

## ASRS Database Report Set

# Parachutist / Aircraft Conflicts

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Report Set Description.....	A sampling of reports involving parachuting activity and conflicts with aircraft.
Update Number.....	32.0
Date of Update .....	October 31 2017
Number of Records in Report Set.....	50
Number of New Records in Report Set .....	17
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.

National Aeronautics and  
Space Administration

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Moffett Field, CA 94035-1000



TH: 262-7

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

**SUBJECT: Data Derived from ASRS Reports**

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded 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.

*Linda J. Connell*

Linda J. Connell, 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.

# Report Synopses

ACN: 1465287 *(1 of 50)*

### Synopsis

ZAU Center Controller reported parachute jump aircraft routinely enter their airspace without any coordination from the TRACON.

ACN: 1465235 *(2 of 50)*

### Synopsis

A PA32R pilot reported a NMAC with a skydiving aircraft while on an IFR flight plan.

ACN: 1464478 *(3 of 50)*

### Synopsis

Three skydive pilots flying separate C182s reported two of them had a conflict with a B737 while descending.

ACN: 1462497 *(4 of 50)*

### Synopsis

A TRACON Instructor Controller and their Trainee reported a VFR aircraft reported evasive action to avoid a parachutist.

ACN: 1461699 *(5 of 50)*

### Synopsis

ATC Center Controller reported vectoring an IFR aircraft for sequencing behind a priority aircraft through a parachute jump zone and below the altitude of the jumpers.

ACN: 1460348 *(6 of 50)*

### Synopsis

C182 jump plane pilot and the sky diving instructor involved reported the instructor's leg became entangled in a seat belt while exiting the aircraft. The instructor, with tandem student attached, was able to release the seat belt buckle and fall free.

ACN: 1459457 *(7 of 50)*

### Synopsis

Flight crew of large turbojet aircraft reported an issue with an ATC clearance to meet an altitude restriction.

ACN: 1454663 *(8 of 50)*

### Synopsis

A Center Controller reported having to turn an aircraft into an area below the MVA due to a parachute jump aircraft not responding to instructions.

ACN: 1453353 *(9 of 50)*

### Synopsis

SCT Controller reported a Parachute jump zone has been established which is in conflict with RNAV Arrival routes and busy VFR transition traffic.

ACN: 1451432 *(10 of 50)*

### Synopsis

Air carrier flight crew and a Controller reported an unsafe situation where an air carrier and a sky diving aircraft became too close, resulting in a Resolution Alert for the carrier.

ACN: 1450325 *(11 of 50)*

### Synopsis

ZLA Center Controller reported that a pilot reported a NMAC between them and a skydiving aircraft.

ACN: 1449646 *(12 of 50)*

### Synopsis

ZBW Controller reported a parachute jump aircraft had a near miss between their jumpers and another unidentified VFR aircraft.

ACN: 1449581 *(13 of 50)*

### Synopsis

King Air pilot reported a gear up landing following a skydiving operation that typically deactivated the landing gear warning to prevent unwanted warnings during jump runs.

ACN: 1446841 *(14 of 50)*

### Synopsis

GA pilot reported exiting the runway after a skydive aircraft entered the runway behind him in an apparent attempt to expedite takeoff while another aircraft was also on final approach.

ACN: 1445216 *(15 of 50)*

### Synopsis

P80 TRACON Controller reported an IFR arrival had to respond to a TCAS alert with a VFR parachute jump aircraft even though the Controller had attempted to vector the aircraft away.

ACN: 1445176 *(16 of 50)*

### Synopsis

Skydiving pilot and TRACON Controller reported the skydiving aircraft entered Class B clearance without a clearance from ATC.

ACN: 1442889 *(17 of 50)*

### Synopsis

A321 Captain reported responding to a RA departing SAN with a parachute jump aircraft.

ACN: 1434232 *(18 of 50)*

### Synopsis

Sky dive pilot reported releasing jumpers without proper coordination with ATC, resulting in reduced separation between jumpers and other traffic.

ACN: 1409538 *(19 of 50)*

### Synopsis

A TRACON Controller reported observing an unidentified VFR aircraft fly through an area of parachute jumping operations.

ACN: 1408358 *(20 of 50)*

### Synopsis

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

ACN: 1406892 *(21 of 50)*

### 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 *(22 of 50)*

### Synopsis

Albuquerque Center Controller reported of parachute operations that were being conducted within the arrival routes and the confusion surrounding the operations.

ACN: 1391101 *(23 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 *(24 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 *(25 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 *(26 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 *(27 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 *(28 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.

ACN: 1317220 *(29 of 50)*

### 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 *(30 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 conflict with the VOR Approach. The Tower Controller had to break the aircraft off their approach to resolve a conflict.

ACN: 1308828 *(31 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 *(32 of 50)*

## Synopsis

Cessna 208B pilot reported directional control problems during taxi.

ACN: 1290774 *(33 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 *(34 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 *(35 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 *(36 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 *(37 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 *(38 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 *(39 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 *(40 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 *(41 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 *(42 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 *(43 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 *(44 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 *(45 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 *(46 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 *(47 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 *(48 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 *(49 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 *(50 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.

# Report Narratives

## Time / Day

Date : 201707  
Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZAU.ARTCC  
State Reference : IL  
Altitude.MSL.Single Value : 14500

## Environment

Flight Conditions : VMC

## Aircraft

Reference : X  
ATC / Advisory.Center : ZAU  
Make Model Name : Commercial Fixed Wing  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 119  
Flight Plan : VFR  
Mission : Skydiving  
Flight Phase : Climb  
Route In Use : VFR Route  
Airspace.Class E : ZAU

## Person

Reference : 1  
Location Of Person.Facility : ZAU.ARTCC  
Reporter Organization : Government  
Function.Air Traffic Control : Enroute  
Qualification.Air Traffic Control : Fully Certified  
ASRS Report Number.Accession Number : 1465287  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Air Traffic Control  
When Detected : In-flight

## Assessments

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

Narrative: 1

Lately this has become an issue. We have been "blocking" parachute jump airspace over two airports. A few months ago, TRACON started to insist that each and every time a jump aircraft climbed into our airspace, they needed to point him out. These aircraft are VFR and there is no phraseology for a VFR point out. I always just say "ok" or "I see him" or "approved". This parachute jump activity is under a north departure track so there is frequently vectors to IFR aircraft required to keep these aircraft away.

