that he has to say when he is descending because he descended into my heavy B767. Aircraft X said that he had turned to a 060 heading and was southeast-bound turn going to help. I said I told you immediately and all you did was sigh. He then asked how long have I been a controller and that he flies 6 days a week and it is only on [this day of the week] that this happens. He asked for my initials. A controller got me out, and told me that on the descent Aircraft X used profane language on frequency.

The airport called and said it was radio issue with Aircraft X, but then how did I hear the sigh? They then told the Controller in Charge (CIC) that he was having a rough time, and that the case is closed. The CIC said no, we are going to look into it some more. Aircraft X has used these radio tricks before just so they can get close heavy jets on purpose, it is unsafe.

Synopsis
Center Controller reported a parachute jump aircraft descended into a confliction with an air carrier and appeared to ignore the Controller's instructions.
**Time / Day**
- Date: 201805
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: ATC Facility: A80.TRACON
- State Reference: GA
- Altitude: MSL. Single Value: 11500

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight

**Aircraft : 1**
- Reference: X
- ATC / Advisory: TRACON: A80
- Make Model Name: Small Transport
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Skydiving
- Flight Phase: Climb
- Route In Use: None
- Airspace: Class E: A80

**Aircraft : 2**
- Reference: Y
- ATC / Advisory: TRACON: A80
- Flight Plan: IFR
- Flight Phase: Cruise
- Airspace: Class E: A80

**Person : 1**
- Reference: 1
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function: Flight Crew: Pilot Flying
- Function: Flight Crew: Single Pilot
- Qualification: Flight Crew: Commercial
- Qualification: Flight Crew: Instrument
- Experience: Flight Crew: Total: 3800
- Experience: Flight Crew: Last 90 Days: 25
- Experience: Flight Crew: Type: 2500
- ASRS Report Number: Accession Number: 1540427
- Human Factors: Communication Breakdown
- Communication Breakdown: Party1: Flight Crew
- Communication Breakdown: Party2: ATC
**Narrative: 1**

I was climbing with jumpers around 6,500 MSL when [I] heard ATC. I asked if the controller "had some traffic for me" and was told there was traffic 4 miles west of my position southwest bound at 11,000. I asked for the controller to please keep me updated. As I approached 10,000 MSL I asked multiple times for an update on the traffic and was told "I'll get back to you." I had no target on TCAS and continued climb through that altitude. At approximately 11,500 feet ATC called to clarify my altitude and told me I was told to stay below 10,500 (which I must have missed). At that time I noted the aircraft was more than 2 miles away on TCAS.

Potential prevention - the controller could have replied and advised with the conflicting aircraft's position.

**Narrative: 2**

I was receiving a relief briefing. The controller being relieved restricted Aircraft X's climb to 10,500 feet as there was IFR traffic crossing at 11,000 feet. The controller being relieved continued to brief me and other aircraft continued to call. I assumed the position and Aircraft X kept asking for an update on the traffic. There were several targets in the area and I told him to standby. I continued to work other IFR traffic, a departure I believe, and then I noticed Aircraft X climbing through the IFR traffic's altitude. I confirmed that he
climbed after being instructed to stop climb. I advised him to hold his jumpers as he [was] now above the aircraft. He then cancelled services and I issued him the brasher warning.

This was extremely unsafe, and his continuous calls blocked up my frequency and made the transition from one controller to another very difficult. When Aircraft X climbs for each jump, there is never a certain way he climbs, so stopping his climb under known traffic is the only way to assure separation when you have other things going on. Additionally, the other controller's preference settings used very large data blocks so I was not able to tell where the traffic was in relation to Aircraft X or which way Aircraft X was climbing.

Parachute jumping is one of the FAA's top 5. It has gained this attention mostly through controllers not providing separation with known traffic and the jump aircraft. During this scenario, after pointing the jump aircraft out to 4 surrounding sectors and stopping his climb 500 feet below another aircraft, he refused ATC instruction and climbed anyways without having the aircraft in sight.

I do not recommend a procedure change. However, if this company/pilot wants to have an active LOA with us and request radar services, he should be required to follow ATC instructions. Otherwise, he is adding unnecessary complexity to our sector.

**Synopsis**

Pilot and Approach Controller reported having problems communicating with each other resulting in a missed altitude restriction and an airborne conflict.
Time / Day
Date: 201803
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Environment
Weather Elements / Visibility: Rain
Weather Elements / Visibility: Thunderstorm
Weather Elements / Visibility: Visibility: 2
Ceiling.Single Value: 1000
RVR.Single Value: 4000

Aircraft
Reference: X
ATC / Advisory.UNICOM: ZZZ
Aircraft Operator: Corporate
Make Model Name: Caravan Undifferentiated
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Landing
Route In Use: Visual Approach

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Corporate
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 800
Experience.Flight Crew.Last 90 Days: 50
Experience.Flight Crew.Type: 30
ASRS Report Number.Accession Number: 1529217

Events
Anomaly.Ground Excursion: Runway
Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter: Weather / Turbulence
Detector.Person: Flight Crew
When Detected: In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Regained Aircraft Control

Assessments
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1
I landed at ZZZ and went 200 feet into the open field which is beyond the touch down zone end of the runway and into the drop zone. A heavy storm and rain shower had immediately just passed. I made a normal approach which usually gives plenty of stopping distance instead of a longer approach for a wet runway. After touching down I applied brakes and immediately started to hydroplane causing the plane to fishtail. I released the brakes to let the plane roll and put the aircraft into reverse. I decided to not go around as the fishtail had caused me to become off center line and I feared adding power would increase the hydroplaning. Having just flown into the area from [a nearby] airport, I spoke with company on the radio and told them I was coming to park because of the bad weather so I knew there were no skydivers [on] the field. I knew the other Skydive companies were parked and no one was jumping. Having to do a low approach due to rain showers, I also saw that there was no one on or near the open field which is the drop zone. After the hydroplane and putting the aircraft into reverse, I knew the field was open so I let the aircraft roll and went into the field about 200 feet where I was able to apply the brakes and stop. I turned around and parked the aircraft. I was the only person in the aircraft and no damage was done.

The heavy rain and me not allowing for additional stopping distance by landing where I usually do were contributing factors. I believe that because I had flown through heavy rain that had made it very difficult to see for roughly 30 seconds on the downwind leg of approach, that I was more concerned with getting on the ground than thinking about making a longer approach to compensate for the extremely wet conditions. I did not initiate a go around because of the hydroplaning right after landing and being off center line and knowing I still had plenty of distance to stop with the open field.

I understand my decision and lack of forethought and judgment could have proved not safe in another scenario. I will be reflecting on this mistake and make sure I always provide myself with extra runway and make an appropriate approach anytime the weather is bad and wet.

Synopsis
C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.
Time / Day

Date: 201712
Local Time Of Day: 1201-1800

Place

Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 1000

Environment

Flight Conditions: VMC
Light: Daylight
Ceiling: CLR

Aircraft: 1

Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: Personal
Make Model Name: Luscombe Model 8/Luscombe 50
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Personal
Flight Phase: Initial Approach
Route In Use: None
Airspace.Class G: ZZZ

Aircraft: 2

Reference: Y
Aircraft Operator: FBO
Make Model Name: Single Engine Turboprop Undifferentiated
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Final Approach
Route In Use: None
Airspace.Class G: ZZZ

Person

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Single Pilot
Experience.Flight Crew.Total: 4350
Experience.Flight Crew.Last 90 Days: 25
Experience.Flight Crew.Type: 200
ASRS Report Number.Accession Number: 1503278
Human Factors: Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1
I was in cruise at 1000 MSL. Approximately 2.5 NW of airport, intending to enter crosswind leg for Runway XX (in use, several aircraft in pattern). Skydiving single engine appeared in windscreen, ahead, 11 o'clock, very close (100-250 ft.), in steep descent for Runway YY to land. I was listening on CTAF, but never heard his call(s).

The skydiving plane rarely uses runway in use, instead preferring nearest available. Very dangerous when multiple aircraft are using another runway. Frequently "cut off" others. Skydiving aircraft has a very steep descent angle and unpredictable path. My aircraft has hand-held radio only, reception is ok but transmission is poor. [I'd recommend] extreme vigilance. Better radio transmit/receive. Recommend the skydiving aircraft use same runway as others when more than one aircraft is in the pattern and be more vigilant/aware of others. Always enter pattern on the 45 downwind.

Synopsis
Luscombe 8 pilot reported entering the crosswind at an uncontrolled airport while another aircraft entered the pattern unannounced for the crossing runway.
ACN: 1491197 (10 of 50)

Time / Day
Date: 201710
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ATL.Airport
State Reference: GA
Altitude.MSL.Single Value: 13000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.TRACON: A80
Aircraft Operator: FBO
Make Model Name: Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Cruise
Airspace.Class E: A80

Aircraft: 2
Reference: Y
ATC / Advisory.TRACON: A80
Aircraft Operator: Air Carrier
Make Model Name: Commercial Fixed Wing
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Climb
Airspace.Class E: A80

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 2050
Experience.Flight Crew.Last 90 Days: 100
Experience.Flight Crew.Type: 450
On final jump run at 13,500 feet, I saw an airliner climbing up through our drop zone toward the northeast. I’ve been flying skydive operations every weekend for almost three years. I follow the same procedure at all times and maintain constant communication between ATC and advisory. No one gave us any kind of alert that traffic would be coming through drop zone and when I notified ATC they paused. After a few seconds I asked if they copied my traffic report and they did confirm. Nothing else was said regarding the matter. I am very diligent about complying with ATC instruction and suggestions when I fly skydive operations and they are very good at giving me a nice picture to visualize if anyone is in the area. This is the closest I’ve seen an aircraft that was unexpected in our drop zone.

I was performing the handoff functions for the sector. When I acquired the position it was fairly busy already. Aircraft X called for radar services however the controller was too busy to acknowledge the aircraft. I was busy answering landlines and coordinating other aircraft. I don’t believe the controller was even able to acknowledge the aircraft at all. After a few minutes Aircraft X indicated that he was almost hit by a commuter jet. Aircraft X was VFR. I didn't have a chance to point the aircraft out to any adjacent sectors due to work load.
A third sector needed to be opened for frequency relief however there was not enough staffing to accommodate this.

**Synopsis**

Skydiving pilot and TRACON Controller reported an aircraft was permitted to fly through the skydiving operation active jump zone.
ACN: 1481254 (11 of 50)

Time / Day
Date: 201709
Local Time Of Day: 0601-1200

Place
Locale Reference.ATC Facility: ZLC.ARTCC
State Reference: UT
Altitude.MSL.Single Value: 10500

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Center: ZLC
Aircraft Operator: FBO
Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Cruise
Route In Use: VFR Route
Airspace.Class E: ZLC

Person
Reference: 1
Location Of Person.Facility: ZLC.ARTCC
Reporter Organization: Government
Function.Air Traffic Control: Enroute
Function.Air Traffic Control: Supervisor / CIC
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 8
ASRS Report Number.Accession Number: 1481254
Human Factors: Situational Awareness

Events
Anomaly.ATC Issue: All Types
Anomaly.Conflict: Airborne Conflict
Anomaly.Inflight Event / Encounter: Other / Unknown
Detector.Person: Air Traffic Control
When Detected: In-flight
Result.Air Traffic Control: Issued Advisory / Alert

Assessments
Contributing Factors / Situations: Company Policy
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Company Policy

Narrative: 1

Aircraft X routinely does parachute operations on the departure end of GPI. Business owner, pilot, and GPI Tower have all been notified multiple times of the unsafe proximity of their jump operation to arriving and departing aircraft. The jump plane had been issued traffic departing GPI, and still let his jumpers go. Departing aircraft from GPI reporting seeing the parachute lines within close proximity to him. Jump aircraft receives traffic advisories but gives no heed to his proximity of other aircraft. It is just a matter of time before something catastrophic happens.

Jump aircraft should be required to coordinate jumps with ATC. ATC should have authorization to deny a jump with aircraft in close proximity. Pilot of jump aircraft should be subject to questioning for multiple unsafe drops with other aircraft.

Synopsis

ZLC Center Supervisor reported a parachute jump aircraft released their jumpers over an airport even though they knew there was an aircraft departing the airport.
**ACN: 1469580 (12 of 50)**

**Time / Day**
- Date: 201707
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference, ATC Facility: ZDV.ARTCC
- State Reference: CO
- Altitude, MSL, Single Value: 16000

**Environment**
- Flight Conditions: VMC
- Light: Daylight

**Aircraft: 1**
- Reference: X
- ATC / Advisory Center: ZDV
- Aircraft Operator: FBO
- Make Model Name: Small Transport
- Crew Size, Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Climb
- Route In Use: VFR Route
- Airspace, Class E: ZDV

**Aircraft: 2**
- Reference: Y
- ATC / Advisory Center: ZDV
- Aircraft Operator: Personal
- Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
- Crew Size, Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: IFR
- Mission: Personal
- Flight Phase: Cruise
- Route In Use: Direct
- Airspace, Class E: ZDV

**Person**
- Reference: 1
- Location Of Person, Facility: ZDV.ARTCC
- Reporter Organization: Government
- Function, Air Traffic Control: Enroute
- Qualification, Air Traffic Control: Fully Certified
- Experience, Air Traffic Control, Time Certified In Pos 1 (yrs): 3
- ASRS Report Number, Accession Number: 1469580
- Human Factors: Situational Awareness
- Human Factors: Communication Breakdown
Communication Breakdown. Party1: ATC  
Communication Breakdown. Party2: Flight Crew  

Events  
Anomaly. ATC Issue: All Types  
Anomaly. Conflict: NMAC  
Anomaly. Deviation - Procedural: Clearance  
Detector. Person: Flight Crew  
Miss Distance. Horizontal: 150  
Miss Distance. Vertical: 0  
When Detected: In-flight  
Result. Flight Crew: Requested ATC Assistance / Clarification  
Result. Air Traffic Control: Issued Advisory / Alert  

Assessments  
Contributing Factors / Situations: Company Policy  
Contributing Factors / Situations: Human Factors  
Contributing Factors / Situations: Procedure  
Primary Problem: Procedure  

Narrative: 1  
I was working the radar controller position. This particular airspace goes from the surface to FL260, and is a vast area of airspace. There is a parachute jumping business that flies routinely in this sector. It is our procedure when they check on to assist in VFR flight following around their airport so that they may conduct their parachute operations safely. The aircraft knows to call Center to request a transponder code. We then issue the transponder code to the aircraft, radar identify the aircraft, give them an altimeter, verify their altitude and then advise them to advise Center of "one minute prior to jumpers", meaning they will advise one minute before they release any of their clients out of the aircraft. This one minute notification is to allow us to tell them about any traffic that may be between them and the airport that could interfere with the jumpers or the aircraft's descent.  

The jump aircraft appeared on my radar scope with their code. I tagged up his radar data block with the code and transmitted on the radio "Aircraft X, radar contact 10 miles south of the ZZZ airport.... altimeter...say altitude and advise one minute prior." Aircraft X responded with "position checks, altitude...and we will give one minute." As the aircraft is climbing up to altitude, I had Aircraft Y, an IFR overflight at 16000 feet, flying over the airport. I advised Aircraft X about the IFR traffic and I also advised them of the VFR aircraft climbing, and that they were a parachute jump aircraft.  

Neither aircraft had each other in sight, however they both said they were looking. Several seconds later, I continued my scan and took care of other matters in my sector. I returned to the traffic situation and saw that Aircraft X and turned directly towards Aircraft Y and was continuing his climb out of 15000 feet. I transmitted to Aircraft X "Aircraft X, that IFR traffic is 12 o'clock and 3 miles, suggest you maintain one five thousand five hundred and I'll call when traffic is clear." Aircraft X responded with a "Roger, we are 1 minute prior to jumpers". I responded to Aircraft X and told him other than that traffic, there was no other observed traffic between him and the airport. I then advised Aircraft Y that the jump aircraft would be maintaining 15500 feet.  

Aircraft Y acknowledged my transmission. After completing another scan of my radar...
I returned back to the traffic situation to see that Aircraft X in fact did NOT maintain 15000 feet, but continued to climb. I made another traffic call to Aircraft X "Aircraft X, traffic 12 o'clock and immediately off of your nose" to which he replied "Aircraft X, we can't see over our nose right now, we are 20 seconds to jumpers". I advised him of the Aircraft Y traffic, AGAIN, terminated radar service, switched him from Center frequency and told him to report back up on his next jump.

