

## ASRS Database Report Set

# Penetration of Prohibited Airspace Incidents

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Report Set Description.....	A sampling of reports that reference unauthorized entry into prohibited or restricted airspace.
Update Number.....	24.0
Date of Update .....	September 29, 2017
Number of Records in Report Set.....	50
Number of New Records in Report Set .....	24
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

**Ames Research Center**  
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: 1457725 *(1 of 50)*

### Synopsis

An air carrier flight crew and PCT TRACON Controller described their respective actions when the aircraft became NORDO then flew through P-56 after one of the flight crew inadvertently changed the COM 1 frequency.

ACN: 1453252 *(2 of 50)*

### Synopsis

Air carrier Captain reported possible entry into P-56 while departing DCA Runway 1.

ACN: 1453028 *(3 of 50)*

### Synopsis

GA pilot reported being intercepted after violating the DC SFRA due to inadequate flight planning preparation.

ACN: 1450891 *(4 of 50)*

### Synopsis

Air carrier flight crew reported entering prohibited airspace on departure from DCA due to an improper instrument set up prior to departure. ATC corrected the flight's assigned heading.

ACN: 1441170 *(5 of 50)*

### Synopsis

C172 pilot reported an airborne conflict with an opposite direction C172 in the vicinity of Alcatraz Island.

ACN: 1440849 *(6 of 50)*

### Synopsis

GA pilot reported penetrating a stadium TFR in the Hudson River SFRA due to lack of familiarity with the Garmin Pilot display and overlooking currency of TFR information.

ACN: 1439008 *(7 of 50)*

### Synopsis

R22 instructor pilot reported that after landing they were asked to meet with Federal officials for busting a TFR.

ACN: 1438942 *(8 of 50)*

### Synopsis

GA pilot reported a firefighting TFR incursion while trying to avoid another TFR in the area. When the pilot was in the TFR another aircraft formed up on him without communication, then departed after a few seconds.

ACN: 1431500 *(9 of 50)*

### Synopsis

An air taxi pilot was informed by another pilot in the traffic pattern at KFP that he should be on a DVFR flight plan since the airport is 10 NM into the Alaskan ADIZ.

ACN: 1426251 *(10 of 50)*

### Synopsis

GA pilot reported researching a planned TFR and believe was successful in avoiding it, but was advised by ATC of a possible pilot deviation.

ACN: 1424783 *(11 of 50)*

### Synopsis

Traffic watch pilot reported entering a TFR on correct code and was later questioned by ATC as to not having a clearance into the TFR.

ACN: 1422587 *(12 of 50)*

### Synopsis

GA pilot reported he flew into a POTUS TFR and was intercepted.

ACN: 1419164 *(13 of 50)*

### Synopsis

ERJ-170 flight crew reported an incursion into P56 during a go-around after encountering wind shear on approach to DCA.

ACN: 1418426 *(14 of 50)*

### Synopsis

A King Air 300 flight crew reported nearly flying into an active missile launch zone. The crew commented that there were no NOTAMs or other common alerts informing crews before takeoff. ATC was able to keep the flight clear of the airspace.

ACN: 1409840 *(15 of 50)*

### Synopsis

Air carrier First Officer reported multiple issues while operating in winter conditions in an attempt to land at DCA. First approach required a go-around but the second approach was successful.

ACN: 1405965 (16 of 50)

### Synopsis

A UAS pilot reported that he discovered after his flight that a nearby TFR had been expanded to include the area of his previous operation.

ACN: 1402009 (17 of 50)

### Synopsis

Flight Crew and Controller reported of the flight being off course and entering Restricted Area P-56. Controller reported of aircraft being below the Minimum Vectoring Altitude and needing to vector aircraft out of P56. Pilot reported of improperly identifying the Potomac River and the aircraft to follow.

ACN: 1399126 (18 of 50)

### Synopsis

GA pilot reported being informed after landing that he had flown through a TFR over MCO that he was not aware of. He had relied on TFR notifications via e-mail which he did not receive and no record of the TFR could be found on the FAA website.