Conversely, we "block" parachute jump airspace on a daily basis with a different TRACON in two places. The duality of this situation bothers me. Someone is right and someone is wrong, so which is it? Can we put a code into the computer, and write an altitude over an airport and block for parachute jump operations or can we NOT, in which case every time they call with a pointout on an aircraft which we have no data block for, we are required to start a radar track, or put a strip in the bay. Whichever way we decide, it should be the same for both TRACONS.

The TRACON which insists that every single Parajump aircraft be pointed out, ran two Parajump aircraft through my airspace. Both aircraft went to 14,500 feet well inside my airspace, without coordination, through a busy departure track.

## Synopsis

ZAU Center Controller reported parachute jump aircraft routinely enter their airspace without any coordination from the TRACON.

## Time / Day

Date : 201707

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6000

## Environment

Flight Conditions : Mixed

Weather Elements / Visibility : Cloudy

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-32 Cherokee Six/Lance/Saratoga/6X

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZZZ

Aircraft Operator : FBO

Make Model Name : Twin Otter DHC-6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Initial Climb

Route In Use : None

Airspace.Class E : 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 : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1550



Experience.Flight Crew.Last 90 Days : 60  
Experience.Flight Crew.Type : 300  
ASRS Report Number.Accession Number : 1465235  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Automation : Aircraft TA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
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 : Weather  
Primary Problem : Weather

## Narrative: 1

While operating on an IFR flight plan, I noticed that my route would take me across the top of the ZZZ Airport. I am familiar with the Skydiving operation there, so as I was approaching approximately 15 miles from the northwest, I tuned in the ZZZ CTAF frequency on my #2 COM radio to listen in for the jump aircraft. I never heard the aircraft take off and never observed anything on my traffic display as I was approaching. At about 10 miles northwest of ZZZ, [Center] cleared me, at pilot's discretion, to start my initial descent from 9,000 ft MSL down to 4,000 ft MSL. A build up of clouds was occurring in the immediate vicinity, and at about 7,000 ft MSL, I started going in and out of the tops of the clouds. Shortly thereafter I noticed an aircraft appear on my ADS-B traffic display at 2,500 ft below me and climbing. I surmised that it was the jump aircraft, but still had not heard anything on the CTAF frequency or the ARTCC frequency. At approximately 5 miles northwest of ZZZ, I heard the pilot of the jump aircraft check on to the ARTCC frequency. The pilot was alerted by the controller that I was descending behind and above the jump aircraft. The pilot called "No joy" on me. I was also advised of the aircraft, and responded that I was inside of a cloud with no visual contact. At some point, according to my traffic display, the jump aircraft made a left turn back into my flight path while I was still inside of the cloud, and I received a traffic alert on my GTN650. Upon exiting the cloud, I made an immediate right bank, followed by a left bank to try and acquire the jump aircraft. When I identified the aircraft, it was still climbing on a heading that could have potentially taken it into my original flight path. I would estimate we were within 500 ft of each other, maybe more like 300 ft. I was close enough that I could see the skydiver's faces that were standing in the jump door. After ensuring I was clear of the aircraft, I notified [Center] that I was clear of the aircraft and that it posed no further issue. The controller responded. The pilot of the jump aircraft also responded that I had been identified visually. The remaining 10 minutes of the flight were uneventful; however, I was left very shaken up. After landing and reflecting on the event, I wondered what I could've done differently.

Overall, I could've requested a route around ZZZ. Once committed though, and without visual ID of the aircraft due to clouds, I don't know what else I could've done at that time.

## Synopsis

A PA32R pilot reported a NMAC with a skydiving aircraft while on an IFR flight plan.

## Time / Day

Date : 201707

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : 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 : Descent

Route In Use : Direct

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : 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

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : ZZZ

## Aircraft : 3

Reference : Z

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Airspace.Class E : ZZZ

## Aircraft : 4

Reference : A  
ATC / Advisory.TRACON : 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  
Mission : Skydiving  
Flight Phase : Climb  
Airspace.Class E : ZZZ

## 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 : Instrument  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 915  
Experience.Flight Crew.Last 90 Days : 90  
Experience.Flight Crew.Type : 200  
ASRS Report Number.Accession Number : 1464478  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Person : 2

Reference : 2  
Location Of Person.Aircraft : Y  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
ASRS Report Number.Accession Number : 1464516  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Person : 3

Reference : 3  
Location Of Person.Aircraft : A  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Flight Instructor  
ASRS Report Number.Accession Number : 1466172

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

## Events

Anomaly.Conflict : Airborne Conflict  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 4000  
Miss Distance.Vertical : 500  
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 : Procedure

## Narrative: 1

I was flying a jump aircraft carrying skydivers for my company. After I dropped off my load over the drop zone at the airport and was in my descent back down to the airport, I had a near miss with a Boeing 737. He was off my left, headed towards me, and I immediately banked to the right to avoid him. We both saw each other and the B737 pilot called out the traffic to approach and said that it gave him an RA. Less than a minute later he got another RA from another one of our company aircraft. They both saw each other too at the last second. Better separation should have been provided by ATC. But at the end of the day everyone saw and avoided each other albeit the close call.

## Narrative: 2

A Boeing 737 reported two Resolution Alert (RA) on two "high-wing aircraft", each RA was reported within 15 seconds of each other. My operation consist of climbing to 8,000 feet MSL and descending back to the airport for continuous skydiving operation with multiple "jump aircraft". My climbs, "jump runs", and descents are consistent throughout the day as long as the surface and aloft winds are consistent for a safe free fall and drift/glide for the parachutists. My jump run was 320 degree (magnetic course) and first parachutists out by 1 NM from the drop zone.

After I've called my one minute warning with Approach and my parachutist deplaned, I started my descent at about 2,000 feet per minute to the north. Approach was very busy and I could not announce that my parachutist deplaned. Moments later, the B737 reported a "high-wing" aircraft on their port side that caused a RA. A few seconds later, the B737 reported a second RA, "high-wing aircraft", above them. When the B737 reported the first RA, I was trying to look for them believing it was for me; it was for company traffic. I heard a buzzing noise over the frequency, similar to a "blocked" transmission and could not make out the transmission. I looked over to my 4 o'clock and I saw the B737, about 1 NM, same altitude on an eastbound course. At that time, the B737 report their second RA. After the report, approach said to me that he told me to stop my descent. I responded back that I did not received the transmission. When I spotted the B737, there was no further actions to be taken on my part. The traffic was not a factor anymore as we were heading on different direction and different altitudes.