After terminating the radar for Aircraft X, the Aircraft Y keyed up and said "Center, I thought that aircraft was stopping at one five thousand five hundred. That was a little too close for comfort, he missed us by maybe one hundred and fifty feet." I did not acknowledge that aircraft at that point, but proceeded to catch up on the rest of my sector. Aircraft Y keyed up again several minutes later to ask what had happened and I apologized to the aircraft, and said that I thought the jump aircraft would be maintaining one five thousand five hundred and that I would speak with the pilot when he came back up.

**Synopsis**

ZDV Center Controller observed a VFR parachute jump aircraft climb through the altitude of an enroute IFR aircraft that the VFR aircraft had been advised of.
Time / Day
Date: 201612
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 9500

Environment
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.CTAF: ZZZ
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: Small Aircraft
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 119
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Cruise
Route In Use: VFR Route
Airspace.Class E: ZZZ

Aircraft: 2
Reference: Y
ATC / Advisory.CTAF: ZZZ
Make Model Name: Small Aircraft
Crew Size.Number Of Crew: 1
Flight Phase: Cruise
Route In Use: None
Airspace.Class E: ZZZ

Person
Reference: 1
Location Of Person.Facility: ZZZ.TRACON
Reporter Organization: Government
Function.Air Traffic Control: Approach
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 22.0
ASRS Report Number.Accession Number: 1409538
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: Flight Crew

Events
Anomaly. ATC Issue: All Types
Anomaly. Conflict: Airborne Conflict
Anomaly. Deviation - Procedural: Published Material / Policy
Anomaly. Deviation - Procedural: Clearance
Anomaly. Inflight Event / Encounter: Other / Unknown
Detector. Person: Air Traffic Control
When Detected: In-flight
Result. Air Traffic Control: Issued Advisory / Alert

Assessments
Contributing Factors / Situations: Aircraft
Contributing Factors / Situations: ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations: Company Policy
Contributing Factors / Situations: Procedure
Primary Problem: Procedure

Narrative: 1
Moderate traffic mid morning, sometimes it gets busy. I was conducting training. There were a couple of military aircraft that came in IFR for practice approaches but were really not a problem, spaced out between traffic. There was an aircraft northbound, westbound, and eastbound, within 40 miles of ZZZ airport, my trainee gave different altitudes to these aircraft so they were not a factor for each other. Aircraft X called up off ZZZ airport, and stated that he was going to be doing parachute operations. We knew he was coming out, because the supervisor had told us an aircraft would depart for jumping operations. I'm not sure when Aircraft Y called the first time, but he was given a squawk code, and later radar contact was taken on the aircraft when he announced 5 minutes to jump. A few minutes later he called jumpers away. The trainee looked, and saw traffic westbound, that was travelling in the direction of Aircraft Y, and he called traffic, which we were not sure they heard, and then he called traffic again. He called traffic, and the plane responded that he was broadcasting, but no one was answering.

My understanding of the 7110.65, is that if there is "known traffic" we are required to give them the information of the parachute jumping operation. If it is traffic that we are not talking to there is no requirement for us to broadcast about the jumping activity like there is for fuel dumping. I'm not sure if there was a NOTAM put out for parachute jumping, or if there is a requirement for one to be put out but our sector does not normally talk to aircraft east of ZZZ because radio and radar coverage is so poor in that area. This could very well have been a life threatening accident, with the aircraft flying below the area where jumping is in progress, so whether a NOTAM should be put out for aircraft to avoid the area, or we should be equipped with better radar in the area, and better frequency reception in the area, so we could have seen the traffic earlier, and made a broadcast.

Synopsis
A TRACON Controller reported observing an unidentified VFR aircraft fly through an area of parachute jumping operations.
Time / Day
Date : 201612
Local Time Of Day : 1801-2400

Place
Locale Reference.ATC Facility : ZAB.ARTCC
State Reference : NM
Altitude.MSL.Single Value : 7500

Environment
Flight Conditions : VMC
Light : Daylight

Aircraft
Reference : X
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 119
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Cruise
Route In Use : None
Airspace.Class E : ZAB

Person
Reference : 1
Location Of Person.Facility : ZAB.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Supervisor / CIC
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1408358
Human Factors : Communication Breakdown
Human Factors : Other / Unknown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew
Analyst Callback : Completed

Events
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Other / Unknown
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued Advisory / Alert

Assessments
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Company Policy
Contributing Factors / Situations: Environment - Non Weather Related
Contributing Factors / Situations: Procedure
Primary Problem: Procedure

**Narrative: 1**

My controller working R46 asked me to take a look at the scope. He told me that there were HAHO (High Altitude High Opening) operations at E60 and they had just dropped and we could see the primary targets returning to E60. When the controller asked me to look, I realized the jumpers were about 4 miles south of E60 drifting back. There was an unidentified target at 7500 feet heading south that was about 2 miles south of E60. The controller transmitted in the blind hoping the pilot was monitoring the frequency. The target flew directly through the primary targets of the jumpers and then made a 40 degree left turn. I have no idea what altitude the jumpers were at but this aircraft flew directly into the primary targets.

If the jumpers at E60 want to execute HAHO jumps the pilot should circle down above the highest jumper so that we can talk to the pilot and he can give us updates on where the jumpers are.

**Callback: 1**

Reporter stated the parajumping activity described in this report causes recurring problems and is a safety issue for aircraft and the parajumpers.

**Synopsis**

ZAB ARTCC FLM reported observing an unidentified VFR aircraft fly through the path of skydivers at 7500 feet.
**Time / Day**

Date: 201612
Local Time Of Day: 1201-1800

**Place**

Locale Reference.ATC Facility: ZZZ. TRACON
State Reference: US
Altitude.MSL.Single Value: 13000

**Environment**

Flight Conditions: VMC
Light: Daylight

**Aircraft**

Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: Caravan Undifferentiated
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Cruise
Airspace.Class E: ZZZ

**Person**

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Single Pilot
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 1200
ASRS Report Number.Accession Number: 1406892
Human Factors: Communication Breakdown
Human Factors: Distraction
Human Factors: Situational Awareness
Human Factors: Confusion
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Flight Crew
Communication Breakdown.Party2: ATC

**Events**

Anomaly.ATC Issue: All Types
Anomaly.Conflict: Airborne Conflict
Anomaly.Deviation - Procedural: Published Material / Policy
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: None Reported / Taken
Assessments
Contributing Factors / Situations : Airport
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1
Departed a private airstrip with jumpers on board to conduct parachute jump operations. After passing two thousand feet I contacted the local controlling agency to request traffic advisories during the climb, jump, and descent of the operation. I made the standard two minute call to ATC and ATC began to give advisories to the surrounding area that parachute jumping was in effect in 2 minutes. Before releasing the jumpers ATC informed me of an aircraft 2 miles northwest of my position, headed southbound. Not overly concerned with the traffic advisory because the suspect primary target was headed away from the drop zone, I told ATC I copied and we were 30 seconds from the jump on our current heading (giving more info to ATC to see if opposite direction traffic would pose a threat to our flight path). ATC did not advise of a potential conflict and I knew the traffic was heading in the opposite direction. I gave the command for the jumpers to open the door, spot, and exit. Upon descent I saw an aircraft fly directly over the drop zone where the jumpers were. I called ATC up and asked if they were talking to the aircraft and they were not. I cancelled radar services and began trying to contact the suspect plane on the local CTAF frequencies of nearby airports (Airports not in our immediate vicinity) to raise the pilot but with no luck. The aircraft apparently made a 90 turn in course and headed directly for the DZ, causing jumpers to pass extremely close to it in free-fall.

Synopsis
A C-208 jump plane pilot reported advising ATC two minutes prior to jumpers exiting and was told of one aircraft headed away from the jump zone. After jumpers departed, the pilot detected an aircraft over the jump zone which ATC had not advised him about.
ACN: 1402384 (16 of 50)

Time / Day
Date: 201611
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: PHX.Airport
State Reference: AZ
Altitude.MSL.Single Value: 13500

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.Center: ZAB
Aircraft Operator: FBO
Make Model Name: Small Transport
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Climb
Route In Use: None
Route In Use.STAR: PINNG1
Airspace.Class E: ZAB

Aircraft: 2
Reference: Y
ATC / Advisory.Center: ZAB
Aircraft Operator: Air Carrier
Make Model Name: Regional Jet 700 ER/LR (CRJ700)
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Nav In Use: FMS Or FMC
Flight Phase: Descent
Airspace.Class E: ZAB

Person
Reference: 1
Location Of Person.Facility: ZAB.ARTCC
Reporter Organization: Government
Function.Air Traffic Control: Enroute
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 12
Experience.Air Traffic Control.Time Certified In Pos 1 (mon): 8
ASRS Report Number.Accession Number: 1402384
Human Factors: Communication Breakdown
Human Factors: Confusion
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Human-Machine Interface
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : Other
Communication Breakdown.Party2 : ATC

Events
Anomaly.Airspace Violation : All Types
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

Like so many other reports, I was working 46. Again. I had three jumps up at Eloy, one at Area 51 (7 miles east of Eloy), and three intermittently up at Coolidge. I had a string of arrivals on the arrival into PHX. I probably had 18 aircraft, but I didn't even remotely have time to count. You guys have seen enough reports to know how much of a problem the PHX arrivals going between these two busy jump zones is (plus Area 51, plus Sawtooth, plus CGZ, plus MZJ in the sector).

I was pretty busy with a ton of VFRs and all the other operations the sector has. One of the jumps (Aircraft X I think) circled pretty far northeast bound, basically right into the arrival. He was definitely out of the jump zone and the climb box. I had another jump just previous to Aircraft X who had done the same thing at 150, necessitating me stopping two arrivals at 160 above him. It was at 120, then went to 130, then 135. I had an arrival at 140 on the PINNG that was already descending via (hadn't started down yet) that I then climbed to 150 for Aircraft X. The CRJ [Aircraft Y] questioned the clearance and I told him it was for traffic. I instructed Aircraft X to maintain VFR at or below 13,500 for traffic. I can't remember if I called the traffic. At this point I was hanging on for dear life and all I wanted to do was avoid having them hit.

Incidentally, [two days before] I had [another aircraft] doing the same thing, climbing into the arrival with two CRJs on the PINNG. One of the pilots questioned the sanity of the jump operation on the arrival. Literally, he said it was insane.

Then, of course, there is our atrocious staffing. We only have 28 CPCs in the area. By my calculation, we should have a minimum of 38, especially when you consider the ECV [External Compliance Verification] we had earlier this year and how critical they were of us.
not staffing D sides and going down the toilet constantly. Realistically, we need more than 38. Our facility staffing number is 180, but it should be closer to 210. [A coworker] and I wrote a letter asking for the number to be raised based on our D side needs and our traffic climbing, but no ever got back to us. That was nearly a year ago.

I give permission to share this report with all relevant parties.

I don't know what to say. Sure the 49 ultra low will help with workload, but the bottom line of the problem is a major arrival into a major hub airport going between two of the busiest jump airports in the world. Procedurally I think we need a better handle on Part 105 operations. From a system standpoint, 46 obviously exceeds controller workload consistently, although the TSD [Traffic Situation Display] would lead you to believe the sector is sedate. We absolutely need to count VFRs on the TSD. Maybe 46 would be constantly red (which, believe it or not, I've actually heard as a reason not to lower MAP [Monitor Alert Parameters] numbers), but I really don't care. The sector needs to be handled better, by everyone (Operations Manager, Front Line Managers, controllers, Traffic Management Unit).

**Synopsis**

Albuquerque Center Controller reported of parachute operations that were being conducted within the arrival routes and the confusion surrounding the operations.
**ACN: 1391101 (17 of 50)**

**Time / Day**
- Date: 201609
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: ATC Facility: ZAB.ARTCC
- State Reference: NM
- Altitude MSL Single Value: 11500

**Aircraft: 1**
- Reference: X
- ATC / Advisory Center: ZAB
- Make Model Name: Small Transport
- Crew Size Number Of Crew: 1
- Operating Under FAR Part: Other
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Other
- Airspace Class E: ZAB

**Aircraft: 2**
- Reference: Y
- ATC / Advisory Center: ZAB
- Make Model Name: Small Aircraft
- Crew Size Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: IFR
- Flight Phase: Cruise
- Airspace Class E: ZAB

**Person**
- Reference: 1
- Location Of Person Facility: ZAB.ARTCC
- Reporter Organization: Government
- Function Air Traffic Control: Enroute
- Qualification Air Traffic Control: Fully Certified
- Experience Air Traffic Control Time Certified In Pos 1 (yrs): 15
- ASRS Report Number Accession Number: 1391101
- Human Factors Communication Breakdown
- Human Factors Distraction
- Human Factors Confusion
- Communication Breakdown Party1: ATC
- Communication Breakdown Party2: Flight Crew

**Events**
- Anomaly ATC Issue: All Types
- Anomaly Conflict: Airborne Conflict
- Anomaly Deviation - Procedural: FAR
- Anomaly Deviation - Procedural: Clearance
When Detected: In-flight

Assessments
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Procedure

Narrative: 1

Aircraft X conducting parachute drop operations at the airport failed to take into account the traffic that was beneath him at 090 and released jumpers above the IFR aircraft. Aircraft X had made a 2 minute prior to release call. Traffic calls about the aircraft at 090 and 2 other aircraft were [reported] at that time. Aircraft X was at 115 and Aircraft Y was at 090. If Aircraft X hadn't released jumpers above and directly in front of Aircraft Y, there would have been no problem. Had Aircraft X explained his plan to release jumpers above the enroute IFR aircraft I certainly would have given Aircraft Y an advisory about the planned operation. I think that even with notice of the planned activity, Aircraft Y still would not have felt safe with the jumpers descending from above him at his 12 o'clock position.

The sector needs a permanent marker on the map as to where this parachute airport is located so we can accurately inform aircraft in the vicinity of where the parachute operations are occurring. Having a location identifier that the aircraft can look on a map to see where the airport is in relation to his flight would be helpful. Having the jump aircraft explain that he will be releasing jumpers above the traffic that is being called to him so we can take appropriate action would be helpful. We need to know where the jumpers are going to release in relation to the field, with the field marked on the map on the scope.

Synopsis

Albuquerque Center Controller reported an unsafe parachute operation that permitted jumpers to exit the aircraft above enroute IFR traffic. Reporter recommended a marker be put on the map to identify the area as a skydiving zone.
ACN: 1378578 (18 of 50)

Time / Day
Date: 201608
Local Time Of Day: 0601-1200

Place
Locale Reference.ATC Facility: ZZZ.ARTCC
State Reference: US
Altitude.MSL.Single Value: 24000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Center: ZZZ
Aircraft Operator: FBO
Make Model Name: Light Transport, High Wing, 2 Turboprop Eng
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: IFR
Mission: Skydiving
Flight Phase: Cruise
Airspace.Class A: ZZZ

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 3000
Experience.Flight Crew.Last 90 Days: 60
Experience.Flight Crew.Type: 500
ASRS Report Number.Accession Number: 1378578
Human Factors: Physiological - Other

Events
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Physical Injury / Incapacitation

Assessments
Contributing Factors / Situations: Environment - Non Weather Related
Contributing Factors / Situations: Human Factors
Primary Problem: Environment - Non Weather Related

**Narrative: 1**

Conducting high altitude skydive operations. Jump run was to be at FL250. Pilot and all occupants using supplemental O2. At FL240 I felt like I was not getting enough O2 I increased O2 delivery and [the doctor] onboard checked my blood O2 level which was 97%.

At FL240 I made a "2 minutes to jump" call on Unicom, and began a left turn to heading of 010. That is my last recollection before realizing that the other pilot on the plane had taken control from the right seat and had dropped jumpers.

Aircraft and jumpers landed without incident.