ACN: 1395143 (19 of 50)

### Synopsis

During cruise, on an IFR flight plan, the pilot of a Piper Arrow PA28R-180 reported noticing he was losing electrical power. The pilot continued to his destination VFR while using a handheld radio to communicate with ATC.

ACN: 1394042 (20 of 50)

### Synopsis

A DJI Phantom UAS pilot launched after checking diligently for TFR and controlled airspace. However, after takeoff his DJI phone app alerted his aircraft proximity to SLC Class B. The UAS flight was aborted.

ACN: 1391305 (21 of 50)

### Synopsis

C180 floatplane pilot reported encroaching on a sports TFR during evasive action in response to an NMAC.

ACN: 1390834 (22 of 50)

### Synopsis

NCT TRACON Controller reported of problems with the size of a fire fighting TFR.

ACN: 1388723 *(23 of 50)*

### Synopsis

PA32 pilot reported possibly entering a firefighting TFR near LVK. The TFR may have been created after his initial DUATS briefing and did not show up on XM weather or ADS-B.

ACN: 1373869 *(24 of 50)*

### Synopsis

Joint Control Facility (Edwards) TRACON Controller reported of a TFR that was not updated and the reporter did not know the exact position. Reporter eventually had to look up coordinates and then advise others.

ACN: 1371871 *(25 of 50)*

### Synopsis

GEG TRACON Controller reported being unaware that an organization was conducting a powered parachute event in their airspace.

ACN: 1322662 *(26 of 50)*

### Synopsis

Flight of two helicopters with two GPS sources flew a course 2 miles outside the Washington DC SFRA, yet PCT TRACON claimed the aircraft was inside the SFRA by two miles.

ACN: 1312861 *(27 of 50)*

### Synopsis

SR-22 pilot reported possible violation of a stadium TFR when he had difficulty establishing communications with the Departure Controller.

ACN: 1307849 *(28 of 50)*

### Synopsis

Pilot reported that geographic disorientation led to an ADIZ penetration.

ACN: 1307074 *(29 of 50)*

### Synopsis

Pilot reported he may have violated a Fire Fighting TFR near IZA because of differences between his DUATS briefing and his tablet display.

ACN: 1303319 *(30 of 50)*

### Synopsis



R44 helicopter pilot reported a sport TFR incursion.

ACN: 1299083 *(31 of 50)*

### Synopsis

A local Pilot, familiar with the area and TFR NOTAMs, was confused by the format and depiction of the TFR area, and unintentionally entered the area. He added that a clearer presentation of the affected area would likely have prevented this encounter.

ACN: 1294768 *(32 of 50)*

### Synopsis

Bell 407 pilot reported he had a TFR incursion and stated the TFR was not listed on the FAA briefing website. Both TFRs were for sporting events.

ACN: 1293968 *(33 of 50)*

### Synopsis

A U.S. based airline crew on a flight from the Middle East to Europe was filed through Crimea (UKFV) unaware US carrier flight through that airspace was prohibited.

ACN: 1290983 *(34 of 50)*

### Synopsis

A C210 pilot reports inadvertently entering a TFR at 6,500 feet, 22 NM ESE of LAS, which was not depicted on his Garmin 510 GPS with XM NEXRAD Weather. A heading to exit the airspace and a phone number was provided by LAS Approach.

ACN: 1288954 *(35 of 50)*

### Synopsis

A pilot of a light aircraft, performing pipeline patrol duty, reported inadvertently penetrating a wildfire TFR due to the rapidly changing restricted airspace environment.

ACN: 1282432 *(36 of 50)*

### Synopsis

A ZJX Controller attempted to handoff an aircraft to a neighboring facility while also maneuvering the aircraft away from a MOA. The receiving Controller was unable to immediately identify the aircraft due to conflicting beacon codes already used for ADIZ helicopter operations within the area. The problem may have arisen due to errors between ERAM and STARS not interacting correctly resulting in separate beacon codes not being tagged to incoming aircraft.

ACN: 1282414 *(37 of 50)*

## Synopsis

Bell 206 pilot reported a TFR incursion when the TFR was extended beyond the planned time frame.