Approach on this specific frequency is a very busy frequency especially on weekends and during VMC. This sector covers Class C airspace, north and south practice area of the Class C, and sometimes a single controller handles two separate frequencies. ZZZ is known to have frequent skydiving operation throughout the week and it's very congested with multiple specialty flying operations; gliders, banner towing, student pilot training, practice instrument approaches and skydiving. A parachute symbol is depicted on the Sectional and Terminal Area Chart and as well there is a FDC NOTAM. I have witnessed in the past, air carriers and other jet traffic over flying and/or in the vicinity of ZZZ during skydiving operations. With the skydiving operation, flight pattern is similar and we try to keep it consistent so it's predictable for planning purposes for the controllers. We climb to the south and descent to the north of ZZZ, trying to keep our pattern away from Class C. For our next flights, its lesson learned that we need to keep an extra vigilance and situational awareness to maintain a safe flight.

### Narrative: 3

While performing parachute jumping operations, one minute or so prior to the release of my skydivers over ZZZ, I heard two back to back resolution alerts reported by a B737. These resolution alerts presumably involved the two aircraft ahead of mine which were already on their descent while the B737 was on approach to a Class C airport. I was still on the climb well to the south and my aircraft was not a factor on the situation; either way I was very close in proximity to the three aircraft involved and decided to report it. One of the aircraft ahead missed a call to stop their descent. A few moments later he came on frequency and complied with ATC instructions and apologized for the situation. All flights ended without incident thereafter.

Pointing the traffic a little earlier (especially passenger jet traffic) and listening/complying to instructions could have averted the situation, keeping everyone safe and at the proper separation.

### Synopsis

Three skydive pilots flying separate C182s reported two of them had a conflict with a B737 while descending.

## Time / Day

Date : 201707

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : MKE.TRACON

State Reference : WI

Altitude.MSL.Single Value : 3500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : MKE

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Descent

Route In Use : VFR Route

Airspace.Class E : MKE

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : MKE

Make Model Name : Single Engine Turboprop Undifferentiated

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class E : MKE

## Person : 1

Reference : 1

Location Of Person.Facility : MKE.TRACON

Function.Air Traffic Control : Enroute

Function.Air Traffic Control : Instructor

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1462497

Human Factors : Confusion

Human Factors : Training / Qualification

Human Factors : Situational Awareness

## Person : 2

Reference : 2  
Location Of Person.Facility : MKE.TRACON  
Reporter Organization : Government  
Function.Air Traffic Control : Enroute  
Qualification.Air Traffic Control : Developmental  
ASRS Report Number.Accession Number : 1462489  
Human Factors : Training / Qualification  
Human Factors : Situational Awareness

## Events

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

I was conducting training. Aircraft X was descending after dropping parachutes out at 14500 feet. Aircraft Y was VFR northwest bound with altitude at his discretion. Aircraft Y was indicating about 4000 feet, descending, and was about 10 miles SE of the airport. Aircraft X was descending around 4500 feet and I was going to give it a few more miles and then tell the trainee to turn Aircraft Y. Aircraft X reported jumpers no factor and the trainee terminated his RADAR services. He was also below Aircraft Y's altitude, so I was comfortable allowing him to overfly the airport. Almost 3 minutes later Aircraft Y reported that he had to deviate for a jumper. I communicated with him that we were told jumpers were no factor.

The jump aircraft should stay above the highest jumper and not tell us they are no factor until all jumpers are actually no factor.

## Narrative: 2

[Report narrative contains no additional information.]

## Synopsis

A TRACON Instructor Controller and their Trainee reported a VFR aircraft reported evasive action to avoid a parachutist.



## Time / Day

Date : 201707

Local Time Of Day : 0001-0600

## Place

Locale Reference.ATC Facility : ZFW.ARTCC

State Reference : TX

Altitude.MSL.Single Value : 14500

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZFW

Aircraft Operator : FBO

Make Model Name : Small Transport

Operating Under FAR Part : Part 119

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : ZFW

## Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZFW

Aircraft Operator : Corporate

Make Model Name : Citation V/Ultra/Encore (C560)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Route In Use : Vectors

Airspace.Class E : ZFW

## Person

Reference : 1

Location Of Person.Facility : ZFW

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5.0

ASRS Report Number.Accession Number : 1461699

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Situational Awareness

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

## Events

Anomaly.Airspace Violation : All Types  
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.General : Flight Cancelled / Delayed  
Result.Flight Crew : Landed in Emergency Condition  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

I had [priority requested] by my number 2 aircraft in my sequence who was following a slow moving citation jet. I vectored out the citation and made the [priority] aircraft number one and gave them direct to the airport. After achieving what I initially thought was enough space between the 2 IFR aircraft I turned in the citation jet and soon realized I didn't have enough room behind the [priority aircraft]. I vectored the citation back out and leveled him at 14000 feet by the time I had my spacing he was in conflict with the jump zone I called traffic to both the sky dive aircraft and the citation I then turned the citation an additional 30 degrees right to clear the conflict of the sky dive aircraft however he was still in the sky dive area. Soon after the citation began to descend I told him to maintain altitude but he advised me he was responding to a TCAS RA. He descended and exited the sky dive area without further incident. During the incident I had a [priority aircraft] I was coordinating with the CIC and approach as well as some frequency congestion working a high and low combined at the time. As well as working a much larger scale than normal made the conflict harder to see.

I shouldn't have assumed the sky dive aircraft would have ceased his sky dive activities when calling traffic to him, I believe I failed to tell him the traffic would enter the jump area as well as allowing the IFR aircraft to descend to an altitude that would put him underneath the sky divers jumping from 14500 ft. I should have gone further away from the jump zone not just separating from the aircraft.

## Synopsis

ATC Center Controller reported vectoring an IFR aircraft for sequencing behind a priority aircraft through a parachute jump zone and below the altitude of the jumpers.