**Synopsis**

Captain of a sky diving aircraft reported losing consciousness on a flight at FL250, even though he was on oxygen.
**ACN: 1373576 (19 of 50)**

**Time / Day**

- Date: 201607
- Local Time Of Day: 1801-2400

**Place**

- Locale Reference.ATC Facility: CRP.Tower
- State Reference: TX
- Altitude.MSL.Single Value: 10500

**Aircraft : 1**

- Reference: X
- ATC / Advisory.Tower: CRP
- Aircraft Operator: FBO
- Make Model Name: Skyhawk 172/Cutlass 172
- Operating Under FAR Part: Part 91
- Mission: Skydiving
- Flight Phase: Cruise
- Airspace.Class E: CRP

**Aircraft : 2**

- Reference: Y
- ATC / Advisory.Tower: CRP
- Aircraft Operator: Military
- Make Model Name: T6A Texan II / Harvard II (Raytheon)
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Tactical
- Flight Phase: Cruise
- Route In Use: None
- Airspace.Class E: CRP

**Person**

- Reference: 1
- Location Of Person.Facility: CRP.Tower
- Reporter Organization: Government
- Function.Air Traffic Control: Local
- Qualification.Air Traffic Control: Developmental
- ASRS Report Number.Accession Number: 1373576
- Human Factors: Communication Breakdown
- Human Factors: Confusion
- Human Factors: Situational Awareness
- Human Factors: Distraction
- Communication Breakdown.Party1: ATC
- Communication Breakdown.Party1: Flight Crew

**Events**
Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued Advisory / Alert

Assessments
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

Narrative: 1

I had been on flight data for 14 minutes and slid to the Local East position to relieve the controller so they could slide to another position for a certification check ride. I was briefed that Aircraft X (parachute jump aircraft) was aware of the training flight (Aircraft Y) and that Aircraft X would give a 1 minute call prior to releasing the parachute jumpers. I had 4 IFR aircraft under my control being vectored for various approaches into NGP. Aircraft Y was passed as being on our local channel 18 and RDR service terminated. When Aircraft X announced 1 minute, I made the blanket broadcast over the frequencies for the military training aircraft to remain clear of RAS for parachute operations. CRP does not normally keep channel 18 keyed up and I do not recall whether or not I had it keyed at the time of my general broadcast. Shortly after, Aircraft X asked who the Texans were that flew underneath his jumpers. I told him to stand by, verified that the flight was in the vicinity of RAS, transmitted on CH 18 to the Aircraft Y flight to work west of RAS for jump operations and the flight lead acknowledged. No further issues during that jump. Aircraft X launched 1 more time while I was on the position without incident.

There are a number of things that could be implemented to preclude this from happening again.

1) Keep all formation flights on CH 17 with the other training flights working the alert 632 area.

2) Have the jump school deliver a daily flight schedule to CRP in order to disseminate to the controllers so that they are aware of the scheduled parachute operations prior to assuming the position. Once jump aircraft is airborne, ensure controller has CH 18 keyed and broadcasts all transmissions on that frequency until jump operations are complete.

3) Do not terminate radar services of the aircraft working the central (formation flight) area.

Synopsis

CRP Tower Controller reported a conflict between a parachute operation and a flight of training aircraft that flew underneath the skydivers. Reporter responded to a pilot inquiry and resolved the situation.
ACN: 1326921 (20 of 50)

Time / Day

Date: 201601
Local Time Of Day: 1801-2400

Place

Locale Reference, ATC Facility: ZZZ.ARTCC
State Reference: US
Altitude, MSL, Single Value: 12000

Environment

Flight Conditions: VMC
Light: Night

Aircraft: 1

Reference: X
ATC / Advisory, Center: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: Medium Large Transport, Low Wing, 2 Turbojet Eng
Crew Size, Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Initial Approach
Route In Use: Vectors
Airspace, Class E: ZZZ

Aircraft: 2

Reference: Y
ATC / Advisory, Center: ZZZ
Aircraft Operator: FBO
Make Model Name: Small Transport
Crew Size, Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Climb
Airspace, Class E: ZZZ

Person

Reference: 1
Location Of Person, Facility: ZZZ.ARTCC
Reporter Organization: Government
Function, Air Traffic Control: Enroute
Qualification, Air Traffic Control: Fully Certified
Experience, Air Traffic Control, Time Certified In Pos 1 (yrs): 21
ASRS Report Number, Accession Number: 1326921
Human Factors: Communication Breakdown
Human Factors: Workload
Human Factors: Situational Awareness
Communication Breakdown. Party1 : ATC
Communication Breakdown. Party2 : Flight Crew

Events
Anomaly. ATC Issue : All Types
Anomaly. Conflict : Airborne Conflict
Anomaly. Deviation - Altitude : Crossing Restriction Not Met
Anomaly. Deviation - Track / Heading : All Types
Anomaly. Deviation - Procedural : Clearance
Detector. Person : Air Traffic Control
When Detected : In-flight
Result. Air Traffic Control : Issued New Clearance
Result. Air Traffic Control : Issued Advisory / Alert
Result. Air Traffic Control : Separated Traffic

Assessments
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1
I had to vector out Aircraft X on the arrival into ZZZ for spacing. I turned him back towards ZZZZ intersection and descended him to 14000 feet. I had taken a point out on a jump aircraft climbing up VFR to 13000 feet to drop jumpers near ZZZZ intersection. I had asked a controller to stop his aircraft at 16000 feet so I can get 2 arrivals down to 14000 feet. I pointed out an aircraft to the controller climbing out of ZZZ1. I gave Aircraft X cross ZZZZ intersection at 14000 feet (He read back 12000 feet garbled but readable on playback). While he was reading that back I noticed that the other sector had begun descending his [aircraft] to cross ZZZ VOR at 14000 feet. I immediately told him to stop that plane at 15000 feet (He apologized later). I noticed it took Aircraft X almost 10 miles to begin his turn to ZZZZ intersection. A few minutes later I saw Aircraft X data block update to 13800 feet. Next update was 13400 feet about 7 miles from ZZZZ intersection. I verified he was crossing ZZZZ intersection at 14000 feet. He said "no, YOU cleared us to 12000 feet". My clearance on playback was extremely clear and was ZZZZ intersection at 14000 feet. I issued a 30 degree left turn and climb to 14000 feet and issued the traffic 1 o'clock 10 miles a jump aircraft. 4 miles later I saw Aircraft X turning right to join the arrival. I told him I gave that 30 degrees prior to ZZZZ intersection to ensure distance between him and the jump aircraft who was now at altitude and jumpers could be in the air (currently Aircraft X was still below 13000 feet). I finally got prompt compliance from Aircraft X.

These jump aircraft should not be allowed to drop on an arrival route into a major airport, or should be restricted to 11000 feet. The arrival descends to 12000 feet at ZZZ VOR. Also, I recommend this incident be "pulled" and a Falcon Radar replay made to be distributed to the airline safety groups to show how lack of prompt compliance could lead to catastrophic problems.

Synopsis
An aircraft was issued a clearance to cross a fix at 14000 feet to avoid parachute jumping activity along its route at 13000 feet. The pilot readback 12000 feet. The Controller did not detect the erroneous readback.
**ACN: 1325954 (21 of 50)**

**Time / Day**
- Date: 201601
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 30
- Light: Daylight
- Ceiling: Single Value: 15000

**Aircraft : 1**
- Reference: X
- ATC / Advisory.CTAF: ZZZ
- Aircraft Operator: Military
- Make Model Name: Light Transport, High Wing, 2 Turboprop Eng
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Skydiving
- Flight Phase: Takeoff

**Aircraft : 2**
- Reference: Y
- ATC / Advisory.CTAF: ZZZ
- Aircraft Operator: Personal
- Make Model Name: RV-6
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Phase: Taxi

**Component**
- Aircraft Component: Air/Ground Communication
- Aircraft Reference: X
- Problem: Improperly Operated

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Military
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Multiengine
During parachute operations for military parachute training flight, we landed for fuel and a military jumper delay. CTAF was in radio #1, with the military ground station on the #2 radio. Due to some difficulty in hearing [military ground station], radio #1 volume was turned down.

We picked up jumpers and taxied to Runway 02. We monitored CTAF and made a call taxiing to 02, then departing 02. On the taxiway 90 degrees to the runway at the arrival end, I called "clear left" for traffic, and the pilot in the right seat called "clear right. I checked left and right, advanced the propellers to high RPM, and placed the left engine in flight idle as I completed the turn onto the runway.

At approximately 60 knots, I noticed something on the runway, though it was hard to see. The right seat pilot noted it too, and shortly thereafter we were able to see a small airplane moving opposite direction, on the surface. We were unable to determine if it was landing, taking off, or taxiing. It was grey, without lights, and a checkerboard paint scheme that made it hard to see and broke up the outline. It was low to the ground with short conventional landing gear. When we both recognized the traffic, the right seat pilot called out "abort, abort, abort." I was unable to determine distance to the other aircraft or
to know whether we could stop in time, given decreasing distance, and an accelerate-stop
distance that would have taken us well down the runway. I declined to reject the takeoff,
and instead angled the aircraft left. At that point we were at rotation speed. The right seat
pilot pulled back on the control wheel as we approached the runway edge, and we became
airborne. The other airplane turned off the runway at the runway midfield access
intersection. We climbed out normally.

The right seat pilot commented that it was the closest call he had experienced in [many] years, and was clearly shaken. He called on the radio, but received no response. He
checked the volume, and found that he had lowered it when we taxied to the ramp on the
previous flight. When the right seat pilot called out "why didn't you make any position
reports?" the pilot of the aircraft radioed back that he had made numerous calls. This was
confirmed by company aircraft on the company frequency. None of that information had
been relayed to us, and we did not hear the pilot's call, due to the decreased radio
volume. We did not see the RV pilot, either due to looking for traffic at the usual higher
approach angle for [this airport], or because he was already on the ground. Unlighted and
with a paint scheme that made identification difficult (and no lighting), we did not see that
aircraft.

The RV pilot apparently made no effort to take evasive action or to go around. I elected to
deviate to the left during the takeoff roll, rather than right for two reasons: the runway
access taxiway exited to our right and it appeared that the aircraft was attempting to
vacate there. The other reason I elected to deviate to the left on Runway 02 was that it
presented no immediate obstacles, a flat dirt area outside the runway in the event we left
the pavement on the ground, and no obstacles beyond, for the climb. A deviation to our
right would have turned us toward waiting jumpers, the exiting aircraft, aircraft on the
ramp, and the maintenance hangar and trees.

I intend to modify my departure procedures during jump operations at [this airport] to
include a radio squelch check to determine volume during taxi, use of landing lights during
the takeoff roll, and a more thorough scan of opposing final approach traffic (high, low and
on the ground), to ensure this does not happen again. It has been brought to the attention
of management personnel at [the airport], including the Chief Pilot.

**Synopsis**

The pilot of a sky diving aircraft reported a ground conflict during takeoff due to improper
CTAF operations. The flight crew did not realize that the communication radio in use had
the volume set very low.
ACN: 1318563 (22 of 50)

Time / Day
Date: 201512
Local Time Of Day: 0601-1200

Place
Locale Reference. ATC Facility: SCT.TRACON
State Reference: CA
Altitude.MSL.Single Value: 14000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.TRACON: SCT
Aircraft Operator: Air Carrier
Make Model Name: Large Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Nav In Use: FMS Or FMC
Flight Phase: Climb
Route In Use.SID: POGGI 5
Airspace.Class E: SCT

Aircraft: 2
Reference: Y
Aircraft Operator: FBO
Make Model Name: Small Transport
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Skydiving
Flight Phase: Climb
Airspace.Class E: SCT

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1318563

Person: 2
Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Flight from SAN. Climbing on the POGGI 5 RNAV departure. Out of 12,000 feet on our way to assigned altitude of 14,000 feet the departure controller queried whether we could maintain current rate of climb all the way to 14,000 which we answered yes. Current rate was 2200 FPM and I selected VS to maintain the climb as requested. A traffic TA was activated for an aircraft preparing to drop skydivers at our 11 o'clock and approximately 5 miles. As we leveled at 14,000 feet I decided this traffic might be a factor and disengaged the autopilot and began a climb just as the TCAS entered the RA mode of "monitor vertical speed". The captain notified ATC we were climbing for traffic, and we were issued a higher altitude. The captain had the other aircraft in sight and said it was no factor. Once clear of the conflict, the flight continued normally with no further comment from ATC.

It all happened pretty fast, but this seems to be a poor setup for the departure. If the skydiving operation is known to be near this departure corridor, a minimum altitude on the SID which is above the known drop zone at a point before reaching the drop zone would ensure this doesn't happen again. Also, I believe the controller probably meant to issue us an altitude assignment of 15,000 but had only given us 14,000. 15,000 would have avoided this issue all together and is actually published as the top altitude on the SID.

Narrative: 2

We were cleared to 14,000 feet climbing out on the Poggi 5 departure from SAN departure control. While passing 12,000 feet ATC asked us if we could hold our current climb rate through 14,000. We replied "yes" and continued our 2,200 FPM on our climb. Approaching 14,000 feet I saw an aircraft indicating our altitude on the TCAS. I contacted ATC and asked if he wanted us to climb higher. He replied with climb to FL230. I then saw the traffic just as the TCAS RA went off telling us to monitor our vertical speed. The FO took over and manually continued the climb which kept us within the RA parameters. The other aircraft was in sight and was never a factor in our climb. ATC then switched us to another frequency without further comment.
Synopsis

Air carrier flight crew experienced an airborne conflict and TCAS RA after level-off following the POGGI 5 RNAV departure procedure. Conflicting aircraft was preparing to drop skydivers from the same altitude. ATC issued clearance for a higher altitude.
ACN: 1317220 (23 of 50)

Time / Day
Date: 201512
Local Time Of Day: 1201-1800

Place
Locale Reference. ATC Facility: PHL. Tower
State Reference: PA
Altitude. MSL. Single Value: 1000

Environment
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory. Tower: PHL
Aircraft Operator: Air Taxi
Make Model Name: Helicopter
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 135
Flight Plan: VFR
Mission: Ambulance
Flight Phase: Cruise
Airspace. Class B: PHL

Aircraft: 2
ATC / Advisory. Tower: PHL
Make Model Name: Small Transport, Low Wing, 2 Recip Eng
Crew Size. Number Of Crew: 2
Flight Plan: IFR
Flight Phase: Final Approach
Route In Use: Visual Approach
Airspace. Class B: PHL

Aircraft: 3
Reference: Z
ATC / Advisory. TRACON: PHL
Aircraft Operator: Military
Make Model Name: Military Transport
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Cruise
Airspace. Class B: PHL

Person
Reference: 1
Location Of Person. Facility: PHL. Tower
Aircraft Z, was orbiting [nearby] for a practice parachute jump. There was not a TFR in effect for this operation. The schedule I had showed that the jump would happen from 5,500. Aircraft Y, was on final to 27R. Aircraft X had called me 10 south of the airport for Class Bravo transition, north of the 27R final approach course and the [area of orbit].

When Aircraft X was about 3 miles south of Aircraft Y, I issued traffic. Aircraft X replied that he was looking. I asked Aircraft X if he could turn 15 degrees right, as this would point him at Aircraft Y's tail. He replied that he could. I issued the instruction, and then updated the traffic call to Aircraft X. Aircraft X reported the traffic in sight and that he could maintain visual separation. I told Aircraft X to maintain visual separation from and pass behind Aircraft Y. All of these calls where within about one minute. The 15 degree turn/passing behind Aircraft Y, put Aircraft X as close to going over top of the [orbit area] as he could have been without trying. During this time, I noticed that Aircraft Z was still at 4,500.

As Aircraft X was passing the [orbit area], another controller said that he could see the jumpers coming down. Aircraft Z was still at 4,500, and I was given no notice that jumpers where away, or that they would be jumping from any altitude other than 5,500.

The only plan effected to separate traffic from the jump zone, was to have all PHL arrivals land 27R, and to have Aircraft Z remain north of I-95 (which runs between the [orbit area] and the 27R final). Aircraft Z notified the approach controller one pass prior to jumpers way. The approach controller did not notify the tower. While I was expecting to receive notification, the approach controller thought that the TRACON supervisor would notify the tower supervisor. This did not happen. There were not any pre-planned notification procedures.