ACN: 1282360 *(38 of 50)*

## Synopsis

Small aircraft pilot inadvertently entered a sporting event TFR, near BFI, even though he was working with ATC and had previously checked the NOTAMs.

ACN: 1281084 *(39 of 50)*

## Synopsis

BE33 pilot on an IFR flight plan reports losing radio contact approaching New York airspace. He had been made aware of a VIP TFR over New York prior to departure and had expected ATC to keep him clear of the TFR. Once communication is established with ZDC he is asked to copy a phone number and is interviewed upon landing at his destination.

ACN: 1278041 *(40 of 50)*

## Synopsis

A C172 pilot reports departing BKL and discovering airborne that the airport is under a TFR. There was no mention of the TFR on ATIS, Ground, or Tower. The NOTAMS were not checked.

ACN: 1278016 *(41 of 50)*

## Synopsis

A pilot reported inadvertently penetrating a Firefighting TFR due to the boundaries not being updated in his EFB software.

ACN: 1273188 *(42 of 50)*

## Synopsis

C206 pilot reported being advised in AUUO area to contact temporary tower. Pilot stated there was apparently an error in filing the Tower NOTAM, which was filed for a different airport.

ACN: 1266858 *(43 of 50)*

## Synopsis

ZBW Controller describes an almost loss of separation between two aircraft he was working that he catches and saves at the last minute. Controller was working a combined sector and aircraft were deviating because of weather. When the sector get splits he forgets to tell the relieving Controller about a TFR, and later that Controller violates the TFR.

ACN: 1266831 *(44 of 50)*

### Synopsis

Pilot reports of flying into SDM and not being familiar with the jump zones that are close to the airport. Controller vectors aircraft for a visual approach, leaves the aircraft high, and then ships the aircraft to the Tower. Aircraft turns away from airport to continue its descent and Tower Controller advises pilot he is going into a jump zone. Pilot finally lands at SDM. Pilot reports that this is an unsafe operation and offers suggestions to make flying into SDM better.

ACN: 1266781 *(45 of 50)*

### Synopsis

A General Aviation pilot is informed by PAO Tower during approach that a law enforcement TFR is in effect along his approach path, 2,000 feet and below. The reporter had been unaware until this point and thought that the information should be part of the PAO ATIS.

ACN: 1266225 *(46 of 50)*

### Synopsis

PVD Controller reports of an aircraft not talking to approach or Tower lands opposite direction with a carrier on final to the landing runway. Carrier was sent around and controllers attempted to talk to landing aircraft but there was no answer. Aircraft taxied to parking and was met by airport operations. ASDE-X did not alarm.

ACN: 1265230 *(47 of 50)*

### Synopsis

A helicopter near the LA Coliseum reported a near miss with another helicopter at 700 feet after that helicopter violated the Dodger TFR then proceeded to land at a nearby airport.

ACN: 1260663 *(48 of 50)*

### Synopsis

Light twin pilot was interviewed after flight for possible TFR violation. No violation by the reporter was determined.

ACN: 1255641 *(49 of 50)*

### Synopsis

PA28 pilot experiences a possible TFR entry near Dodger stadium due to not being advised of the TFR by the briefer at 800-WX-Brief. The briefer explained after the fact that since it was a published NOTAM they were not required to brief it.

ACN: 1246968 *(50 of 50)*

### Synopsis

General Aviation pilot reports being confused by the description of an aerobatic box adjacent to the SEF airport and believes that it does not come close to describing the actual location and size of the box. During the confusion the pattern direction specifically prohibited by the AWOS message is used for approach and landing. No conflict develops.