## Time / Day

Date : 201706

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 10000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 7000

## Aircraft

Reference : X

ATC / Advisory.TRACON : 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 : Cruise

Route In Use : None

Airspace.Class E : ZZZ

## 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

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 286

Experience.Flight Crew.Last 90 Days : 8

Experience.Flight Crew.Type : 56

ASRS Report Number.Accession Number : 1460348

Human Factors : Distraction

Human Factors : Workload

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Door Area

Reporter Organization : FBO  
Function.Other  
Qualification.Other  
ASRS Report Number.Accession Number : 1463285  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction

## Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown  
Anomaly.Deviation - Procedural : Other / Unknown  
Detector.Person : Passenger  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented

## Assessments

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

## Narrative: 1

Skydiving Operation: During a tandem jump from 10,000 feet over the airport a seatbelt got caught on the tandem instructor's ankle/leg upon departure. The student and instructor were hanging underneath the aircraft and I could only see the tandem instructor's legs. Flight remained stable but I was unresponsive to ATC during the event and only made one call to say "Hold on, hold on, hold on". I was reaching out the door trying to unhook the belt as the instructor was also reaching for it. The instructor was able to unclasp the belt. I reported the incident to ATC and to the airport as they had an ambulance on standby for an annual fly-in. Their parachute deployed and I could not tell if they were going to be able to land at the airport. I remained in the air and reported their location to ATC. I asked ATC to call Fire and Rescue as I wasn't sure of the condition of either parties involved. They landed their parachute about 1/2 mile south of the airport on a golf course and from the air I could see them both walk to the clubhouse. Once I landed the plane a car arrived with the student and instructor. They were both unharmed and had already spoken to the ambulance who had called off fire and rescue.

I did not see the instructor get caught on the seatbelt or I would've stopped him from exiting. I believe a seatbelt was left clasped and improperly stowed away. While the student and instructor slid towards the door in preparation for the jump the instructor's foot unwittingly slid into the seatbelt.

I believe it is essential that we check all seatbelts preflight even those that will not be used. Had we done this, this whole incident could've been avoided. There were no injuries during this incident but the situation could've been much worse. I will always check all seatbelts on board to ensure that there is no snag hazard for skydivers.

## Narrative: 2

During the exit of the Cessna 182 aircraft I became aware of an entanglement with a seat belt that not been tucked away, but was still buckled. I was able to identify that if I unlatched the belt my leg would be free. I then unbuckled the seat belt and proceeded to

sky dive. I then landed off the airport at a golf course safely with no issues. No injuries were sustained during the event.

## Synopsis

C182 jump plane pilot and the sky diving instructor involved reported the instructor's leg became entangled in a seat belt while exiting the aircraft. The instructor, with tandem student attached, was able to release the seat belt buckle and fall free.

## Time / Day

Date : 201706

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : D10.TRACON

State Reference : TX

Altitude.MSL.Single Value : 13000

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : D10

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

Route In Use.STAR : SEEVR

Airspace.Class E : D10

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : D10

Make Model Name : Small Aircraft

Mission : Skydiving

Airspace.Class E : D10

## Person : 1

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)

ASRS Report Number.Accession Number : 1459457

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1459883  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Altitude : Crossing Restriction Not Met  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Returned To Clearance  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

During descent into DFW we were cleared direct to SEEVR and told to descend via the SEEVR arrival but to maintain 310 knots. We set in the bottom altitude for the window at SEEVR of 13000 and began our descent planning to cross SEEVR at 14000 to avoid leveling off. As we neared SEEVR ATC changed our clearance to cross SEEVR at 13000 and comply with the speeds at SEEVR then continue the arrival. We slowed to 270 knots and thought we were set up to cross SEEVR at 13000 but just before turning I noticed we were too high and just as I noticed ATC gave us a heading and an expedited descent to keep us clear of a skydive aircraft in the area.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

Flight crew of large turbojet aircraft reported an issue with an ATC clearance to meet an altitude restriction.

## Time / Day

Date : 201706  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZSU.ARTCC  
State Reference : PR  
Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Center : ZSU  
Make Model Name : Helicopter  
Flight Plan : IFR  
Flight Phase : Cruise  
Airspace.Class E : ZSU

## Aircraft : 2

ATC / Advisory.Center : ZSU  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 119  
Flight Plan : VFR  
Mission : Skydiving  
Flight Phase : Climb  
Route In Use : None  
Route In Use : VFR Route  
Airspace.Class E : ZSU

## Person

Reference : 1  
Location Of Person.Facility : ZSU.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) : 10  
ASRS Report Number.Accession Number : 1454663  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Human Factors : Confusion  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Events



Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : CFTT / CFIT  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Aircraft

## Narrative: 1

Aircraft X was a helicopter eastbound on an airway. ZSU has a jump zone for paradrrops on the airway and on the edge of an enroute sector and an approach sector. The Minimum Enroute Altitude (MEA) on the airway is 3,000 feet and off the airway is 3,600 feet inside enroute airspace west of the jump zone. As aircraft X is nearing the eastern boundary of my sector and the western boundary of the approach sector (approximately 8 miles) the Approach Controller calls me for a point out on aircraft Y climbing for paradrrops. I advised the controller to hold the jump aircraft because of the helicopter approaching from the west. The helicopter was in hand-off mode. The Approach Controller called me back to advise that aircraft Y was not responding and turn the helicopter north. I had to turn the helicopter 50 degrees north, off the airway to avoid the jump zone, in a MVA of 3,600 feet. I did ask the pilot to maintain terrain and obstruction clearance.

Send this to the local safety council for analysis. I could have called the Approach Controller in advance to give them a heads up of the traffic on the airway approaching their sector from the east. I talked to the Approach Controller after the close call and he said the pilot never acknowledged the calls, only calling back to report that they were descending. The pilot never gave a "jumpers away" call or "2 minutes to jumpers".

## Synopsis

A Center Controller reported having to turn an aircraft into an area below the MVA due to a parachute jump aircraft not responding to instructions.

## Time / Day

Date : 201706

Local Time Of Day : 1801-2400

## 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 : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Descent

Route In Use : Vectors

Airspace.Class E : SCT

## Aircraft : 2

Reference : Y

ATC / Advisory. TRACON : SCT

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Descent

Route In Use : Vectors

Airspace.Class E : SCT

## Aircraft : 3

Reference : Z

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Skydiving

## Person

Reference : 1  
Location Of Person.Facility : SCT.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) : 15  
ASRS Report Number.Accession Number : 1453353  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : Other / Unknown  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued New Clearance

## Assessments

Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Procedure  
Primary Problem : Company Policy

## Narrative: 1

We were briefed that a new jump zone was being worked over the BNG airport. We were told 13500 Feet and below, up to 20 jumps per day, over one of the busiest VFR transition areas west of the Rockies. All of our Metroplex procedures, which includes several descend via routes, descend through this same area. The ONT arrivals in particular descend through that area somewhere between 10000-12000 feet. There is an airway that goes through that area with IFR aircraft at 10000 to 12000 feet.