**Synopsis**
PHL Local Controller reported a loss of separation when a helicopter passed under an aircraft transporting skydivers. The Controller had not been advised that the jumpers had exited the aircraft. Reporter noted a lack of communication between TRACON and Tower supervisors.
**Time / Day**

Date: 20151111
Local Time Of Day: 1801-2400

**Place**
Locale Reference.Airport: POC.Airport
State Reference: CA
Altitude.MSL.Single Value: 3500

**Environment**
Flight Conditions: VMC
Light: Daylight

**Aircraft: 1**
Reference: X
ATC / Advisory.Tower: POC
ATC / Advisory.TRACON: SCT
Aircraft Operator: Personal
Make Model Name: Medium Transport
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Cruise
Route In Use: VFR Route
Airspace.Class D: POC

**Aircraft: 2**
Reference: Y
ATC / Advisory.TRACON: SCT
Aircraft Operator: Personal
Make Model Name: Small Aircraft
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Cruise
Route In Use: VFR Route
Airspace.Class E: SCT

**Aircraft: 3**
Reference: Z
ATC / Advisory.Tower: POC
Aircraft Operator: Personal
Make Model Name: Small Aircraft
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Initial Approach
Airspace.Class D: POC

**Person**

Reference: 1
Location Of Person.Facility: POC.Tower
Reportor Organization: Government
Function.Air Traffic Control: Supervisor / CIC
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 15.0
ASRS Report Number.Accession Number: 1310733
Human Factors: Situational Awareness
Communication Breakdown
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: ATC

**Events**

Anomaly.ATC Issue: All Types
Anomaly.Conflict: Airborne Conflict
Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Deviation - Procedural: Clearance
Detector.Person: Air Traffic Control
When Detected: In-flight
Result.Flight Crew: Executed Go Around / Missed Approach
Result.Air Traffic Control: Issued New Clearance
Result.Air Traffic Control: Issued Advisory / Alert

**Assessments**

Contributing Factors / Situations: Airport
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Chart Or Publication
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Procedure

**Narrative: 1**

For this event, there were two separate Jump Aircraft. Aircraft X with 9 jumpers and Aircraft Y with 1 jumper. POC tower did not receive any calls or advisories from TRACON for either jump. The POC Local Controller kept aircraft out of the path of both jumps. The way that we knew the first jump occurred was from the information provided by the pilot earlier in the week. I was given a briefing item with the proposed jump times. I noticed the time, and thought it was odd that we had not received any notification from TRACON. Local Control looked out the window and observed the jumpers had already left the aircraft. Local Control attempted to call TRACON on the direct line, "jumpers away" but got no answer.

For the second jump, TRACON had vectored Aircraft Z inbound on a VFR Practice VOR approach and switched the aircraft to Local Control. The pilot of the second jump aircraft called the tower controller on the frequency and advised Local Control that the jumper was away. Local Control had to break Aircraft Z off the approach and give the pilot instructions to keep them out of the path of the jump. Had Aircraft Z continued the VOR approach as cleared, they would have flown through the path of the second jump while they were
descending to the landing zone.

Coordination between SCT and POC should have been conducted per 7110.65 9-7-1.

When I realized Aircraft Z was inbound on the VOR approach I should have advised TRACON that I could not accept the aircraft at this time due to Parachute activities.

I as the Front Line Manager should have advised SCT Operations Manager that the first coordination was not accomplished. That may have led the TRACON controller to coordinate the second jump and not to have vectored Aircraft Z inbound while Parachute operations were in effect.

**Synopsis**

TRACON Controller working parachute jump aircraft did not coordinate the Jumpers leaving the aircraft with the Tower. Reportedly, the jumper's area is in confliction with the VOR Approach. The Tower Controller had to break the aircraft off their approach to resolve a conflict.
ACN: 1308828

Time / Day
Date: 201511
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: SAN.Airport
State Reference: CA
Altitude.MSL.Single Value: 14000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.TRACON: SCT
Aircraft Operator: Air Carrier
Make Model Name: Large Transport
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Climb
Route In Use.SID: POGGI5
Airspace.Class B: SCT

Aircraft: 2
Reference: Y
ATC / Advisory.TRACON: SCT
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Mission: Skydiving
Airspace.Class B: SCT

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days: 186
Experience.Flight Crew.Type: 7006
ASRS Report Number.Accession Number: 1308828
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: Flight Crew
Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Detector.Automation : Aircraft RA
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Aircraft
Primary Problem : Human Factors

Narrative: 1

Climbing out on departure passing 13,000 feet I received a TCAS TA then a TCAS RA. TCAS RA began at approximately 14,000 feet and indicated descend. The threat aircraft disappeared from the Nav Display after showing a 400 feet above. I began the evasive maneuver, disconnecting the autopilot and descending, then I acquired the aircraft and skydivers visually. The threat aircraft was moving right to left and was dropping skydivers in front of our flight path. I then initiated a right turn, 30 degrees angle of bank, in order to deconflict with any skydivers that may have been left trailing behind the threat aircraft. We reported the event to TRACON and the controller assured us that the skydivers were not close to us. I disagree, however, as I could see two of the individuals and we had a 140 knot tailwind that would have contributed to the potential for an impact.

Synopsis

Aircraft climbing on departure responded to a TCAS/RA. Aircraft then sighted the traffic and skydivers which were jumping from the TCAS traffic aircraft. The Controller had not issued traffic. The Controller advised the departing traffic that the Controller did not think they were close.
ACN: 1308723 (26 of 50)

**Time / Day**
- Date: 201511
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility. Visibility: 10
- Light: Daylight
- RVR.Single Value: 1000

**Aircraft**
- Reference: X
- ATC / Advisory.CTAF: ZZZ
- Make Model Name: Caravan 208B
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Skydiving
- Flight Phase: Taxi

**Component**
- Aircraft Component: Brake System
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Commercial
- Experience.Flight Crew.Total: 750
- Experience.Flight Crew.Last 90 Days: 80
- Experience.Flight Crew.Type: 110
- ASRS Report Number.Accession Number: 1308723

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Deviation - Procedural: Published Material / Policy
- Anomaly.Ground Excursion: Taxiway
Anomaly. Inflight Event / Encounter: Loss Of Aircraft Control
Detector. Person: Flight Crew
When Detected: Taxi
Result. General: Maintenance Action
Result. Flight Crew: Took Evasive Action

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

After picking up passengers for skydiving operations during the final load of the day, I began to taxi the aircraft as I have done numerous times before, crossing the threshold and turning right onto the taxiway. As I approached the taxiway, I applied right rudder to turn the aircraft and tapped the right brake to assist. I was taxiing at a safe and slow speed as I had done twelve times previously that day. On this occasion, I noticed the aircraft was not turning normally and began to drift left of centerline. At this point, I had already pushed full right rudder and had the brake pressed full down. The aircraft continued to drift further left of centerline as I began to assess the problem more. A skydiver was seated up front in the right seat and I assumed he may have inadvertently had his foot on the pedals, although all passengers are briefed not to touch controls. I informed the passenger to get off the pedals. He said that he was not on them and I quickly glanced down to see that he was not and to check if an object had found its way to the pedals. It was clear. I continually held full right rudder and brake attempting to turn the aircraft to no avail.

The aircraft continued drifting left and I felt immediate action was further warranted. The taxiway is narrow and the ground slopes downward toward a fence. There is also a sign next to the fence which is wing height. I observed these objects previously and was aware of them. As the aircraft continued drifting left, while still on taxiway, I immediately put the power to idle and entered full Beta reverse attempting to utilize the prop and engine to slow the aircraft down. However, the momentum of the aircraft at only a few knots taxi speed continued to carry the aircraft off the narrow taxiway. I knew that if I went off the taxiway diagonal onto the slope the aircraft could possibly tip wing down and strike the fence. Therefore, I added left brake and it immediately brought the nose of the aircraft around and perpendicular to the fence. I attempted to use the emergency brakes while depressing both brakes and having the prop in Beta and full reverse.

As the aircraft came closer to the fence, I feathered the prop in order to slow it down in case a strike would occur. The aircraft came to a stop approximately 6-8 feet from the fence line and did not strike any object or the ground. I continued with normal shut down procedures and informed passengers to disembark after shutdown. There were no damages or injuries as a result of this. The plane was pushed back onto the taxiway and taxied and the brakes were checked.

I was informed by one of the passengers that another pilot stated that he had a similar issue with the brakes "a few days ago." After calling the Chief Pilot, I was informed that both he and another pilot had experienced similar issues with the right brake not working after picking up passenger. The Chief Pilot also stated that he believes it occurred after depressing the brakes for a couple of minutes during passenger pick-up. He informed me that no one had brought this issue to the attention of the mechanic because it had been intermittent and "a couple of months" since happening.
I called the Mechanic and informed him of the intermittent failure. I later met with the Mechanic and spoke with him and he grounded the aircraft. Some considerations from the outcome of this incident are communicating any factors that others pilots experience with all pilots that fly the aircraft. I, being a part-time pilot, fly only once a day during the week. I believe it is paramount that a strong level of communication is present between all pilots that operate the aircraft and conveyed this to the Chief Pilot. I always do brake checks during start-up and after every shutdown and had done them that day. The brakes worked throughout the day and I had not experienced any issues with the brakes previously that day or while flying this aircraft. It is my perception that communication between pilots could improve and I hope to work with the Chief Pilot in doing this.

**Synopsis**

Cessna 208B pilot reported directional control problems during taxi.
**Time / Day**

Date: 201508
Local Time Of Day: 1201-1800

**Place**

Locale Reference.ATC Facility: ZNY.ARTCC
State Reference: NY
Altitude.MSL.Single Value: 13500

**Environment**

Flight Conditions: VMC
Light: Daylight

**Aircraft: 1**

Reference: X
ATC / Advisory.Center: ZNY
Aircraft Operator: Air Carrier
Make Model Name: Medium Transport, Low Wing, 2 Turbojet Eng
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Initial Approach
Airspace.Class E: ZNY

**Aircraft: 2**

Reference: Y
ATC / Advisory.Center: ZNY
Aircraft Operator: FBO
Make Model Name: Small Transport
Crew Size. Number Of Crew: 1
Operating Under FAR Part: Other
Mission: Skydiving
Flight Phase: Cruise
Airspace.Class E: ZNY

**Person: 1**

Reference: 1
Location Of Person.Facility: ZNY.ARTCC
Reporter Organization: Government
Function.Air Traffic Control: Enroute
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 2
ASRS Report Number. Accession Number: 1290774
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: Flight Crew
**Person : 2**

Reference : 2  
Location Of Person.Facility : ZNY.ARTCC  
Reporter Organization : Government  
Function.Air Traffic Control : Enroute  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 6  

**ASRS Report Number.Accession Number : 1290777**

Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  

Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

**Events**

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance  
Result.Air Traffic Control : Issued Advisory / Alert

**Assessments**

Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Environment - Non Weather Related  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Company Policy

**Narrative: 1**

Please note: My area has filed dozens, possibly even over 100 [safety reports] against this aircraft/parachute jump school and nothing has been done since.

I was working a very busy combined sector and a parachute jump plane checks onto the sector like he normally does and advises he's going VFR/13500 feet to release parachute jumpers on a VERY busy ZZZ Arrival line. We had aircraft all lined up 15 Miles in trail for at least 175 miles and I told the aircraft for traffic to maintain VFR/9500 feet or below for the jump. The pilot responded and said "NO. I am going to 13500 feet and releasing jumpers." For collision and safety of other aircraft, I told him that jumpers are not authorized at that altitude. In the past, he has released jumpers with no prior warning right in the face of ZZZ regional jet arrivals and commercial aircraft have asked why there are bodies so close to their aircraft. He said he wanted to then terminate his radar service do jumps without talking to ATC. For safety reasons, I kept him on my frequency.

I told the pilot multiple times, that jumpers are not authorized at his altitude due to a safety concern and he refused to comply. I started to vector ZZZ arrivals around UNAUTHORIZED PARACHUTE JUMPING to keep everyone safe. THE VFR Parachute jump plane then started arguing with me about FAR's over the frequency and started challenging me by letting me know when the jumpers are going to be released. Once
again, I told him, that parachute jumping is not being authorized at this time at his altitude. I told him to call ZNY for a possible pilot deviation.

Due to the IMMEDIATE THREAT of ZZZ arrivals entering New York airspace. I am requesting the jump school be temporary shut down and the pilot license be revoked until an investigation can occur.

**Narrative: 2**

We have an aircraft, whose call sign frequently changes, but is known as [Company call sign]. He does jumper activities in the vicinity of ZZZZZZ intersection. He checked on climbing VFR to 13500 feet and I told him where in minutes my next 2 ZZZ inbound aircraft were. The first was about 4 min away and the second was 12. I told him, that after the 2nd aircraft, I had more aircraft close behind. He proceeded to make a very slow climb. He reached altitude when the 2nd aircraft was 4 min from ZZZZZZ intersection and told me he would like to let the jumpers go in 2 minutes. I told him I was unable due to the inbound ZZZ and that I had another 2 aircraft behind him. He says ok. About 2 min pass and he asks where the ZZZ aircraft is. I tell him about 2 min from ZZZZZZ intersection, he asks where the one behind him is. I say about 5 min from ZZZZZ intersection. He tells me he will jump after the 2 min away aircraft passes. I call traffic, he asks me again a minute later where he is. I tell him and he gets the aircraft in sight. I ask if he will be able to jump in one minute, he says "confirm." I coordinated the time with approach and then I called [sector] to point out an aircraft, since his descent would be held up for the Aircraft Y. Aircraft X inquires if he should expect ZZZZZZ intersection at 10000 feet. I tell him no, that I'm holding him up for Aircraft Y. Aircraft X remarks that this is not a good area for jumper operations. I wait 2 min and ask the Aircraft Y what his status is. He says something like "were coming down." I take that to mean, he has dropped, since he should have already released his jumpers, and that he is starting his descent. I don't observe him descending, so I ask if he is descending or staying at 13500 feet. He says he staying at 13500 feet. I tell him that he should have told me that, since I was holding up my aircraft. I turn to Aircraft X and tell him to descend and be level in 2 min or less. Aircraft X is over ZZZZZZ intersection, Aircraft Y is over him at ZZZZZZ intersection at 13500 feet and announces that he dropped the jumpers and would like to begin descent. I was surprised and asked if he just dropped them, since he was supposed to have done so minutes ago. He says he did and wants to start his descent. I tell him that he can't because he's still over the Aircraft X. I switch Aircraft X to approach and he tells me that the jumpers were dropped close to him and that it was unsafe. I tell him that he should file a report, and he said that he would. Aircraft Y once again asks me to start his descent and I say he is now clear of Aircraft X and he can descend.

This is a recurring issue with this jumper aircraft. He frequently does not listen to ATC instructions, is misleading and difficult to work with. We could either change the ZZZ arrival to go over ZZZ VOR and that would keep them away from the jump site or we have to put restrictions in for this jumper. I don't think it is a safe site for the jumping at all, but if it is to continue, he needs to be made to follow our instructions and to be clear and accurate in his expression on what his intentions are and how long it will take for him to accomplish his tasks. Telling me that he can do the jumps in 1 minute and then releasing them 3 or 4 mins later, is not only misleading, it is dangerous. The pilot of the arriving aircraft called after landing and said he saw the jumpers about 400ft from his aircraft. This is dangerous to not only the jet aircraft, carrying 100's of passengers, but the jumpers themselves, who have no idea the dangerous situation the pilot is putting them in. Actions need to be taken before something traumatic and irreversible happens.

**Synopsis**
ZNY Center Controller reported of a skydiving aircraft that ignored ATC instructions, argued with controllers on frequency, and gave misleading information to have his requests approved.
Time / Day
Date : 201508
Local Time Of Day : 1201-1800

Place
Locale Reference.ATC Facility : ZNY.ARTCC
State Reference : NY
Altitude.MSL.Single Value : 12500

Environment
Flight Conditions : VMC
Light : Daylight

Aircraft
Reference : X
ATC / Advisory.Center : ZNY
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part.Other
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Cruise
Airspace.Class E : ZNY

Person
Reference : 1
Location Of Person.Facility : ZNY.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 22
ASRS Report Number.Accession Number : 1287318
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Company Policy

**Narrative: 1**

Aircraft X reports on frequency for parachute jump activities. Aircraft X advises climbing to 13,500 feet. Controller advise to maintain 12,500 feet and asks how long until ready at that altitude. Controller advises of a delay due to traffic, advises that it may be extensive, and advises other altitude available. Aircraft X advises that he will wait for traffic. Aircraft X calls on frequency and says according to his stop watch etc. he wants to drop. Controller advises 10 minutes till clear of traffic. Aircraft X calls telling controller he's dropping anyway and tells controller to move, vector or hold traffic. Aircraft X is blocking frequency and for at least the 6th time in as many weeks gets into a verbal exchange on the frequency with the controller. Aircraft X is told to "maintain radio silence" in order to regain control of the frequency.