# Report Narratives

ACN: 1457725 (1 of 50)

## Time / Day

Date : 201706  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : PCT.TRACON  
State Reference : VA  
Altitude.MSL.Single Value : 7000

## Environment

Flight Conditions : Mixed  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 3000

## Aircraft

Reference : X  
ATC / Advisory.TRACON : PCT  
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 : GPS  
Nav In Use : FMS Or FMC  
Flight Phase : Cruise  
Route In Use : Vectors  
Route In Use.STAR : FRDMM  
Airspace.Class E : PCT  
Airspace.Special Use : P56

## Component

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

## Person : 1

Reference : 1  
Location Of Person.Facility : PCT.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) : 14.5  
ASRS Report Number.Accession Number : 1457725  
Human Factors : Communication Breakdown

Human Factors : Workload  
Human Factors : Time Pressure  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : Flight Crew

## Person : 2

Reference : 2  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1458096  
Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Person : 3

Reference : 3  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Flying  
ASRS Report Number.Accession Number : 1458434  
Human Factors : Workload  
Human Factors : Situational Awareness  
Human Factors : Distraction  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Returned To Clearance  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

#### Narrative: 1

I asked if the instructor wanted to train, and that it was going to be a little busy. He said yes, I confirmed again that he was ok with it, and he agreed. It probably was too busy for a newer trainee. As the session progressed, I had another controller spin 2 aircraft for spacing. They were basing around a 15 mile final which is very typical, and not overly busy. I did check multiple times to ensure that the instructor was ok with the traffic, and he said yes. The aircraft was being [vectored] for space and given a 090 heading, which is normal. When the aircraft was issued the downwind heading he never answered. He was hailed numerous times, and the surrounding positions checked their frequencies to make sure he wasn't there along with the tower. The controllers went on the guard frequency with no response. The NORDO aircraft then flew through P56A. He eventually came back on the frequency on the other side of P56 and resumed being controlled to DCA.

Aircraft should have a display of P56 within the cockpit so as to avoid it if they are NORDO or to question it if they believe they will enter it with the controller.

#### Narrative: 2

I was the Captain and Pilot Monitoring on (call sign) ZZZ to DCA. We were given the FRDMM RNAV Arrival landing 19 at DCA. From FRDMM intersection we departed the charted arrival on an assigned 140 degree heading and received multiple delay vectors, altitude and speed changes. Being handed off to the final POTOMAC Approach Controller, on 119.85 and checking in, we were given instructions to turn to a heading of 090 degrees, descend and maintain 7000' and speed 190 knots. I acknowledged the Controllers request and the Pilot Flying made the correct speed, altitude and heading corrections.

Our position at this time, I approximated to be five to ten miles northwest of DCA. Weather conditions were ceilings 3000' broken to overcast, tops approximately 5000' and wind at 7000 ft was 220/25 knots. While we were on this heading the FO and I discussed the possibility of being vectored across the 19 Approach course and being vectored on the RNAV/Visual 19 from the east. Both the FO and I also discussed the unusual arrival track and how quiet the Approach Controller frequency had become. I had noticed earlier during the arrival phase the Controllers were experiencing periods of multiple radio transmissions and receptions followed by periods of long radio silences.

At one point on the arrival I rechecked in with a Controller, because it was so "eerily" quiet. I assumed it was one of those quiet periods. Continuing on the assigned 090 heading I heard a faint transmission on the number 2 COMM radio, which was tuned to guard 121.5 "call sign contact Approach Control on 119.85 and acknowledge with an ident." Volume control was set to low on the number 2 radio as not to interfere with COMM number 1 transmissions. We then both looked down to see the number 1 radio was now tuned to 119.87.

I immediately selected the corrected frequency, the FO hit the ident button and I reestablished communication with Potomac Approach on 119.85. The Controller gave us an immediate left turn to a northerly heading and informed us we had violated the P-56 prohibited airspace. So in a very short space of time we had unknowingly lost communications with Potomac Approach on 119.85 and due to the last assigned heading,



given to us by the Controller, we had penetrated the P-56 airspace. We continued without any further incidents.

If being vectored by the Controller and that heading/track, in the event of lost COMM, would put us in direct violation of any prohibited/restricted airspace, then the Controller should share with us his or her mental model of further vectors in order to keep us from violating airspace. In our case when the Controller issued the 090 heading, putting us on a direct course to enter the P-56 airspace, he could have followed up with "you'll be on that heading for five miles, expect a northerly turn prior to the river." Have the data base include P-56 and have the icon display on the ND as to aide SA. Have the ability to use the ownship icon on arrival and approach plates. As Captain, PF, I should have been more acutely aware of possible lost COMM procedures and better SA, in the event ATC fails to provide approach vectors which would keep us clear of P-56.