In addition we have another IFR route to airports (SNA, LGB) that goes right over the BNG airport IFR at 12000 feet. [A jump aircraft] called up the Springs sector for flight following at 12200 feet as it made it's climb and jump run. It just so happened that at the same time there was Aircraft X descending on the new a RNAV STAR. It was coordinated with me that they were stopped at 14000 feet as to remain clear of the jump aircraft. I had another descend via aircraft on an RNAV STAR descending out of 14000 feet. They initially go to 13000 feet and then to 11000 feet and further down to 8000 feet. I immediately stopped this aircraft, Aircraft Y, at 13000 feet, anticipating that I needed to get underneath them with Aircraft X.

By the time I talked to Aircraft X I didn't feel I could safely get underneath Aircraft Y so I vectored Aircraft X on a heading of 230 and descended them to 6000 feet. As soon as they were passing through 12000 feet I turned Aircraft X back to the RNAV Arrival route. By the time I could safely descend Aircraft Y they no longer felt they could make the descend via clearance so I had to vector them off the route so they could make their crossing restriction. I wasn't busy thankfully. This is a lot of work for an aircraft that has decided to

set up a jump zone in an arrival corridor. There is no Letter of Agreement (LOA), no procedures in place, no pre-planning for us as a facility, and no help from the powers that be up above us. We weren't even briefed until the morning of.

Safety is a number one concern in the FAA and in this building and rightfully so. But allowing this operation to continue with no rules attached is not only completely unsafe, but it puts the controllers in harm's way as well as they will have to be moving aircraft all over the place to accommodate this person's operations. We can't even see the jump aircraft in that area because of poor radar coverage below 6000 feet. We already know that there are numerous aircraft every day that transition that pass low level because we see them pop up just west of PSP airport and just east of RIV airport. We can move aircraft to the best of our ability that we can see, but what about the aircraft we can't see and aren't talking to? We have no ability to advise the jumper when a low-level aircraft is transitioning the jump area and to give proper "hold the jumps" calls. If this operation is allowed to continue, it is only a matter of time before a tragic event unfolds.

This jump zone should not be allowed in this area. The flying public has the right to transition to and from the desert free from being in harms way. It is not fair to the poor people jumping out of planes having fun, not to know the actual danger they are in. It is not right to delay IFR passenger jets and to pose risks to them getting too close to the jump aircraft as it climbs and descends in its jump runs. If for some reason this jump zone was allowed to continue, guidelines, rules and procedures must be implemented in order to reduce risk.

## Synopsis

SCT Controller reported a Parachute jump zone has been established which is in conflict with RNAV Arrival routes and busy VFR transition traffic.

## Time / Day

Date : 201705

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.MSL.Single Value : 17000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : L30

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 119

Flight Plan : IFR

Nav In Use : FMS Or FMC

Flight Phase : Climb

Route In Use.SID : BOACH

Airspace.Class E : L30

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : L30

Make Model Name : Small Transport

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : L30

## 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 Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 6500

ASRS Report Number.Accession Number : 1451432

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload  
Human Factors : Confusion

## Person : 2

Reference : 2  
Location Of Person.Facility : L30.TRACON  
Reporter Organization : Government  
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 (yrs) : 1  
ASRS Report Number.Accession Number : 1450323

## Person : 3

Reference : 3  
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)  
ASRS Report Number.Accession Number : 1450867  
Human Factors : Workload  
Human Factors : Situational Awareness  
Human Factors : Distraction  
Human Factors : Confusion  
Human Factors : Time Pressure

## Events

Anomaly.ATC Issue : All Types  
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  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

Climbing out of LAS on the BOACH7 departure off RWY 01R, after checking in with departure we were cleared to climb unrestricted to FL190. Somewhere in the vicinity of WITLA we were cleared direct BOACH. Climbing through approximately 17,000 feet at 300 knots the TCAS issued a TA, we both reduced range on the Navigation Display (ND), the target showed ahead and slightly to our right and less than 1000 feet above. The TA changed to an RA very quickly. The RA was initially monitor vertical speed I believe, and then changed to descend. The Captain was flying and had disconnected the autopilot

immediately upon the RA issuance. He did reduce the pitch attitude but the actual vertical speed never reached the green band on the VSI which was a strong descend command. I turned off the flight directors a few seconds after the RA started, and said something like "get the nose down" as we were not in the green VSI band but there was so much going on I don't know if he heard me.

I had then tentatively started to make a nose down input on my own side stick but discontinued as I had the thought "don't make simultaneous inputs". The captain reminded me to tell ATC in the middle of all this, which I had not thought of, so I did notify Las Vegas we were in a TCAS directed descent. We both saw the other aircraft pass off the right side and slightly above. We then got the "Clear of Conflict" and resumed our climb to FL190. Time from the initial TA to clear of conflict was very short, I would say 15-30 seconds total event duration.

The Captain called LAS Approach after we blocked in [at destination] and they said a sky dive aircraft was where they should not have been, apologized and stated we were not at fault.

I can't comment on avoiding GA aircraft we don't know are there, however I was less than happy with my own performance in the situation. The Pilot Flying (PF) was responding to the RA command in the correct direction but not to an adequate degree, and I didn't act assertively enough to address this. I believe I felt inhibited partly because it's a big step to directly intervene as a First Officer, and also because we have been taught that after two challenges then you intervene, however there was absolutely no time available for this routine to play out. I would very much like to see TCAS RA scenarios in training that are not easily anticipated, happen quickly, and I highly recommend we specifically practice Pilot Monitoring (PM) intervention when the PF actions are not adequate, appropriate or correct, each and all of which could conceivably occur with very little time available for the PM to recognize and address or correct.

## Narrative: 2

I was working day CONFIG 3, Aircraft X was on the BOACH7 departure. I took a point out from GNT [internal position at L30] on Aircraft Y [a] jump aircraft. Aircraft Y was climbing and jumping over Jean Airport and I was not expecting them to be there or was I made aware of it by GNT. Also no two minute warning was given to me. I noticed Aircraft X was right below Aircraft Y by the time I was going to issue the traffic Aircraft X was in a descent responding to a TCAS RA. Aircraft Y was in a position and altitude I was not expecting.

We should not allow sky dive operations over Jean Airport period. It is a very unsafe and dangerous location. It is a major conflict no matter what runway configuration we are in.

## Narrative: 3

On departure we were cleared unrestricted to FL190. I can't remember for sure but I think we were cleared directly to BOACH and were climbing through approximately 14,000 feet when we received a TCAS TA. The autopilot was on and I reduced the range on the Nav display to see a target on my right, inside 5 miles and closing rapidly. I don't remember the exact altitude delta but I think it was greater than 1000 and decreasing rapidly. The TA changed to an RA extremely fast and directed us to level off. When the TA changed to RA I was outside the cockpit looking for the target and I believe that I saw the target about the same time that the RA directed me to level off, and we appeared to be very close to a collision.