Please do something about this before it becomes a very serious issue.

**Synopsis**

VFR aircraft requested an altitude to drop parachute jumpers. Controller restricted the aircraft 1,000 feet below its requested altitude and advises there will be a delay for approval for jumpers due to traffic. VFR aircraft releases parachute jumpers anyway and advises Controller to move traffic away from the jump area.
**ACN: 1285018 (29 of 50)**

**Time / Day**
- Date: 201508
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference: ATC Facility: ZAU.ARTCC
- State Reference: IL
- Altitude MSL Single Value: 12000

**Environment**
- Flight Conditions: VMC
- Light: Night

**Aircraft : 1**
- Reference: X
- ATC / Advisory.Center: ZAU
- Aircraft Operator: Air Carrier
- Make Model Name: MD-80 Series (DC-9-80) Undifferentiated or Other Model
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Climb
- Route In Use: Vectors
- Airspace.Class E: ZAU

**Aircraft : 2**
- ATC / Advisory.Center: ZAU
- Aircraft Operator: FBO
- Make Model Name: Caravan 208B
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Mission: Skydiving
- Flight Phase: Descent
- Airspace.Class E: ZAU

**Person**
- Reference: 1
- Location Of Person.Facility: ZAU.ARTCC
- Reporter Organization: Government
- Function: Air Traffic Control: Supervisor / CIC
- Qualification: Air Traffic Control: Fully Certified
- Experience: Air Traffic Control: Time Certified In Pos 1 (yrs): 18
- ASRS Report Number, Accession Number: 1285018
- Human Factors: Training / Qualification
- Human Factors: Situational Awareness

**Events**
Aircraft Y was a parachute aircraft that was shipped to us out of 10,000 feet. The aircraft climbed to 14,500 feet. Aircraft X was climbing southbound in close proximity to the jump aircraft. The controller advised Aircraft Y of Aircraft X, and the pilot responded they had just released the jumpers. Aircraft X checked on climbing to 12,000 feet. The controller advised Aircraft X of the parachute aircraft. Aircraft X advised the controller they were responding to a TCAS resolution and descending. Aircraft X descended to 10,500 feet. Aircraft Y was at 11,500 feet and descending.

This is not the first instance of [the approach facility] running aircraft in close proximity to parachute aircraft that they have shipped to us. This has happened multiple times at the [approach facility] and [approach facility] airports. We have contacted either the Front Line Manager or CIC on duty and discussed the situation with them. They continue to run aircraft near or directly under the parachute aircraft.

Educate the [approach facility] controllers of the hazard this poses. This situation could potentially lead to a fatality of some kind. [A] jumper could be killed if they hit a plane, or the plane could take damage and kill the occupants.

Set up a zone around the parachute operator. When the aircraft is flying [approach facility] is not allowed to put aircraft in this airspace.

Synopsis
Aircraft Y, a VFR parachute aircraft, was descending out of 11,500 feet. Aircraft X, an air carrier, was below Aircraft Y while climbing on a converging heading. Aircraft X received a TCAS/RA on Aircraft Y and responded accordingly. Aircraft Y released parachutists in the immediate vicinity of the Aircraft X's departure route.
**ACN: 1280108** (30 of 50)

**Time / Day**
- Date: 201507
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference, ATC Facility: ZNY.ARTCC
- State Reference: NY
- Altitude, MSL, Single Value: 12000

**Environment**
- Light: Daylight

**Aircraft**
- Reference: X
- ATC / Advisory Center: ZNY
- Aircraft Operator: FBO
- Make Model Name: Small Transport
- Crew Size, Number Of Crew: 1
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Cruise
- Route In Use: None
- Airspace, Class E: ZNY

**Person**
- Reference: 1
- Location Of Person, Facility: ZNY.ARTCC
- Reporter Organization: Government
- Function, Air Traffic Control: Enroute
- Qualification, Air Traffic Control: Fully Certified
- Experience, Air Traffic Control, Time Certified In Pos 1 (yrs): 4
- ASRS Report Number, Accession Number: 1280108
- Human Factors: Communication Breakdown
- Human Factors: Confusion
- Communication Breakdown, Party1: ATC
- Communication Breakdown, Party2: Other
- Communication Breakdown, Party2: Flight Crew

**Events**
- Anomaly, ATC Issue: All Types
- Anomaly, Conflict: Airborne Conflict
- Anomaly, Deviation - Procedural: Published Material / Policy
- Detector, Person: Air Traffic Control
- When Detected: In-flight
- Result, Air Traffic Control: Separated Traffic

**Assessments**
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Human Factors

Narrative: 1

Aircraft X is a parachute operations aircraft. This aircraft operates in the close vicinity of the LGA MILTON FOUR Arrival in the area of BEUTY (FIX). The request of the operator and PIC is to climb to 13500 and operate the jump ops. The LGA arrivals cross BEUTY at 10000. This is a conflict of airspace as the jump ops and the arrivals cannot operate at the same time.

ZNY has had countless conversations with the PIC and owner on the need of an agreed to Letter of Agreement (LOA). We have met to make this happen. Soon after the ZNY Facility created a LOA based on our conversations. There has not been an agreement to date. Not because of the need to change information in the LOA but more so the vocal reluctance on [the owner] to sign and agree to a LOA.

This event the issue was the PIC did not notify ATC that all the jumpers did not jump when the PIC stated jumpers away. He requested to hold at 12000 for a second. This turned into almost two minutes. At this time the LGA arrivals were stuck high and multiple coordination was needed to be done based on the lack of communication about the jumpers.

This area has too much volume to allow a safe operation without clear and precise communication. There are many documented times that this is an unsafe location to have this operation above 9500.

Terminate operations above 9500.

Synopsis

ZNY Controller reports of a skydiving operation in close proximity to an arrival route into LGA. Controller states aircraft pilot did not advise when all jumpers where out. The Controller reports that IFR aircraft were stopped at altitudes to keep them away from the jumpers and this made them high on the approach.
Time / Day
Date: 201507
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: MWH.Airport
State Reference: WA
Relative Position.Distance.Nautical Miles: 38
Altitude.MSL.Single Value: 5500

Environment
Weather Elements / Visibility: Turbulence
Weather Elements / Visibility. Visibility: 10
Light: Daylight
Ceiling.Single Value: 12000

Aircraft: 1
Reference: X
ATC / Advisory.Center: ZSE
ATC / Advisory.Tower: MWH
Aircraft Operator: Personal
Make Model Name: Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Personal
Flight Phase: Cruise
Route In Use: Direct
Airspace.Class E: ZSE

Aircraft: 2
Reference: Y
ATC / Advisory.Tower: MWH
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Climb
Airspace.Class E: ZSE

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Private
Experience.Flight Crew.Total: 280
Experience.Flight Crew.Last 90 Days: 20
Experience.Flight Crew.Type: 280
ASRS Report Number. Accession Number: 1278496
Human Factors: Other / Unknown

Events
Anomaly.Conflict: NMAC
Detector.Person: Flight Crew
Miss Distance.Horizontal: 150
Miss Distance.Vertical: 30
When Detected: In-flight
Result.General: None Reported / Taken

Assessments
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Ambiguous

Narrative: 1
I was flying to ALW, Walla Walla [using] VFR Flight Following. I was flying 5 miles west of a direct line course, there is a lot of sky diving in that area east of Ritzville, Washington cruising at 5,500 feet. Over Ritzville I was handed off from Grant County to Seattle Center 10 miles sooner than in any time in the past. I fly this route often. Contacted Seattle and told them I was going to climb to 7,500 feet for smoother air, they acknowledged. Started a slow climb which dropped my air speed to 100 and had climbed maybe 100 feet. With nose high I noticed the sky diving plane climbing and had just passed in front of me headed East and I am headed South. It would have been a lot closer if I had stayed on same course or had a slower climb. No warning from Grant County Before handing me off and no warning from Seattle when I contacted them, approximately 2 miles due south of Ritzville. There were vehicles and a plane parked at the sky diving club and always notified when they are in the air and that is why I fly around Ritzville to try to stay out of their area.

Synopsis
A C182 pilot experiences a NMAC with a skydiving aircraft at 5,500 feet over Ritzville, Washington. VFR flight following with Seattle Center was in use but no traffic call was issued.
ACN: 1277443 (32 of 50)

Time / Day
Date: 201507
Local Time Of Day: 1201-1800

Place
Locale Reference: ATC Facility: ZZZ.TRACON
State Reference: US
Altitude.MSL.Single Value: 5000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.TRACON: ZZZ
Make Model Name: Small Aircraft, High Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew: 1
Flight Plan: IFR
Flight Phase: Cruise
Route In Use: Vectors
Airspace.Class B: ZZZ

Aircraft: 2
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: Small Aircraft, High Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Climb
Airspace.Class B: ZZZ

Person
Reference: 1
Location Of Person.Facility: ZZZ.TRACON
Reporter Organization: Government
Function.Air Traffic Control: Instructor
Function.Air Traffic Control: Approach
Function.Air Traffic Control: Departure
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (mon): 43
ASRS Report Number.Accession Number: 1277443
Human Factors: Communication Breakdown
Human Factors: Distraction
Human Factors: Situational Awareness
Human Factors: Workload
Human Factors: Training / Qualification
Communication Breakdown. Party 1: ATC
Communication Breakdown. Party 2: Flight Crew
Communication Breakdown. Party 2: ATC

Events
- Anomaly. ATC Issue: All Types
- Anomaly. Conflict: Airborne Conflict
- Anomaly. Deviation - Track / Heading: All Types
- Anomaly. Deviation - Procedural: Clearance
- Detector. Person: Air Traffic Control
- When Detected: In-flight
- Result. ATC Control: Provided Assistance
- Result. ATC Control: Separated Traffic

Assessments
- Contributing Factors / Situations: Human Factors
- Contributing Factors / Situations: Procedure
- Primary Problem: Human Factors

Narrative: 1
I was training a developmental whom I have never trained before in the radar room. Seeing that I have never trained them, I was unaware of their ability and technique. Aircraft X departed an airport in the southern portion of our airspace, flying northbound. The developmental put the aircraft on a 340 heading to keep the aircraft clear of the departure area. Aircraft Y departed [a nearby airport] VFR to perform sky dive operations above the Bravo airspace. As Aircraft X neared Aircraft Y, Aircraft Y was in a westbound heading, climbing away from Aircraft X.

Letting the situation go as far as I saw it could without stepping in, I took over the frequency and advised Aircraft Y to continue a VFR climb to the West and called the traffic (at this time they were about 2 NM separated and divergence was also maintained). I received no read back from Aircraft Y and called to them again telling them to fly westbound. After no response again, I called the traffic to Aircraft X. At this time, Aircraft Y had continued their counterclockwise turn and ended up closing in on Aircraft X. Aircraft X called the traffic and I advised him to maintain visual separation.

Satellite should have been split out during this session. There was an airshow just north of our airspace which added greatly to the complexity, especially to a developmental who has had just a couple of hours of satellite training. Also at this trainee's stage in training, satellite should only be trained stand alone. Parachute operations should not be occurring in Bravo airspace, especially mere miles into the departure area of a level 9 airport.

I shouldn't have been training the individual. I had been out of work on [personal leave]. I came in expecting to maintain currency and instead was not only given a 9 hour turnaround, but was instructed to train a development whom I have had no experience with.

The Supervisor/CIC had been on position for approximately 4 hours at the time of the event due to lack of CIC's in the facility. Had they had a non-fatigued mind, they would have had the opportunity to aid in preventing the event.

Due to lack of CIC's in the facility, I have a problem maintaining currency. The majority of
the time I am in the operations I am sitting 'in charge,' and due to this have lost proficiency.

**Synopsis**

TRACON Controller reports of a loss of separation between two aircraft. Controller was training a Developmental that he was unfamiliar with and let the situation go too far. Instructor took over but aircraft did not respond timely.
ACN: 1276120 (33 of 50)

Time / Day
Date: 201507
Local Time Of Day: 1201-1800

Place
Locale Reference, ATC Facility: ZNY.ARTCC
State Reference: NY
Altitude, MSL, Single Value: 13000

Environment
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory Center: ZNY
Aircraft Operator: FBO
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Crew Size, Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Descent
Airspace, Class E: ZNY

Aircraft: 2
Reference: Y
ATC / Advisory Center: ZNY
Aircraft Operator: Air Carrier
Make Model Name: Medium Transport, Low Wing, 2 Turbojet Eng
Crew Size, Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent
Airspace, Class E: ZNY

Person
Reference: 1
Location Of Person, Facility: ZNY.ARTCC
Reporter Organization: Government
Function, Air Traffic Control: Enroute
Qualification, Air Traffic Control: Fully Certified
Experience, Air Traffic Control, Time Certified In Pos 1 (yrs): 3
ASRS Report Number, Accession Number: 1276120
Human Factors: Communication Breakdown
Human Factors: Distraction
Human Factors: Situational Awareness
Human Factors: Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Automation : Air Traffic Control
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1
Shortly after taking the R92 position an aircraft who calls themselves as Aircraft X said they were two minutes from jumpers away, at around that time I advised Aircraft X of an Aircraft Y to the east of the field headed west bound at 7 thousand working [with] Allentown approach. The pilot acknowledged but still decided to release his jumpers, a move that I considered unsafe.

The pilot then advised he would stay to the north and begin his descent. He was asked to report leaving 10 thousand. The pilot turned to the south and descended fast enough that En Route Automation Modernization (ERAM) showed an exceptional vertical rate readout for MODE C. Aircraft X's target came very close to and may have merged with the Aircraft Y flight's target. I tried to call traffic but got no response from Aircraft X. After Aircraft X was through six thousand he came up on frequency asking if he should contact Allentown. I asked why he wasn't responding to traffic calls and he said he was coordinating with UNICOM at the time.

After many unsafe occurrences with this operator there still hasn't been an LOA signed with them.

Synopsis
A New York Center (ZNY) Controller reports of an aircraft that drops sky divers while conflicting traffic for it is inbound to an airport in close proximity. The Controller thinks this operation is not safe. The pilot was not on frequency all of the time and was off coordinating on UNICOM.
**Time / Day**

Date: 201506
Local Time Of Day: 1201-1800

**Place**

Locale Reference: ATC Facility: ZZZ.TRACON
State Reference: US

**Environment**

Light: Daylight

**Aircraft: 1**

Reference: X
ATC / Advisory: TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: Small Transport
Crew Size. Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Climb
Route In Use: Vectors
Airspace. Class E: ZZZ

**Aircraft: 2**

Reference: Y
ATC / Advisory: TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: Medium Transport, Low Wing, 2 Turboprop Eng
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Nav In Use: FMS Or FMC
Flight Phase: Descent
Route In Use. STAR: ZZZ
Airspace. Class E: ZZZ

**Person**

Reference: 1
Location Of Person. Facility: ZZZ.TRACON
Reporter Organization: Government
Function. Air Traffic Control: Departure
Function. Air Traffic Control: Approach
Qualification. Air Traffic Control: Fully Certified
Experience. Air Traffic Control. Time Certified In Pos 1 (mon): 6
ASRS Report Number. Accession Number: 1269826
Human Factors: Troubleshooting
Human Factors: Communication Breakdown
Narrative: 1

I was working Sector x. Aircraft X called me for traffic advisories. Aircraft Y was descending on the arrival. TRACON has a LOA with Aircraft X operations for skydiving activity in the vicinity of ZZZ. Aircraft X was in a spiraling climb to FL135, Aircraft Y was descending via the STAR. ZZZ and the STAR are in close proximity (roughly 2 miles apart). I issued traffic to both aircraft when they were 5 miles apart. Aircraft X began climbing northwest bound, in direct conflict with Aircraft Y, both laterally and vertically.