### Narrative: 3

The "view ownship" feature on the Jepp Approach Plate would have given our exact location in reference to the prohibited airspace. ATC should not issue a compromising heading within a short distance to this airspace.

### Synopsis

An air carrier flight crew and PCT TRACON Controller described their respective actions when the aircraft became NORDD then flew through P-56 after one of the flight crew inadvertently changed the COM 1 frequency.

## Time / Day

Date : 201705  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : DCA.Airport  
State Reference : DC  
Altitude.AGL.Single Value : 400

## Environment

Flight Conditions : VMC  
Light : Daylight  
Ceiling : CLR

## Aircraft

Reference : X  
ATC / Advisory.Tower : DCA  
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  
Nav In Use : FMS Or FMC  
Nav In Use : GPS  
Flight Phase : Initial Climb  
Route In Use.SID : JDUBB 1  
Airspace.Class B : DCA

## Component

Aircraft Component : Aero Charts  
Aircraft Reference : X  
Problem : Design

## 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 Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1453252  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Human Factors : Human-Machine Interface  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew  
Communication Breakdown.Party2 : ATC  
Analyst Callback : Attempted

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Clearance  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Returned To Clearance  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

The physical location of DCA presents challenges to departures and arrivals because of its proximity to Prohibited airspace and the requirement to operate extremely close to P56. Departing with a tailwind is never ideal and this increase in ground speed reduced the time available to the crew to identify and react to a deviation from the published departure route. Also, the boundaries of P-56 are NOT clearly depicted on the Lido chart for the JDUBB 1 RNAV. They are blocked by the course 332 to ADAXE. Although P-56A is depicted on multiple charts, several of the charts show the south western boundary in different locations. Please reference Lido charts: JDUBB 1 RNAV, CCI 02 (LOF), P56 Avoidance NAP, and Prohibited Area P56/Noise Abatement.

I was the captain of flight from DCA. During our departure briefing at the gate, we specifically noted that the winds were 170 at 6, and traffic was departing runway 1. Although the winds favored runway 19, we acknowledged that they were within our limits for a tailwind takeoff on runway 1. We also noted that Wind Shear Advisories were in effect, and we followed required procedure using a "No Flex", max thrust takeoff. We also briefed the special single engine procedure and the location of P-56. Given the visual conditions of visibility 10 SM, FEW 020 and SCT 160, our method of compliance was visual reference and we briefed "to stay over the river, and at no time cross east of the river."

Taxi out was normal and we were issued a takeoff clearance from runway 1. At 400 feet AGL, the FO was the pilot flying and incorrectly called for Heading Mode. I was the pilot monitoring and responded correctly with "NAV Mode" and selected NAV Mode on the flight control panel. The two lights adjacent to the NAV mode button illuminated. I referenced my PFD and noticed that the airplane was still in heading mode and that NAV Mode was not armed. Our ground speed was higher than normal due to the tailwind and we were

rapidly approaching the departure course. Again, I reached up and selected NAV Mode, with the same result. I referenced our location on the MFD and we were exactly over the intended departure course however we were still following the flight director incorrectly on runway heading. I said, "Turn left" and shouted "IMMEDIATELY!" The FO banked into a left turn. I observed the river from the captain side window and we were directly over the river and clear of P-56. I spun the heading bug directly to the first fix, ADAXE, and we proceeded toward ADAXE.

Upon reaching ADAXE, we incorrectly overflew it and I insisted the FO turn right to rejoin the departure. He turned right, and I said, "You have to follow the white needle" (Specifically referencing our FMS/GPS navigation). He responded, "I don't have a white needle." He then reached down and turned the Nav Selector Knob to FMS 2 which gave him proper FMS/GPS navigation. We were able to engage the autopilot at this point and complete the remainder of the JDUBB1 departure. I missed the hand off to departure control, and tower asked me again to call them, which I did. Before the hand off to center, the departure controller gave me a phone number to call because of a possible entry into P-56.