I turned off the autopilot and abruptly leveled off the aircraft as it passed off our right wing. I estimated it was 200-300 feet vertical separation and a half mile horizontally. In my phone conversation after landing ATC said his initial look showed us within 400 feet and .89 mile. This happened so fast that I doubt that I could/would have avoided a collision through the actions I took. I believe that I (and the TCAS system) did not react fast enough to avoid a collision if we had been on a direct collision course. This was not like training. In training you know that a TCAS event is coming, which makes it easy. This event went from routine to near disaster in seconds. My lack of experience in the Airbus was (I'm certain) a factor, as I had a moment or two (or three) of having to actually think about the fact that I was using a side stick, reorient my brain and left arm to put my hand on the stick and disconnect the auto pilot, and then level off the aircraft, all at the same time that I was outside the aircraft looking for the target, spotting the target, and then being drawn inside by the RA. Although TCAS RA procedures are similar in all of our aircraft, the limiting factors here were my reaction time and the reaction time of the TCAS. If either one was a bit quicker this might not have shaken my up quite as much.

Not my place to say exactly why, but the ATC person I spoke to said that it was a communication failure and that the other airplane and ours were not meant to both be where we were. In other words, a human error. Not sure, this was not on us.

## Synopsis

Air carrier flight crew and a Controller reported an unsafe situation where an air carrier and a sky diving aircraft became too close, resulting in a Resolution Alert for the carrier.



## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZLA.ARTCC

State Reference : CA

Altitude.MSL.Single Value : 9500

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZLA

Aircraft Operator : Corporate

Make Model Name : Medium Transport, High Wing, 2 Turboprop Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Utility

Flight Phase : Cruise

Airspace.Class E : ZLA

## Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZLA

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Skydiving

Flight Phase : Descent

Airspace.Class E : ZLA

## 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) : 9.5

ASRS Report Number.Accession Number : 1450325

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

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 : Human Factors

## Narrative: 1

I was informed by Quality Control that an aircraft, Aircraft X had filed a NMAC. The other aircraft in question was Aircraft Y, a parachute jumping aircraft that operates at ZZZ airport regularly. I did not remember the aircraft in question due to the event happening [12 days earlier]. I reviewed the Falcon and tapes to see what had happened. I was providing flight following to Aircraft X transitioning near ZZZ. When Aircraft Y aircraft checks on frequency, we radar identify them and issue traffic advisories. They give us a 5 minute warning before jumpers away. At this point Aircraft X was still about 40-50 miles away from ZZZ. The issue with Aircraft Y is that they sometimes do not tell you when they are leaving frequency and they switch over to ZZZ tower. Aircraft Y descended and then went into Coast Track. Since I was not aware of any radar outages in that area, I assumed Aircraft Y was lower than Aircraft X or even on deck. Aircraft X was at 9500, and I did not remind them of parachute operations. Aircraft X transitioned near ZZZ and then I eventually handed the aircraft off to Center. Aircraft X never told me that he/she came within close proximity to Aircraft Y.

In the future I would recommend that no aircraft be allowed to transition within 5 miles of the jump zone until ZZZ tower calls with all jumpers on the ground. Especially if our radar does not allow us to see what altitude the parachute jumping aircraft is at.

## Synopsis

ZLA Center Controller reported that a pilot reported a NMAC between them and a skydiving aircraft.

## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZBW.ARTCC

State Reference : NH

Altitude.MSL.Single Value : 3600

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZBW

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 : Cruise

Route In Use : VFR Route

Airspace.Class E : ZBW

## Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZBW

## 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) : 7

ASRS Report Number.Accession Number : 1449646

Human Factors : Situational Awareness

Human Factors : Confusion

## Events

Anomaly.Conflict : Airborne Conflict  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 50  
When Detected : In-flight  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

I was informed of a close call between parachute jumpers and a VFR aircraft. I was not aware that the VFR had come close to the jumpers until informed by the jump aircraft when it was climbing for his next pass. I noticed a VFR aircraft when the drop plane gave his one minute prior to releasing jumpers call. I gave the traffic information to the drop plane and the pilot elected to hold the jumpers and perform a 360 degree turn to allow the aircraft to pass over the aircraft. When the drop plane was turned back towards the airport, I once again updated him on the position of the VFR aircraft. The drop plane reported him in sight and released the jumpers.

On the next pass, the drop plane informed me that after the jumpers were released, the VFR aircraft turned back towards the jumpers in what appeared to be a deliberate move and passed within 50 feet of the jumpers.

## Synopsis

ZBW Controller reported a parachute jump aircraft had a near miss between their jumpers and another unidentified VFR aircraft.

## Time / Day

Date : 201705  
Local Time Of Day : 0601-1200

## 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  
Ceiling.Single Value : 16000

## 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 : Part 119  
Mission : Skydiving  
Flight Phase : Landing  
Route In Use : Visual Approach

## Component : 1

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

## Component : 2

Aircraft Component : Indicating and Warning - Landing Gear  
Aircraft Reference : X  
Problem : Improperly Operated

## 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 : Commercial  
Qualification.Flight Crew : Multiengine  
Experience.Flight Crew.Total : 1386  
Experience.Flight Crew.Last 90 Days : 32  
Experience.Flight Crew.Type : 188

ASRS Report Number.Accession Number : 1449581  
Human Factors : Human-Machine Interface  
Human Factors : Situational Awareness  
Human Factors : Distraction

## Events

Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Ground Event / Encounter : Gear Up Landing  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Aircraft : Aircraft Damaged

## Assessments

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

## Narrative: 1

Was landing after flying the second jump-load of the day. Jump run was to 14,500 MSL. There was active sailplane/glider ops taking place at the same time. Tow plane was landing and on left base for runway. I was number 2 to land. Due to the moderate right crosswind of 10-15 knots, I elected to use approach flap setting.

I failed to extend the landing gear as part of my pre-landing checklist. Landed gear up. The aircraft had the landing gear warning breaker pulled, as well as the stall warning. This is common in the skydiving industry when utilizing a Kingair as a jump plane. Due to the climbs that are at Vyse (best rate of climb). Jump runs at 90-95 knots indicated airspeed, with power pulled back to 200 LBS of torque on each engine and a 1000 FPM descent established. Both alarms will incessantly go off while on climb and jump run, distracting the pilot.

Fix to the problem. Mandate that all skydiving operations utilizing a Kingair or any retractable gear airplane, conduct all operations with the landing gear down and locked at all times.