I issued a turn to Aircraft X away from the traffic. Aircraft X questioned the turn on 2 different transmissions before they finally turned away from traffic on the 3rd transmission. Once the traffic was separated, I told Aircraft X to resume own navigation and they informed me that they had to realign for the jump and had a question when I was able to answer. Aircraft X asked if there had been a change to our LOA with them precluding them from jumping 0.5 miles West of ZZZ. They asked me this twice because the 1st transmission was garbled. The second transmission carried a lot more sarcasm. I told Aircraft X that the LOA had not been changed or altered and that "I am not going to let two airplanes come together because of a piece of paper."

Aircraft X changed to advisories and once they were on the ground, the owner personally called the Tracon. The owner asked the Controller in Charge (CIC) if I was new to the facility and the CIC responed "He's been here awhile". The owner went on to say the operation was ridiculous several times and that I needed to be "Tuned-up". I'm not sure what the owner meant personally by "Tuned-up", but where I am from that means assaulted physically.

We have had many issues with this company in the past. The general consensus is that this company thinks they own the airspace because the have an LOA. One of this companies slogans [implies jumping around jets], a practice that they seem to take serious enough to get close to other airplanes. I recommend that this company either move to an airport away from the main arrival route or get used to turning for traffic. It's
utterly ridiculous that an aircraft operator or pilot for that matter is so upset about turning for conflicting traffic.

Synopsis

Controller reports of a VFR pilot who didn't initially turn as instructed away from another aircraft that was IFR. Pilot took turn and then questioned Controller as to why they had to turn. Controller advised it was for traffic. Pilot questioned if something had changed to the LOA. Controller advised no, they were turned for traffic. Company owner called TRACON and wanted the Controller "tuned up."
ACN: 1267986 (35 of 50)

Time / Day
Date: 201505
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 2000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: King Air C90 E90
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Skydiving
Flight Phase: Initial Climb
Route In Use: None
Airspace.Class E: ZZZ

Component
Aircraft Component: Engine
Aircraft Reference: X
Problem: Malfunctioning

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 1380
Experience.Flight Crew.Last 90 Days: 230
Experience.Flight Crew.Type: 25
ASRS Report Number.Accession Number: 1267986

Events
Anomaly. Aircraft Equipment Problem: Critical
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector. Person: Passenger
Detector. Person: Flight Crew
When Detected: In-flight
Result. Flight Crew: Inflight Shutdown

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
I was piloting a King Air A90 during skydive operations. I was single pilot. Preflight of the aircraft was normal and oil on both engines ran at 1 quart indicated cold. The before takeoff checklist/run up was complete as per the checklist.

On the 5th load of the day after departing and while climbing out I experienced the smell of smoke in the cockpit at approximately 2000 feet. I was alerted by several of the skydive instructors that fire/smoke was coming from the right side. I confirmed the evidence smoke but no fire was present and it appeared to be outside the aircraft emanating from the right engine nacelle. I was unable to determine if the smell was electrical or petroleum based but I decided to shut down the right engine as per the memory items and return to the airport for landing. After the engine was shut I could no longer see evidence of smoke.

After alerting approach that that I was returning to land due to a possible engine fire I changed frequency to CTAF. I positioned myself for final approach, and lowered the gear handle, but was unable to obtain 3 green. I saw the breaker for the landing gear was popped and reset the breaker and attempted to lower the gear again unsuccessfully. I aborted the approach. Smoke began to fill the cockpit again. I discussed the situation with the senior jump instructor and chose to climb the aircraft to 3000-3500 feet and allow the skydivers to exit above the minimum safe jump altitude. While climbing I completed the engine shutdown and secure checklist and asked the skydiver at the door to look to visually observe the gear and was informed the gear was half down at varying degrees. After completion of the engine shutdown checklist no further smoke was visible or could be smelled. Further, with the rear exit door open most of the smoke had vented from the cabin.

I had the jumpers brief their exit and I performed the jump run. All jumpers exited the aircraft successfully without incident.

After the jumpers exited I was able to control and climb the aircraft and began working the emergency gear down checklist. I was unable to successfully engage the clutch as per the procedure and felt no resistance on the manual gear handle as it was swung and asked for another King Air pilot to work the checklist over the radio. During this time several flight instruments failed.

While loitering [in] the area I transferred fuel from the left wing to the left nacelle tank. After all options were exhausted and approximately 30 minutes of fuel remaining I briefed to myself a gear up landing and I executed the landing. The landing gear buckled upon landing but the aircraft remained on the runway and slid to a stop. I quickly performed the emergency shutdown memory items and evacuated. I was uninjured and learned all jumpers were uninjured.
Synopsis
BE-65 pilot reported shutting down right engine when smoke was spotted coming from the nacelle. He was unable to fully extend the landing gear and the gear collapsed on landing.
**ACN: 1265851 (36 of 50)**

**Time / Day**
Date: 201505

**Place**
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 4
Altitude.AGL.Single Value: 400

**Environment**
Flight Conditions: VMC
Weather Elements.Visibility: 12
Light: Daylight
Ceiling.Single Value: 9000

**Aircraft**
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Corporate
Make Model Name: Medium Transport, High Wing, 2 Turboprop Eng
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Skydiving
Flight Phase: Initial Climb
Route In Use: None
Airspace.Class C: ZZZ
Airspace.Class E: ZZZ
Airspace.Class G: ZZZ

**Component**
Aircraft Component: Turbine Engine
Aircraft Reference: X
Problem: Failed

**Person**
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Contracted Service
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
Experience.Flight Crew>Total: 4200
Experience.Flight Crew.Last 90 Days: 250
Experience.Flight Crew.Type: 200
ASRS Report Number.Accession Number: 1265851
Human Factors: Situational Awareness
Human Factors: Training / Qualification
Events
Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution

Assessments
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1
I was flying as the first officer of Aircraft X being used on contract by the US Military to conduct parachute operations inside of Restricted airspace. We had 14 military free fall jumpers on board and were taking off from a 3,000 feet unimproved landing strip. We had full inboard fuel tanks. Upon rotation, we experienced a power-plant failure of the left engine at approximately 200 feet. We performed emergency action procedures for a power-plant failure after V1 and attempted to climb to a safe altitude to release jumpers. The aircraft would not climb above 1,000 feet AGL so we diverted to the closest airstrip, ZZZ, which has a 3,200 feet paved runway and was three miles away. Upon landing, braking action was extremely poor and it was extremely difficult to maintain directional control. On taxi back, we experienced a right brake fire that was most likely caused by a leaking hydraulic line dripping fluid onto hot brakes. Passengers were evacuated on the ramp and fire was extinguished with on site fire fighting equipment by myself and the captain. The most likely cause of the engine failure was a Flight Control Unit (FCU) failure and the brake fire because of heavy braking with poorly maintained brakes and a shorter than desired runway available. In a post event debrief, the captain and I reworked the numbers on our useful load for conditions and determined that we had not added enough safety factor into our runway analysis. If we had properly accounted for density altitudes and current conditions, the aircraft would have had better single engine performance and we could have diverted to a longer and more appropriate runway for the situation. There were no injuries to any personnel. We did not declare an emergency during the event because of the the speed at which events happened and the attention needed to safely fly the airplane to landing.

Synopsis
Twin engine, high wing turboprop First Officer reported losing an engine shortly after takeoff. Flight diverted to a nearby airfield where a safe landing was made.
**ACN: 1255091 (37 of 50)**

**Time / Day**
- **Date:** 201504
- **Local Time Of Day:** 1801-2400

**Place**
- **Locale Reference.ATC Facility:** ZLA.ARTCC
- **State Reference:** CA
- **Altitude.MSL.Single Value:** 12600

**Environment**
- **Light:** Night

**Aircraft : 1**
- **Reference:** X
- **ATC / Advisory.Center:** ZLA
- **Aircraft Operator:** Air Carrier
- **Make Model Name:** Large Transport
- **Crew Size.Number Of Crew:** 2
- **Operating Under FAR Part:** Part 121
- **Flight Plan:** IFR
- **Mission:** Passenger
- **Flight Phase:** Climb
- **Airspace.Class B:** SAN
- **Airspace.Class E:** ZLA

**Aircraft : 2**
- **ATC / Advisory.TRACON:** SCT
- **Make Model Name:** Any Unknown or Unlisted Aircraft Manufacturer
- **Crew Size.Number Of Crew:** 1
- **Mission:** Skydiving
- **Flight Phase.Other**

**Person**
- **Reference:** 1
- **Location Of Person.Facility:** ZLA.ARTCC
- **Reporter Organization:** Government
- **Function.Air Traffic Control:** Enroute
- **Qualification.Air Traffic Control:** Fully Certified
- **Experience.Air Traffic Control.Time Certified In Pos 1 (yrs):** 1.5
- **ASRS Report Number.Accession Number:** 1255091
- **Human Factors:** Situational Awareness
- **Human Factors:** Communication Breakdown
- **Communication Breakdown.Party1:** ATC
- **Communication Breakdown.Party2:** ATC

**Events**
- **Anomaly.ATC Issue:** All Types
- **Anomaly.Conflict:** NMAC
Aircraft X departed SAN and was shipped to LA Center sector 9 climbing out of approximately 8,000. About 5 miles east of PGY, aircraft X said "Center we have an aircraft passing off our left side 500 feet below us." At the time of the incident aircraft X was in Southern California (SOCAL) Approach control's, south bay sector's, airspace, which they control 140 and below. The aircraft that was an NMAC with aircraft X was squawking discrete code [numbers removed], which is known to sector 9 controllers to be an aircraft conducting parachute operations in SOCAL approach control's airspace.

TCAS, collision alarm, nor any other safety preventative measure went off to avoid this incident and the only thing standing between these two aircraft and a mid-air collision were the air traffic controller's involved. Considering it was a known aircraft in the transferring controller's area of jurisdiction and that SOCAL Approach is able to climb above their airspace so that they can provide safe passage to the aircraft operating in the congested airspace around the San Diego/Tijuana area, I feel like the SOCAL Approach controller should not have switched aircraft X to my frequency until that aircraft was clear of all aircraft that were potentially in conflict with aircraft X.

There is more than one thing that should be done to prevent an event like this from happening again:
1.) The CA suppression should be lifted from En Route Automation Modernization (ERAM)s probing in SOCAL Approach control airspace to bring attention to a developing safety event like this one.
2.) As per FAA order 7110.65, the transferring controller shall not change an aircraft to the receiving controller's frequency until all potential conflicts for that aircraft are resolved.
3.) Air traffic controllers should drop this portentous attitude of VFR aircraft not being their responsibility to provide air traffic service to, and should instead consider them for what they are; taxpayer's that pay them a lot of money to maintain the integrity and safety of all aircraft operating within the National Airspace System (NAS).

**Synopsis**

ZLA Controller explains that an aircraft reported an aircraft 500 feet below them. The area and altitude of the aircraft was in SCT airspace and also an area of known parachuting. The aircraft was on a discreet code indicating its involvement. The ZLA Controller advised that SCT should have issued traffic to the aircraft or kept the aircraft until the conflict was no longer a factor.
**Time / Day**
- Date: 201503
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 700

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight
- Ceiling: Single Value: 12000

**Aircraft**
- Reference: X
- ATC / Advisory.CTAF: ZZZ
- Aircraft Operator: FBO
- Make Model Name: Skylane 182/RG Turbo Skylane/RG
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Skydiving
- Flight Phase: Landing
- Route In Use: None
- Airspace.Class G: ZZZ

**Component**
- Aircraft Component: Reciprocating Engine Assembly

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft:Flight Deck
- Reporter Organization: FBO
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Commercial
- Experience.Flight Crew.Last 90 Days: 21
- Experience.Flight Crew.Type: 25
- ASRS Report Number.Accession Number: 1249161
- Human Factors: Training / Qualification
- Human Factors: Other / Unknown
- Human Factors: Human-Machine Interface
Events
Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1
I was conducting normally scheduled skydiving operations in a CE-182 "D" model with numerous modifications including a higher power engine, skydiving door and wingtip extensions. My initial preflight showed 20 gallons of fuel on board. The incident occurred on the second jump run of the day as I returned to the airport. I returned to the pattern too high and was unable to safely descend to the runway. I initiated a go-around approximately halfway down the runway at 500 feet to 600 feet AGL. As I added power and pitched up the engine sputtered and quit. The propeller continued to windmill. I proceeded to the plowed wheat field south of the runway and conducted a power off soft field landing. Shortly after touchdown the engine restarted. I brought the aircraft to a stop and secured the engine. Post landing inspection of the aircraft and touchdown path revealed no damage. The aircraft was fueled and an engine run conducted prior to continued operations.

The cause of the incident was poor preflight fuel planning. I underestimated the fuel burn for each set of skydivers and did not account for the amount of unusable fuel in the tanks. Secondary to this was the poor entry to the traffic pattern that ultimately required a go-around to be initiated. Future skydiving operations will start with no less than 40 gallons of fuel on board the aircraft and refueling will be conducted following every 3rd jump run.

The loss of power at low altitude caused a strong initial adrenaline reaction that caused me to not secure the engine prior to touchdown, or conduct substantial emergency procedures beyond a brief "mayday" call over the CTAF. Fortunately the restart of the engine due to my inaction helped prevent damage during the landing sequence. My lack of overall familiarity with the emergency procedures for the aircraft prevented me from overcoming the adrenaline rush associated with the low altitude event. Additionally I exhibited hazardous attitudes in the form of "Macho" and "Invulnerable" when I did not add fuel prior to the start of operations.

Synopsis
C182 pilot experiences engine failure during a go-around, after a long steep descent from a jump run. The pilot landed in emergency condition on a field and the engine restarted just after touch down. Fuel starvation was thought to be the cause for the engine quitting and restarting shortly after.
ACN: 1235651 (39 of 50)

Time / Day
Date: 201501
Local Time Of Day: 1201-1800

Place
Locale Reference.ATC Facility: ZDC.ARTCC
State Reference: VA
Altitude.MSL.Single Value: 12000

Environment
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.Center: ZDC
Make Model Name: Light Transport, High Wing, 2 Turboprop Eng
Crew Size.Number Of Crew: 2
Flight Plan: IFR
Mission: Tactical
Flight Phase: Cruise
Airspace.Class E: ZDC

Aircraft: 2
Reference: Y
ATC / Advisory.Center: ZDC
Make Model Name: Small Transport
Crew Size.Number Of Crew: 2
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Climb
Airspace.Class E: ZDC

Person
Reference: 1
Location Of Person.Facility: ZDC.ARTCC
Reporter Organization: Government
Function.Air Traffic Control: Enroute
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 8
ASRS Report Number.Accession Number: 1235651
Human Factors: Communication Breakdown
Human Factors: Confusion
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Situational Awareness
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: Flight Crew
Communication Breakdown.Party2: ATC

Human Factors: Communication Breakdown.Party2: ATC
Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Aircraft X was orbiting over Maxton Airport IFR at 12,000. He had been there before and I was briefed by the controller that I relieved that he would be there for another 5 hours. There was no paperwork in the area detailing this flight or pilots intentions. FAY approach called with information. "Yeah, that Aircraft Y is still doing parachute drops over Maxton, code [deleted], climbing to 13,500." I replied, "Well you know I have a twelve thousand foot aircraft orbiting in that area?"

At this time I observed a limited VFR tag climbing out of about 10,700 north of Aircraft X. Liberty owns 11,000 and above, FAY owns 10,000 and below. FAY replied "Yeah, can you advise him of our traffic and vector your guy away?" I said "No, he's on a mission and he's orbiting there. I'll see if he can take a turn, I have no idea what he's doing." "I have parachute drops, you know about our guys?" FAY replied. "I don't know anything about your parachute drops" I told him. "So where exactly is he going to do it, right where Aircraft X is?" I did not get a reply. I hung up, waited for another aircraft to finish checking in and then called the VFR traffic to Aircraft X. "Traffic 12 o'clock, 2 miles southeast bound, 11,300, climbing VFR, parachute drops."