## Synopsis

Air carrier Captain reported possible entry into P-56 while departing DCA Runway 1.

## Time / Day

Date : 201705

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : IAD.Airport

State Reference : DC

Relative Position.Angle.Radial : 041

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 11500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

## Aircraft

Reference : X

ATC / Advisory.TRACON : PCT

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : PCT

## 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 : 1250

Experience.Flight Crew.Last 90 Days : 17

Experience.Flight Crew.Type : 630

ASRS Report Number.Accession Number : 1453028

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : Police / Security Involved  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I inadvertently violated the DC SFRA. This was on a VFR flight to Lancaster, PA (LNS). I used to live in the Lancaster area and I learned to fly at LNS, [but] I rarely went into the DC area airspace, although I was familiar with the Class B rules prior to 9/11. At that time, you could fly over the top (before the SFRA/FRZ), a key memory in my decision making that day.

I normally fly IFR or VFR, but along the same route, V143 and around the west side of the Class B airspace, choosing to stay away or travel with ATC via flight following or IFR (even in clear weather). Although sometimes in clear weather, I would make the trip without radio contact during the enroute phase. I typically didn't file VFR flight plans as I am afraid that I'll forget to close them and cause a search. IFR is easier to remember from that point.

The morning of the incident, I checked weather along my IFR route using DUATS. I typically file via DUATS. My last flight, I was IFR in clear weather to LNS. The lower section of the flight, the controllers always give me direct destination, which usually lasts until close to Potomac airspace. They then route me a longer route west around the [air]space, and usually into a headwind. On my last northerly flight to LNS, I decided to cancel and ask if I could file direct and go over the Class B. The controllers let me. Unfortunately, this reinforced in my mind that you could still fly over the Class B (which after thinking about it, really doesn't make sense in the current environment). I knew there was a security zone around DC, but for some reason, I kept thinking it was ended at the top of the Class B (10000 ft). But that day, I also checked the direct weather on route. I decided to go that way. I even tried to check all of the Notams. This was also an issue because there is a lot of Notams along the route. I was mostly concerned with TFR's that might pop up on the route or special airspace. But again, the text versions of the Notams (requiring a lot of time to read through somewhat arcane format and language) worn me down (meaning comprehension dropped the longer I read).

I started the flight and considered calling up for flight following, but never did. Even as I approached the DC area, I kept thinking that I should do that, but didn't. About 5 minutes after passing almost directly over IAD on a 041 heading, I was intercepted by a military jet. The first circle, I just thought it was a close separation as he looked about 300 ft below me. After the second circle, I knew I had a problem. I tried to go onto 121.5 and call out if he was on the frequency. When I didn't get a response, I went onto a Potomac approach freq I know I used in the past for that area, and told him I had a military jet circling me. The jet went around for the third time and I rocked my wings. Potomac told

me I violated the airspace, assigned a squawk and told me to continue to destination. I was given a phone number and told to call and stay with the plane after landing, which I did. I was met by the police and eventually the Secret Service, who interviewed me and later released me, with no further concerns. In addition to the factors listed below, I could have prevented the issue by following my regular procedure of flying V143 on an IFR or VFR flight plan.

Human factors:

- Not a lot of experience on VFR into the DC SFRA
- Prior memory of pre-9/11 flying
- Wanting to avoid the longer route to the west on a clear day
- Not focused enough to read through all of the Notams in detail
- Not initiating Flight following on a VFR flight

## Synopsis

GA pilot reported being intercepted after violating the DC SFRA due to inadequate flight planning preparation.

## Time / Day

Date : 201705

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : PCT.TRACON

State Reference : VA

## Environment

Flight Conditions : IMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.TRACON : PCT

Aircraft Operator : Air Carrier

Make Model Name : Medium 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 : PCT

Airspace.Special Use : DCSFRA

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1450891

Human Factors : Confusion

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1450892

Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Track / Heading : All Types



Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

Just after takeoff from runway 01 in DCA the aircraft entered into prohibited airspace P-56A and P-56B.