## Synopsis

King Air pilot reported a gear up landing following a skydiving operation that typically deactivated the landing gear warning to prevent unwanted warnings during jump runs.

## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

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 : Takeoff

## Aircraft : 2

Reference : Y

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 : None

Mission : Skydiving

Flight Phase : Takeoff

## Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Final Approach

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 4000  
Experience.Flight Crew.Last 90 Days : 30  
Experience.Flight Crew.Type : 20  
ASRS Report Number.Accession Number : 1446841  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I would like to convey an incident that happened as I was set to takeoff. Engine maintenance had been performed earlier in the day to correct an oil leak emanating from a few of the cylinder push rod tubes. I planned to stay in the pattern for safety reasons, which is prudent any time after major maintenance has been performed on an aircraft engine. As I entered runway TWO-ZERO, [another] aircraft (local parachute jumping operator) also entered the runway immediately behind and slightly to my left. Mind you, cylinders had just been disassembled on my aircraft and there was an increased chance that I may abort my takeoff if everything wasn't perfect on the takeoff roll. Assuming that the skydive aircraft was intending to maintain the formation position and start a takeoff roll as soon as I started my takeoff roll, I elected to taxi straight ahead and exit the runway at taxiway "C". No prior agreement had been made regarding both aircraft being on the runway at the same time. I made the radio call that I was taxiing forward and exiting the runway as a Beechcraft was turning final for runway TWO-ZERO. There was much apprehension in the voice of the Beechcraft pilot as he was trying to figure out if he had time to make a safe approach and landing with two aircraft on the runway. I was not comfortable executing an immediate rolling takeoff, so that there was sufficient time for the skydive aircraft to also takeoff, before the Beechcraft touched down. It was absolutely an unsafe situation. The FAA website shows the definition of a runway incursion as: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take off of aircraft. The FAA goes on to categorize the varying levels of severity as it relates to a runway incursion. Had I started my takeoff roll, I would have not had sufficient time to avoid a collision of an aircraft commencing a takeoff in a trailing formation position.

## Synopsis



GA pilot reported exiting the runway after a skydive aircraft entered the runway behind him in an apparent attempt to expedite takeoff while another aircraft was also on final approach.

## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : P80.TRACON

State Reference : OR

Altitude.MSL.Single Value : 5600

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : P80

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Initial Approach

Route In Use : Visual Approach

Route In Use : Vectors

Airspace.Class E : P80

## Aircraft : 2

Reference : Y

ATC / Advisory.TRACON : P80

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 : Climb

Route In Use : VFR Route

Route In Use : None

Airspace.Class E : P80

## Person

Reference : 1

Location Of Person.Facility : P80.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1445216

Human Factors : Situational Awareness

## Events

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
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 : Took Evasive Action  
Result.Flight Crew : FLC complied w / Automation / Advisory  
Result.Air Traffic Control : Issued Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

Aircraft X was on a heading for the Visual Approach descending to 5000 feet. Aircraft Y, a jump aircraft, called up for VFR flight following for his jump operations. I radar identified Aircraft Y, reconfirmed his requested altitude and issued traffic to both him and Aircraft X. I also turned Aircraft X 10 degrees left to avoid Aircraft Y's spiraling climb. Aircraft X said he had Aircraft Y on TCAS and was looking. Less than a minute later the Collision Alert went off. I did not issue the "Traffic Alert" phraseology because turning him was more important, which I did, to a further west heading of 310 degrees. Within 20 seconds after that Aircraft X informed me he was in a TCAS climb. Closest point was approximately 1.5 miles and 800 feet, with Aircraft X turned northwest bound to avoid Aircraft Y.

There were no jump operations in progress at the time. Aircraft Y was in his initial climb of the day to start jump operations. I am comfortable with the fact I took positive action to avoid a collision by issuing Aircraft X his vectors to avoid. Furthermore, because of so little time transpiring between Aircraft Y's initial call and Aircraft X's TCAS I feel I used good control judgment and did everything I could in this situation.

If Aircraft Y called prior to departing I would have changed Aircraft X's heading to avoid the airport altogether, thereby avoiding the TCAS. We should look at changing the LOA to institute this. A "heads up" would allow us to prepare and adjust routes accordingly. This is going to continue be a problem, like it always has, with his jump zone being in the Runway 28 arrival path from the south.

## Synopsis

P80 TRACON Controller reported an IFR arrival had to respond to a TCAS alert with a VFR parachute jump aircraft even though the Controller had attempted to vector the aircraft away.

## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

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

Mission : Skydiving

Flight Phase : Climb

Route In Use : None

Airspace.Class B : ZZZ

## 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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 27000

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 30

ASRS Report Number.Accession Number : 1445176

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Person : 2

Reference : 2

Location Of Person.Facility : ZZZ.TRACON

Reporter Organization : Government  
Function.Air Traffic Control : Supervisor / CIC  
Function.Air Traffic Control : Approach  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 17.3  
ASRS Report Number.Accession Number : 1445206  
Human Factors : Troubleshooting  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
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 : Airspace Structure  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Contributing Factors / Situations : Manuals  
Primary Problem : Human Factors

## Narrative: 1

I departed for a skydiving climb in Class B airspace. I called approach twice and got ignored both times. I assumed the controller was busy and that he would see my permanent squawk code and reply since he asked if I would be back up and I told him that I would be back up in 10 minutes. We have a Letter Of Agreement (LOA) with TRACON to operate in their Class B as long as we stay on our designated squawk code, stay south east of the extended runway centerlines below 14,000 feet.

It was my understanding that this LOA was authorized would act as our Class B clearance in writing. I saw this LOA in person and felt that I was authorized to enter Class B airspace so when the controller failed to respond to my two previous calls I did not keep calling him because I thought that he may have more pressing traffic to tend to and that he would see my discreet squawk code and know that I would be climbing to the west away from the airport as usual.

This all happened during shift change. The male controller did notice me about a minute after my last call to him and he was then replaced by a lady controller that asked me to contact TRACON about a possible deviation. We are blessed to have the best controllers. I am not sure what was going on with this controller today but I will be more persistent in establishing contact from now on.

## Narrative: 2

I was CIC (Controller in Charge) in the TRACON and was in process of getting the training team to move from Departure Sectors to Arrival Sectors. I took over Departure and noticed a tag underneath a descending business jet in the Class B airspace. I moved the

tag on the business jet and noticed Aircraft X in the Class B airspace without permission. Aircraft X is a skydive airplane that does operations about 4 miles southwest of the International Airport. I transmitted, "Aircraft X are you airborne in Class B airspace?" He replied "yes, we called you a couple times and you didn't respond, we thought something was wrong." I then told him "you can't do that!" It didn't seem to bother him.