The jump aircraft was now in my airspace and still VFR. Aircraft X did not have the traffic in sight and said that he was "Heading west to de-conflict." Once separated, I asked Aircraft X if he was aware of the jump operations. He did and advised that he had been on UNICOM with the jump aircraft to avoid each other. I asked Aircraft X if he had responded to a TCAS advisory when making his turn and he said, "yes", I notified the FLM (Front Line Manager) immediately.

Minutes later I received a call from a different FAY controller who advised that the jumpers would stay at 11,500 instead of climbing to 13,500. A much better idea. After being relieved I listened to the tape at the Operations Manager desk and spoke briefly to the Operations Manager about the situation. Later, the Operations Manager advised me that he spoke to the pilot of Aircraft X and that paperwork for the mission had been filed with Fayetteville approach only. Aircraft X would fly missions at different altitudes but mainly 12,000 feet. That's Liberty's airspace, not approach control. The Aircraft X pilot was also going to send over a mission packet for ZDC.

The approach controller knew there was an aircraft at 12,000 in the area of the airport, they had climbed him up there and were still monitoring him. The parachute drop aircraft should have been handed off to Liberty prior to entering Liberty's airspace so that one
controller could coordinate with both aircraft to avoid a conflict. Also, moving an IFR aircraft to make way for a VFR is not sound practice. There was no information available at ZDC for Aircraft X flight.

The controllers had no idea what the aircraft was doing and what the parameters of the operation were. In fact, Aircraft X’s flight plan; as it was received from FAY approach, did not indicate any delay. It was the controller prior to me that had to question the pilot and then update the flight plan to show a 5 hour delay. FAY should have recognized that the aircraft operation was going to be in ZDC airspace and made sure that the paperwork had been forwarded.

In addition, our FLMs should have taken the initiative several days ago when the flights first began and requested paperwork on the Aircraft X flight. It is becoming more common to have special military flights with no prior warning or paperwork. If our FLMs would have requested more information several days ago, we could have already had procedures in place to deal with the conflicting parachute jumps.

**Synopsis**

ZDC Controller reports about confusion with an aircraft in holding and a skydiving aircraft that wanted to drop above the holding aircraft. The pilots of the two aircraft communicated with each other and the skydiving aircraft stayed below the holding aircraft.
**ACN: 1229025** (40 of 50)

**Time / Day**
- Date: 201501
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference. ATC Facility: P50.TRACON
- State Reference: AZ
- Altitude. MSL. Single Value: 5000

**Aircraft : 1**
- Reference: X
- ATC / Advisory. TRACON: P50
- Aircraft Operator: Air Taxi
- Make Model Name: Small Transport
- Crew Size. Number Of Crew: 2
- Operating Under FAR Part: Part 135
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Cruise
- Airspace. Class B: PHX

**Aircraft : 2**
- Reference: Y
- ATC / Advisory. Tower: PHX
- ATC / Advisory. TRACON: P50
- Aircraft Operator: Air Carrier
- Make Model Name: Large Transport
- Crew Size. Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Initial Climb
- Route In Use: Vectors
- Airspace. Class B: PHX

**Person**
- Reference: 1
- Location Of Person. Facility: P50.TRACON
- Reporter Organization: Government
- Function. Air Traffic Control: Traffic Management
- Qualification. Air Traffic Control: Fully Certified
- Experience. Air Traffic Control. Time Certified In Pos 1 (mon): 12
- ASRS Report Number. Accession Number: 1229025
- Human Factors: Communication Breakdown
- Human Factors: Confusion
- Human Factors: Situational Awareness
- Human Factors: Time Pressure
- Human Factors: Distraction
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was working the TMC position. The arrival coordinator position was also combined to me and I was handling those duties during this period. I spoke with a coordinator for Aircraft X via telephone. During this time we discussed his request for a parachute simulation just east of PHX. My understanding was this was going to be a simulation run with three passes dropping streamers. I advised due to departure traffic there may be a delay for his requested time but felt confident I could work out this request within our facility and PHX Tower.

Aircraft X was airborne around the coordinated time. We held the Aircraft X aircraft for approximately 30 minutes due to departure traffic off of PHX. I coordinated with the PHX TMC to stop departures to allow for Aircraft X to make his run. Aircraft X advised our controller he would only need one run which worked out better for both P50 and PHX. After departures were stopped Aircraft X started his run. Once over the target Aircraft X advised his run was complete and would RTB [Return To Base].

Once Aircraft X was no longer in the departure corridor I released departures at PHX. Shortly after this, Aircraft Y started his roll and climb out. Tower called and advised Aircraft Y was making an immediate right turn to avoid parachute jumpers just east of Phoenix. I acknowledged this and advised the south departure controller. I also advised the FLM at this time.

These jumps should be coordinated well in advance. Going forward I will need to verify that there are or are not jumpers during coordination.

Synopsis
P50 TMC describes a situation where an aircraft is supposed to make three runs over a target, then when airborne changes its plan and drops skydivers unknown to ATC. Departing traffic has to deviate around falling skydivers.
**ACN: 1227358 (41 of 50)**

**Time / Day**
- Date: 201412
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.MSL.Single Value: 9000

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight
- Ceiling.Single Value: 20000

**Aircraft**
- Reference: X
- ATC / Advisory.CTAF: ZZZ
- Aircraft Operator: Personal
- Make Model Name: King Air C90 E90
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Climb
- Route In Use: Direct
- Airspace.Class E: ZZZ

**Component**
- Aircraft Component: Gear Lever/Selector
- Aircraft Reference: X
- Problem: Improperly Operated

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Flight Instructor
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Multiengine
- Qualification.Flight Crew: Instrument
- Experience.Flight Crew.Total: 5400
- Experience.Flight Crew.Last 90 Days: 200
- Experience.Flight Crew.Type: 200
- ASRS Report Number.Acession Number: 1227358
Human Factors: Other / Unknown
Human Factors: Human-Machine Interface

Events
Anomaly.Aircraft Equipment Problem: Critical
Anomaly.Ground Event / Encounter: Gear Up Landing
Detector.Person: Flight Crew
When Detected: In-flight
Result.Flight Crew: Inflight Shutdown
Result.Flight Crew: Landed in Emergency Condition
Result.Aircraft: Aircraft Damaged

Assessments
Contributing Factors / Situations: Aircraft
Contributing Factors / Situations: Human Factors
Primary Problem: Ambiguous

Narrative: 1
I was flying skydivers and the plane had been performing fine all day until the left engine quit on climb out through about 9,000 feet MSL. When the engine quit it was sudden, complete and without any indication on the gauges beforehand. I handled the emergency maintaining airspeed, identifying, verifying and eventually feathering the left side and securing it as per the engine failure in flight checklist. The passengers, (some of which were new to light aircraft and there for their first skydive) and even some of the more seasoned skydivers were panicking and considering bailing out before I got them back to the drop zone, so I had to calm them down and assure them it would be a relatively normal drop and they would be placed over their normal waypoint (which is directly over the airport). With everyone calmed, I proceeded. I flew them there single engine, everyone got out safely in an orderly fashion and I proceeded to come in for landing.

After checking the weather the wind slightly favored the shorter runway so initially I set up for that but changed my mind to use the longer wider runway just in case. The wind was near calm and either runway had plenty of room, the pattern was empty and I made all CTAF calls. The yaw was very strong on power up to circle for the longer runway and hand flying the plane took my attention off verifying the gear was down. In addition to the distraction from the engine failure and caring for the panicked passengers, the huge open door and loud buffeting made it impossible to hear the gear horn. Not knowing why the engine failed out of the blue I also had a considerable fear the engine may catch fire, even though there was no smoke and it was secured. I've never had a turbine engine fail and didn't know exactly what to expect, I just knew I needed to get on the ground, back to safety and get myself out of the aircraft. That was all nagging in the back of my mind as I flew in single engine. The lack of drag from the gear not being down (I was so shaken up I thought I had already lowered it and that the checklist was complete) didn't illicit a mental response for me because the feathered prop sheds so much drag I had mentally compartmentalized my lack of drag as being attributed to that. I came in and landed gear up, on the centerline.

There was no time for a go around by the time I noticed I was lower than normal, the engine takes awhile to spool to a usable power setting from idle and by that time the plane was already on the ground. The plane came to a stop, I fully secured it before exit and airport ops was there immediately to assist. A few things could have been done to prevent this outcome - primarily a re-verification of checklist completion (I had run them
completely, or so I thought) and of course verification the gear was down by checking the 
gear lights. I was so scared there was going to be an inflight fire that unfortunately I 
became distracted from these key things and let the situation get the best of me. I'm 
extremely glad nobody was hurt, but wish I would have been able to hear the gear horn 
and would have gone around, done it right, and not have had to file this form in the first 
place.

**Synopsis**

BE90 pilot transporting skydivers experiences an engine failure at 9,000 feet. The engine 
is shut down and the skydivers are allowed to jump over their normal drop point. Upon 
returning to the airport the gear is forgotten and a gear up landing ensues.
**Time / Day**
- Date: 201411
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 200

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight

**Aircraft: 1**
- Reference: X
- ATC / Advisory: CTAZ: ZZZ
- Aircraft Operator: Personal
- Make Model Name: King Air C90 E90
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Skydiving
- Flight Phase: Takeoff
- Route In Use: None
- Airspace: Class G: ZZZ

**Aircraft: 2**
- ATC / Advisory: CTAZ: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Sail Plane
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Personal
- Flight Phase: Landing
- Route In Use: None
- Airspace: Class G: ZZZ

**Person**
- Reference: 1
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function: Flight Crew: Single Pilot
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Commercial
- Qualification: Flight Crew: Multiengine
- Experience: Flight Crew: Total: 1100
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 1221689
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.Conflict : Airborne Conflict
Detector.Person : Flight Crew
Miss Distance.Horizontal : 2500
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments
Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1
I was operating a skydive jump aircraft from a non-towered airport. The airport has two runways: [laid out in V-shape]. For our operations we regularly takeoff RWY 12 and land RWY 30. The winds were from the north at 5-10 knots and traffic was mostly using RWY 30 or occasionally RWY 05. I had been coordinating our departures on RWY 12 with the frequent glider and glider towing operations using RWY 30, as we regularly do on busy weekends. I announced on CTAF that we were holding short of RWY 12 and looked for traffic in pattern. A glider reported it was downwind for RWY 30 and I thought it told me that we had time to depart ahead of them. I then announced that we were departing RWY 12 straight out. As we were rolling on departure the glider announced it was turning base for RWY 30. I reported we were rolling on RWY 12 and saw the glider turning base. The glider then said it was going to switch to RWY 23, which is lined up with the base leg of RWY 30. I climbed above the glider's approach to RWY 23 and the glider passed about 1/2 mile off our left side. I thanked the glider for making the adjustment and continued operations without any more incidents. I believe the incident is the result of the high volume of flight training, glider operations, and high-performance aircraft operation at this non-towered airport. I also think if the glider had announced in position when I first reported holding short of RWY 12 it would have given me more time to visually acquire the traffic. The glider also should not have turned base after I announced we were departing on RWY 12. I also need to ensure I visually acquire any traffic in the pattern before departing to verify there will be sufficient spacing and confirm that any traffic in the pattern is aware if we are departing ahead of their arrival.

Synopsis
A conflict resulted when a King Air C90 departing Runway 12 and an arriving sailplane on Runway 30 failed to co-ordinate their operations. The sailplane altered its arrival runway to facilitate separation.
**ACN: 1218788 (43 of 50)**

**Time / Day**
- Date: 201411
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: ZAB.ARTCC
- State Reference: NM
- Altitude.MSL.Single Value: 10000

**Environment**
- Flight Conditions: VMC
- Light: Daylight

**Aircraft : 1**
- Reference: X
- ATC / Advisory.Center: ZAB
- Aircraft Operator: Air Carrier
- Make Model Name: Commercial Fixed Wing
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Nav In Use: FMS Or FMC
- Flight Phase: Cruise
- Route In Use.STAR: PINNG1
- Airspace.Class E: ZAB

**Aircraft : 2**
- Reference: Y
- ATC / Advisory.Center: ZAB
- Aircraft Operator: Air Taxi
- Make Model Name: Small Transport
- Operating Under FAR Part: Other
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Descent
- Airspace.Class E: ZAB

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: First Officer
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- ASRS Report Number.Accession Number: 1218788

**Events**
Anomaly. Conflict: Airborne Conflict
Detector. Automation: Aircraft TA
Detector. Automation: Aircraft RA
Detector. Person: Flight Crew
When Detected: In-flight
Result. Flight Crew: Took Evasive Action

Assessments
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Company Policy
Contributing Factors / Situations: Procedure
Primary Problem: Ambiguous

Narrative: 1
Flight to PHX. Upon receiving our clearance in Airport ZZZ, we noticed that recently dispatch has been filing us at 10,000 feet between Airport ZZZ and PHX. The Captain and I believe this is an issue for the following reasons. 10,000 feet on the PINNG1 arrival brings you right through the VFR practice area and the VFR sky diving areas for E60 and P08 airports. In this specific instance, there were two [small transport aircraft] both at 12,500 feet dropping skydivers around the BRDEY intersection. I noticed the Aircraft on the TCAS and prepared for evasive action. Aircraft was instructed multiple times that we were coming from below, he decided to drop sky divers anyway and began to descend resulting in our Resolution Advisory (RA). I followed the RA and the Captain and I noticed 2 brightly colored skydivers within 1500 feet of our wingtip - to the point we could see the arms and legs of the divers. ZAB came over the radio and was sternly advising them not to drop but they did anyway and then descended VFR in our direction. This was just one of the RA's among the many TA's we got on this flight. The area in the vicinity of IWA, P08, and CGZ is an extremely dense training ground (designated by the Arizona Flight Training Work group) for multiple flight schools. Flying through this area at such a low altitude is extremely unsafe and should be avoided. Especially around two of the busiest skydiving airports in the United States. From now on, a discussion will be taken between the Captain (CA), dispatch, and myself about amending the altitude on these flights to a safer altitude - 14,000 - 16,000 feet above the GA conflicts. Both the CA and I agree flying 10,000 feet on this flight is an unnecessary risk which should be mitigated. 5 TA and 1 RA is too many for such a short flight. The altitude filed on these flights should be reconsidered.

Synopsis
Air carrier First Officer reported multiple TA's and RA's on the flight to PHX at 10,000 feet and suggests filing for a higher altitude on this route.
**Time / Day**

Date : 201409  
Local Time Of Day : 0601-1200

**Place**

Locale Reference.Airport : E60.Airport  
State Reference : AZ  
Altitude.MSL.Single Value : 6500

**Environment**

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 20  
Light : Daylight  
Ceiling.Single Value : 8000

**Aircraft : 1**

Reference : X  
ATC / Advisory.CTAF : E60  
Aircraft Operator : FBO  
Make Model Name : Skyhawk 172/Cutlass 172  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Training  
Nav In Use.VOR / VORTAC : TFD  
Flight Phase : Cruise  
Route In Use.Airway : V94  
Airspace.Class E : ZAB

**Aircraft : 2**

Reference : Y  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Mission : Skydiving  
Airspace.Class E : ZAB

**Person**

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 300  
Experience.Flight Crew.Last 90 Days : 60  
Experience.Flight Crew.Type : 80
Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 30
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

On a routine instrument rating training flight with a student, we were practicing flying on victor airways from NAVAIDS. We were on V94 from TFD, which crosses E60. I tuned into E60 CTAF 122.80 and asked for an airport advisory, and if any jump operations were in progress. I continued to monitor E60's frequency as I transitioned over the field at 6500. 5 minutes later, with no jump calls, I spotted two jumpers with patrons strapped to them off my wing. I immediately took evasive action to distance myself from them, and to scan for additional jumpers. Major parachute jump operations in a student intensive practice area (the PHX southeast practice area) is a rising issue.