It was a fairly quick turn in DCA that required the flight crew to start the engines at the gate with the jet bridge still attached for external power. Because this was the Captain's leg to fly he gave the briefing on our departure from DCA. In his brief he gave specific instructions on the complex engine failure procedure that accompanied runway 01. In these instructions it states that DCA 0.4 DME is the decision point for how the flight crew should react to an engine failure just after takeoff. In order to identify the 0.4 DME the Captain decided to takeoff with green needles on his side so that he could identify the turning point, should it be necessary. The first officer stayed in white needles because the flight crew was planning on an RNAV departure procedure. The flight crew also discussed the proximity of the prohibited airspace to the northeast of the field and noted that the main goal of the complex engine failure procedure and the RNAV departure procedure was to avoid this airspace. Just prior to push back the flight crew was advised by ground control that they were to contact clearance for a full reroute, this was the start of a series of events that began to increase the flight crew's work load. The flight crew decided that they should proceed with the engine start process at the gate so that the ground crew could disconnect the jet bridge while they talked with clearance. A new routing was given and it included a new RNAV departure procedure, the Captain loaded the new route and briefed on the differences. The push began then normal procedures and checklists were accomplished. Taxiing out to runway 01 was fairly simple, upon reaching the runway we were number 1 for departure after what turned out to be two arrivals. Takeoff clearance was received with some hesitation due to the tower giving the wrong call sign. Just after takeoff the Captain calls for gear up, speed mode, NAV mode which was briefed. Just after the first officer executed these commands tower gave the switch to contact Potomac departure. During this time the first officer first noticed that something was wrong with the flight director's instructions and noticed that it was not making the turn that the SID required. After checking in with departure the first officer noticed that the Captain was off course and tried to bring his attention to how close they were getting to the prohibited airspace by questioning "what is the FMS doing?" hoping that that this would make him realize he was not on the right heading. Then tried to further warn and remind the Captain that they cannot go any further to the right. The first officer pointed to the left but incorrectly said "we need to go to the right". The Captain acknowledged and corrected by saying "left". The departure controller called inquiring about the flight crews efforts to get back on course and the first officer replied "we are turning now". The Captain was just starting to realize why he was off course and started asking for heading mode in order to get flight director guidance back to the SID. Once in heading mode the plane began to fly on the correct direction but due to the multiple turns in the SID the plane went across course while the crew was working to get the FMS programmed appropriately and to get

back to NAV mode on the FCP. Finally once NAV mode was selected and the FMS1 was armed and captured the plane was turning back on the routing of the SID then the Captain called for autopilot on and the first officer got back to finishing the after takeoff procedure/checklist. Then the crew was notified via ATC on the deviation from course.

## Narrative: 2

During the preflight setup and briefing, I failed to completely brief the required comments for departing from Runway 1 in DCA via the BOOCK2 RNAV departure. As a consequence, I inadvertently set up the NAV source selector for my side with DCA VOR as the source, to identify 0.4 DME, in case of engine failure. The First Officer (FO), as Pilot Monitoring (PM), was in white needles with FMS as the NAV source. I briefed the FO that we would do the RNAV departure, but did not catch that I had erroneously requested the exact opposite setup that we would need for the Captain (CA) as Pilot Flying (PF) and FO as PM for the Runway 1 departure. Due to the improper setup, I was in green needles without the proper heading selected. On takeoff I called for gear up, speed mode and NAV mode for the departure on schedule. The auto-pilot was not engaged, as it is my normal preference to hand fly departures. Shortly after reaching 400 feet, knowing we should be in a left turn, I initiated a turn to the northwest but realized that we were late for the turn, as we were beyond the middle of the Potomac. It was shortly after this that we both realized that the flight director was not giving us the desired course information. Although we initiated the turn to the northwest, it was not to a heading that would get us back on course in an expedited manner. We entered the clouds between 800 and 1400 feet and I lost visual contact with the ground. We were both attempting to identify the error and make the correction to the NAV setup, but our track was still not on course. I made an additional turn to the left. ATC queried us to determine if we were making corrections to the left to resume the departure. We were doing so, and replied in the affirmative. Shortly thereafter, we identified the error and immediately corrected the NAV source selection, ensured that the FCP was in NAV mode, selected the next fix on the departure, COVTO, and went direct to it. As we were by now nearly south of the departure course, this was the quickest route to resume the departure. We rejoined the departure and continued per normal. A few minutes later, ATC provided a telephone number to us and requested we make a call to TRACON. When my post flight duties were complete, I contacted the TRACON and it was from them that I learned we had penetrated the prohibited areas, both P56A and P56B. This was completely unintentional on our part, and resulted from an oversight on my part during the preflight portion of the flight and the improper setup of the navigation source for the CA as PF.