Shortly after this, another controller relieved me and I instructed her to issue a Brasher warning to contact the TRACON. He never called. Had I or another Controller been working this position earlier the business jet would have been lower by 4000 feet which would have resulted in a near midair. The business jet passed over the departing traffic approximately 4000 feet.

This has been a recurring problem with this company, primarily another pilot/owner. I recommend that parachute operations this close to an international airport should cease. This operation frequently goes up to 11,500 feet and routinely delays arrival and departure traffic. They also frequently go past the lateral limits we issue. This is a very dangerous operation that should be relocated at least 15 to 20 miles away from the airport.

## Synopsis

Skydiving pilot and TRACON Controller reported the skydiving aircraft entered Class B clearance without a clearance from ATC.

## Time / Day

Date : 201704

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : SAN.Airport

State Reference : CA

Altitude.MSL.Single Value : 10000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Climb

Airspace.Class E : SCT

## Aircraft : 2

Reference : Y

Aircraft Operator : FBO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Skydiving

Flight Phase : Climb

Airspace.Class E : SCT

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 17000

ASRS Report Number.Accession Number : 1442889

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Detector.Automation : Aircraft RA  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

We were climbing out normally from San Diego and shortly after 10,000 feet and before JORRJ intersection we got a "DESCEND, DESCEND" TCAS RA. There were parachute jump planes in the area. We saw the TCAS returns for the (I believe) two planes. Almost without warning (I don't recall a "TRAFFIC" alert) we got a "DESCEND, DESCEND" command, and the PFD directed a steep descent, almost at the bottom of the range. I immediately disconnected the autopilot to comply and started the descent. In the heat of battle I forgot to call for "FLIGHT DIRECTORS OFF". Fortunately it wasn't a problem. We descended at least 1,000 feet (maybe 2,000) before we got the "CLEAR OF CONFLICT" message. The PNF told ATC we were complying with a RA when it happened, and we told them we were resuming the climb after clear of traffic. ATC had no further comment.

## Synopsis

A321 Captain reported responding to a RA departing SAN with a parachute jump aircraft.



## Time / Day

Date : 201703

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZAB.ARTCC

State Reference : NM

Altitude.MSL.Single Value : 14500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.Center : ZAB

Aircraft Operator : FBO

Make Model Name : Light Transport, High Wing, 2 Turboprop Eng

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 119

Flight Plan : None

Mission : Skydiving

Flight Phase : Cruise

Airspace.Class E : ZAB

## Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZAB

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class E : ZAB

## 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 : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 850

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1434232

Human Factors : Training / Qualification

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

While conducting skydiving operations, I placed a two-minute call to ZAB center per the Letter of Agreement (LOA) between ZAB and the skydive operator. Center then called traffic seven miles out. He advised it was fast moving, but did not specify a speed or an ETA.

Per the LOA, I was supposed to call the traffic as either "in sight" or "no factor" before releasing the jumpers. Not having the traffic in sight, but believing it was far enough away as to not be a factor, I released the jumpers and inadvertently omitted the "no factor" call to Center. The traffic passed close enough to the jumpers to cause the ZAB controller some concern.

Typically, traffic that is seven miles out will not be a factor at the two minute mark. However, this traffic was fast moving and I failed to take that into account in making my determination. Contributing to this was my inexperience as a skydive pilot. As of the date of this incident, I had been working in the position less than three months. This was my first day conducting skydive operations away from the airport where I usually work.

## Synopsis

Sky dive pilot reported releasing jumpers without proper coordination with ATC, resulting in reduced separation between jumpers and other traffic.

## 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 was 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 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.



## 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.

## 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

Detector.Person : Air Traffic Control  
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.

## 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.

## 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

Communication Breakdown.Party2 : 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.

## 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.

## 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 : Flight Instructor

Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Flight Engineer  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 8800  
Experience.Flight Crew.Last 90 Days : 40  
Experience.Flight Crew.Type : 40  
ASRS Report Number.Accession Number : 1325954  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

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 [this airport], jump traffic departs 02 and lands 20, opposite direction. Traffic on final is generally expected high, as the base leg to final is often 5,000 feet or higher, as arriving traffic arrives on a steep descent from the jump run. I checked opposite-direction final and placed the right power lever in flight idle, then advanced both engines to 50 PSI and began the takeoff roll.

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.

## 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



Reference : 2  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Check Pilot  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1318017

## 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.

## 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

Reporter Organization : Government  
Function.Air Traffic Control : Local  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 4.5  
ASRS Report Number.Accession Number : 1317220  
Human Factors : Situational Awareness  
Human Factors : Distraction  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : ATC  
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

## Assessments

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

## Narrative: 1

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 : 201511

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  
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) : 15.0  
ASRS Report Number.Accession Number : 1310733  
Human Factors : Situational Awareness  
Human Factors : 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 Advisory / Alert  
Result.Air Traffic Control : Issued New Clearance

## 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 conflict with the VOR Approach. The Tower Controller had to break the aircraft off their approach to resolve a conflict.



## 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.

## 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 ZZZZZ 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 ZZZZZ 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 ZZZZZ 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 ZZZZZ intersection, Aircraft Y is over him at ZZZZZ 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.

## 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

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Detector.Automation : Aircraft RA  
Detector.Person : Air Traffic Control  
Detector.Person : Flight Crew  
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 : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

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.

## 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 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.

## 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 smother 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.

## 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.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew  
Communication Breakdown.Party2 : 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.Air Traffic Control : Provided Assistance  
Result.Air Traffic 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 to them 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.

## 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

Human Factors : Situational Awareness  
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  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Returned To Clearance  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Provided Assistance  
Result.Air Traffic Control : Separated Traffic

## Assessments

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

## 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 responded "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 they have an LOA. One of this company's 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."

## 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.

## 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.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.

## 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

Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Returned To Clearance  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

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  
Aircraft Reference : X  
Problem : Malfunctioning

## 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.Total : 372  
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.

## 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

## 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 : Aircraft  
Contributing Factors / Situations : Human Factors  
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.

## 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.

## 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.Accession 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.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 : None

Mission : Skydiving

Flight Phase : Takeoff

Route In Use : None

Airspace.Class G : ZZZ

## Aircraft : 2

ATC / Advisory.CTAF : 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.

## Time / Day

Date : 201411

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : 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

ASRS Report Number.Accession Number : 1204684  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## 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.