Synopsis

C172 Flight Instructor with student on V94 at 6,500 FT, reports a NMAC with skydivers over E60 airport. The reporter had been monitoring the CTAF for E60 and heard no calls for jumpers away.
ACN: 1200795 (45 of 50)

Time / Day
Date: 201409
Local Time Of Day: 0001-0600

Place
Locale Reference.Airport: SLC.Airport
State Reference: UT

Aircraft
Reference: X
ATC / Advisory.Tower: SLC
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew: 1
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Other
Airspace.Class B: SLC

Person
Reference: 1
Location Of Person.Facility: SLC.Tower
Reporter Organization: Government
Function.Air Traffic Control: Other / Unknown
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 4
ASRS Report Number.Accession Number: 1200795
Human Factors: Communication Breakdown
Human Factors: Confusion
Human Factors: Distraction
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Situational Awareness
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: Flight Crew
Communication Breakdown.Party2: ATC

Events
Anomaly.Conflict: Airborne Conflict
Anomaly.Deviation - Procedural: Clearance
Anomaly.Deviation - Procedural: Published Material / Policy
Detector.Person: Air Traffic Control
When Detected: In-flight
Result.Air Traffic Control: Separated Traffic

Assessments
Contributing Factors / Situations: Aircraft
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Procedure
**Narrative: 1**

The tower supervisor coordinated with S56 a specific plan to handle a parachute operation that was in progress east of SLC. The Tracon was supposed to let us know when the Jumpers were 2 to 3 minutes from jumping. At that point the Tracon was going to hold all VFR aircraft out that would cause a problem for the jumpers until we called them and reported that the jumpers were on the ground.

The first time the jump aircraft called jumpers away the Tracon had already gave us a VFR aircraft after the fact, but we were able to call off the jump until that VFR aircraft landed. The next time the Jump aircraft reported jumpers away the jumpers did jump this time. The jump aircraft exited the Bravo airspace and told the Tracon controller that the jumpers were down and clear, but we were informed that the pilot was not in communication with the jumpers so there was know way for him to know they were all on the ground.

We had already coordinated that we would tell the Tracon when they could start sending VFR back into the airspace, but that didn't happen. The Tracon just took the jump report from the pilot and resumed normal ops. The Tracon controller started to let the VFR aircraft(s) back into Bravo again, thinking the jumpers were down, but the tower could still see one parachute still in the air. We tried to get the Tracon to hold the VFR aircraft(s) out, but we ended up having to move the VFR’s out of the way on our own until we observed all the jumpers were down. The jump pilot obviously assumed the jumpers were down, but that wasn't the case.

We have these parachute jumps every year and they never go as planned. They are always planned at very busy times and very close to the airport. I don't think it is a safe operation and I think it should not be allowed to do any more.

**Synopsis**

SLC Controller reports of miscommunication between TRACON and Tower reference jumpers being on the ground and allowing aircraft in close proximity.
ACN: 1200790 (46 of 50)

**Time / Day**
- Date: 201409
- Local Time Of Day: 0001-0600

**Place**
- Locale Reference.Airport: SLC.Airport
- State Reference: UT
- Altitude.MSL.Single Value: 11000

**Aircraft**
- Reference: X
- ATC / Advisory.Tower: SLC
- Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
- Crew Size.Number Of Crew: 1
- Flight Plan: VFR
- Mission: Skydiving
- Flight Phase: Cruise
- Airspace.Class B: SLC

**Person**
- Reference: 1
- Location Of Person.Facility: SLC.Tower
- Reporter Organization: Government
- Function.Air Traffic Control: Local
- Qualification.Air Traffic Control: Fully Certified
- Experience.Air Traffic Control.Time Certified In Pos 1 (mon): 7
- ASRS Report Number.Accession Number: 1200790
- Human Factors: Communication Breakdown
- Human Factors: Confusion
- Human Factors: Distraction
- Human Factors: Time Pressure
- Human Factors: Troubleshooting
- Human Factors: Workload
- Human Factors: Situational Awareness
- Communication Breakdown.Party1: ATC
- Communication Breakdown.Party2: ATC

**Events**
- Anomaly.Conflict: Airborne Conflict
- Anomaly.Deviation - Procedural: Published Material / Policy
- Anomaly.Deviation - Procedural: Clearance
- Detector.Person: Air Traffic Control
- When Detected: In-flight
- Result.Air Traffic Control: Provided Assistance

**Assessments**
- Contributing Factors / Situations: Airspace Structure
- Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Procedure

**Narrative: 1**

Parachute operation being conducted to the east of the airport close enough to be a factor for east downwind traffic. I was informed the aircraft would be held outside the airspace until jumpers were on the ground. The supervisor informed me aircraft will be held out until he gave the ok. The TRACON called me and said Aircraft X reported the jumpers on the ground and the arrivals were now inbound. I informed the supervisor who appeared to be on the line with the TRACON at the time. Another controller informed me it didn't look like the last jumper was all the way on the ground yet. I then moved the traffic as far west as I could to avoid any possible conflict.

There was some type of miscommunication between the supervisors in the TRACON and tower, and the TRACON controller as to when to allow aircraft back into the airspace. Additionally Aircraft X reported the jumpers were on the ground when that may not have been the case. It seems to avoid any confusion the tower supervisor should make this call.

**Synopsis**

SLC Tower Controller reports of parachuting exercise going on in close proximity to the airport.
ACN: 1197571 (47 of 50)

Time / Day
Date: 201408
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Environment
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: Personal
Make Model Name: Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew: 1
Operating Under FAR Part.Other
Flight Plan: None
Mission: Skydiving
Flight Phase: Parked

Component
Aircraft Component: Engine
Aircraft Reference: X
Problem: Malfunctioning

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 403.9
Experience.Flight Crew.Last 90 Days: 51
Experience.Flight Crew.Type: 10.9
ASRS Report Number.Accession Number: 1197571
Human Factors: Situational Awareness
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Confusion

Events
I was getting ready to start the first flight of the day for a small skydiving business. I did a fairly quick preflight inspection of the airplane, seeing that the group of jumpers was close to being ready to go, and found no abnormalities. Once everyone was loaded up, there were five occupants in the airplane, including myself as the pilot, I ran through the normal engine start procedure, and cranked the engine. The engine did not start, and I figured it was normal, since it was the first start of the day. I pumped the throttle a couple of times and attempted a second startup. As I was cranking the engine, I noticed smoke coming from the cowling.

As soon as I pointed out the smoke, the Jump Instructor immediately began evacuating the aircraft. While this was occurring, I remembered my training and continued to crank the engine with the throttle full open and the mixture at idle cut-off. The smoke was still there, and as the last occupant of the aircraft was leaving, I placed the fuel selector to 'OFF' and got out of the plane as quickly as I could. Shortly after I evacuated the airplane, a fire ignited just below the engine. The Jump Instructor got back into the cockpit and tried to start the engine once more (my guess is to try and blow out the fire.) His attempt was unsuccessful, and he turned off the Ignition and Master Switch before getting out. We quickly grabbed as many fire extinguishers as we could find, and attempted to douse the fire while an onlooker called 911. The smoke was getting thicker, and it soon filled the cabin. The extinguishers would only put out the fire temporarily, and it kept re-lighting. Local police arrived with additional fire extinguishers, and we continued to try and put the fire out while waiting for the volunteer firefighters to arrive with trucks. By the time the trucks arrived, the fire itself was out, and the firefighters continued to spray the engine. Once the firefighters finished spraying the engine, we drained the remaining fuel from the airplane.

Nobody was injured in this incident, and the fire damage to the aircraft was limited to the engine and part of the instrument panel, along with ash in the cabin. The Jump Instructor (also the owner of the plane) has contacted his insurance company, and we do not know the monetary amount of damage there is. The cause of this incident is also unknown, but my best guess is the problem originated in the carburetor, since the fire itself seemed to be concentrated in that area. We noticed what was most likely fuel leaking from the bottom of the cowling while the fire was burning. I do not know why fuel was continuing to flow into the carburetor even though I placed the fuel selector to off and the mixture to idle cut-off. There may have been a problem with the fuel selector which contributed to
the incident.

I spoke with my boss (we have a contract with the skydiving business to provide pilots), who had flown the same aircraft the previous day, and he informed me that the engine did not want to start at first, and had backfired on him that day. I have now heard multiple stories of older Cessnas catching fire in a similar way. I strongly believe that I did not catch any leaks or abnormalities in the engine section during my preflight, but there is always the possibility that I overlooked something. This was my first major aircraft incident as PIC in my flying career, and I am very glad that I was able to keep calm and apply my training during the situation and that everyone walked away just fine.

**Synopsis**

A C182 engine caught fire during engine start forcing the pilot and four sky divers to evacuate. Hand fire extinguishers quelled the fire before fire fighters arrived but the ignited fuel's source is unknown.
ACN: 1196787

Time / Day
Date: 201408
Local Time Of Day: 1201-1800

Place
Locale Reference: Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 14500

Environment
Flight Conditions: VMC
Weather Elements / Visibility: Cloudy
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Center: ZZZ
Aircraft Operator: FBO
Make Model Name: King Air C90 E90
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Other
Flight Plan: None
Mission: Skydiving
Flight Phase: Cruise
Route In Use: None
Airspace.Class E: ZZZ

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 2300
Experience.Flight Crew.Last 90 Days: 65
Experience.Flight Crew.Type: 305
ASRS Report Number.Accession Number: 1196787
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Other

Events
Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Deviation - Procedural: FAR
Anomaly.Inflight Event / Encounter: Weather / Turbulence
Detector.Person : Observer  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

Assessments
Contributing Factors / Situations : Airport  
Contributing Factors / Situations : Procedure  
Contributing Factors / Situations : Weather  
Primary Problem : Procedure

Narrative: 1
While climbing to altitude over jump zone, I observed a large cloud moving over the airport. The cloud was at approximately 6,000 feet, and estimated 1 mile by 1/2 mile in diameter. Approximately 500 to 700 feet in depth. As we approached our exit point for the skydivers, I noticed part of the cloud was still over the airport. I advised the jumpers in the aircraft that there was a cloud in the vicinity of the airport and to let me know which way to adjust my flight path in order to ensure cloud clearance. When I was on jump run and turned the exit light on, 5 experienced jumpers exited the aircraft. As the tandem instructors approached the door, they advised me to go around and offset jump run slightly to the west to avoid the cloud. The remaining jumpers exited the airplane.

When I landed, I was advised by an Observer on the ground that the first 5 jumpers had penetrated the cloud. An announcement was made to the entire drop zone that disregard for cloud clearance requirements would not be tolerated and everyone was warned.

Synopsis
A C90 skydiving jump pilot at 14,500 feet attempted to avoid dropping his jumpers on a cloud at about 6,000 feet but was told after landing the divers had penetrated the cloud.
ACN: 1194639 (49 of 50)

Time / Day
Date: 201408
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: N85.Airport
State Reference: NJ
Altitude.MSL.Single Value: 4000

Environment
Flight Conditions: VMC
Weather Elements / Visibility. Visibility: 10
Light: Daylight
Ceiling.Single Value: 5000

Aircraft: 1
Reference: X
ATC / Advisory.CTAF: N85
Aircraft Operator: Personal
Make Model Name: Sail Plane
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Personal
Flight Phase: Cruise
Route In Use: None
Airspace.Class E: ZNY

Aircraft: 2
Reference: Y
ATC / Advisory.CTAF: N85
Aircraft Operator: Corporate
Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Skydiving
Flight Phase: Descent
Airspace.Class E: ZNY

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Glider
Experience.Flight Crew.Total: 1412
Experience.Flight Crew.Last 90 Days: 12
Experience.Flight Crew.Type : 168
ASRS Report Number.Accession Number : 1194639
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Exited Penetrated Airspace
Result.Flight Crew : Became Reoriented

Assessments
Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Airspace Structure

Narrative: 1
I was flying a high-performance single-seat sailplane on a local soaring flight. At the time of the incident I was heading in the general direction of N85, looking for lift under some scattered cumulus clouds with bases around 5,000 MSL. I was monitoring 123.3, which is used by cross-country soaring pilots for informal communications about conditions, etc., and was not on the CTAF for N85. I noticed a line of open parachutes about 1 mile ahead of me, at and slightly below my altitude. There was no collision hazard at this point.

I circled to try to work some lift and heard engine noise. A powered aircraft that was obviously the jump plane appeared from behind and circled outside of me until his higher speed took him away (in effect flying across my nose). I stopped my turn and headed away from N85. After a short interval I again heard engine noise from behind; I maintained a straight course and the jump plane passed me on the right and again cut across my nose (from right to left) before heading away. The jump plane was a single-engine high-wing aircraft with the door removed, I am not sure of the type. I did not see the tail numbers. Presumably the pilot was trying to warn me of the parachutists and divert me away from the area; we were not in radio communication.

I was heading toward the parachutists when I first saw them, but was not heading toward them at the time of either pass by the jump plane. The passes were uncomfortably close, and the second was completely unnecessary, I was already leaving the area. An uncharitable interpretation would be that this was an "air rage" incident. I have flown in this general area about 4 times in the last 3 months, in good VMC, and this is the first time I have seen any parachuting activity even though there is a NOTAM for it that blocks out more or less the entire spring, summer and fall. In future I will monitor the CTAF for N85 when in this area.
Synopsis

A glider pilot near N85 saw parachutist 1 mile ahead and circled to gain altitude but was then approach very closely by the jump aircraft twice before exiting the area.
ACN: 1194057 (50 of 50)

Time / Day
Date: 201408
Local Time Of Day: 1801-2400

Place
Locale Reference.ATC Facility: ZOB.ARTCC
State Reference: OH
Altitude.MSL.Single Value: 12500

Environment
Light: Night

Aircraft
Reference: X
ATC / Advisory.TRACON: D21
Aircraft Operator: FBO
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew: 1
Operating Under FAR Part.Other: VFR
Flight Plan: VFR
Mission: Skydiving
Flight Phase: Climb
Route In Use: None
Airspace.Class E: ZOB

Person
Reference: 1
Location Of Person.Facility: ZOB.ARTCC
Reporter Organization: Government
Function.Air Traffic Control: Enroute
Qualification.Air Traffic Control: Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs): 8
ASRS Report Number.Accession Number: 1194057
Human Factors: Communication Breakdown
Human Factors: Confusion
Human Factors: Situational Awareness
Human Factors: Workload
Human Factors: Distraction
Communication Breakdown.Party1: ATC
Communication Breakdown.Party2: ATC

Events
Anomaly.Airspace Violation: All Types
Anomaly.Conflict: Airborne Conflict
Anomaly.Deviation - Procedural: Clearance
Anomaly.Deviation - Procedural: Published Material / Policy
Detector.Person: Air Traffic Control
When Detected: In-flight
Assessments

Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Aircraft
Contributing Factors / Situations: Procedure
Contributing Factors / Situations: Human Factors
Primary Problem: Procedure

Narrative: 1

I was working D-side at LFD. OJT being conducted on R-side. Holding 5 aircraft at MIZAR for DTW and more on the way. Holding stack started at 120 and extended up to 170. Parachute operations are common occurrence at Myers-Divers airport, which is about 12 NM north/northeast of MIZAR. Procedure for para-jumps is spelled out in LOA.

I observed code XZXY, which is one of the predetermined para-jumper codes, climbing out of about 080 near Myers-Divers. I assumed DTW would keep jumpers well north of MIZAR holding stack, this is also spelled out in LOA; that D21 ATCT will protect for holding pattern airspace while ZOB is holding at inbound fixes. As I scan a few moments later I observe code XZXY climbing out of 115 very close to holding aircraft. I called D21 (MIZAR position) and questioned whether para-jumpers were going up, he responded with something like, "Yeah, looks like it."

I asked who was working them and called D21 (departures position) and questioned him. Controller responded in the affirmative. I was shocked and began to issue traffic to DTW on at least four aircraft in holding pattern and the D21 controller said something to the effect of, "Do you want to talk to the jumpers?" I responded, "No, I don't think they should be jumping right next to holding stack." D21: "They're VFR; you don't have to worry about them anyways." I don't believe an official point out ever occurred and code XZXY was above 130 by the time I was communicating with DTW Departures.

More conversation transpired, but DTW did not follow procedure and then for DTW to treat this event as no big deal was shocking, especially since about 18 months ago a airliner almost collided with jump plane in same vicinity.

If underlying facility is planning on using adjacent airspace they need to provide more notice. They also need to be prepared for ATC to say "Unable."

Synopsis

ZOB Controller reports of an incident involving a skydiving aircraft that isn't pointed out to him and he has to find out what the aircraft is going to do.