This could have been prevented by exercising more vigilance when briefing procedure pages in the 10-7, thus following SOP, and more vigilance to the NAV source selections. I will take further precautions in the future, to ensure that this NEVER happens again. I will be sure to continue the pursuit of the methodical and thorough adherence to SOP procedures, best practices and techniques that has been my goal from the beginning of my career.

## Synopsis

Air carrier flight crew reported entering prohibited airspace on departure from DCA due to an improper instrument set up prior to departure. ATC corrected the flight's assigned heading.

## Time / Day

Date : 201704

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : NCT.TRACON

State Reference : CA

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : NCT

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 : Personal

Flight Phase : Cruise

Airspace.Class E : NCT

## Aircraft : 2

Reference : Y

Make Model Name : Skyhawk 172/Cutlass 172

Operating Under FAR Part : Part 91

Airspace.Class E : NCT

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 137

Experience.Flight Crew.Last 90 Days : 5

Experience.Flight Crew.Type : 135

ASRS Report Number.Accession Number : 1441170

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation - Track / Heading : All Types  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was on a Bay tour of the Golden Gate Bridge area. Upon completion of the tour, I flew eastbound toward Berkeley at 1500 feet. When north of the Alcatraz, I suddenly saw another C172 flying westbound at the same altitude in a path that is about 500 feet north of me. Flying in opposite direction meant very little time to react, and I quickly banked right to give us some more distance. There was also a TFR in San Francisco, so I was careful to stay north of Alcatraz to not violate the TFR. I was on flight following with Norcal but did not receive advisory from ATC about that traffic, and do not think the other aircraft was on frequency. I felt the encounter was a bit too close for comfort.

Some reflection in hindsight: do [a] better job in visually scanning for traffic, do not assume other VFR guys are on frequency or ATC will always advise traffic; be extra cautious at sightseeing hotspots, especially when there is TFR that might "funnel" traffic; do not back myself into a corner against the TFR or Bravo boundaries.

## Synopsis

C172 pilot reported an airborne conflict with an opposite direction C172 in the vicinity of Alcatraz Island.

## Time / Day

Date : 201704

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : N90.TRACON

State Reference : NY

Altitude.MSL.Single Value : 900

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.TRACON : N90

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : N90

## 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 : 10600

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 1440849

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control

Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I inadvertently penetrated a stadium TFR centered over Yankee Stadium in NYC while I flew through the Hudson SFRA. The mistake is mine, the misunderstanding is mine, and the consequences belong to me as well. I'd like to provide more perspective and also include some corrective actions I'm taking to improve myself as a result of this incident.

It is clear to me that a chain for the event was formed when I skipped getting a weather briefing from 1-800-WX-BRIEF. The bottom line is that the only way to be sure whether a TFR is active or not is to call and speak to a weather briefer, and I simply didn't do that. The initial plan was to launch and do local sightseeing. We did so, and decided only once we were airborne to proceed to the Hudson SFRA. I had checked TFRs on the ground, so I thought, by going to [tfr.faa.gov](http://tfr.faa.gov) and checking to see if a TFR was in effect. Though it was not obvious to me at the time, it is now very clearly obvious that the website warns the user in multiple locations, with white text overlaid on red highlighting, that the website may not be current and to call 1-800-WX-BRIEF for the most current TFRs. However, somehow, somehow, I've never noticed those advisories and always thought the [tfr.faa.gov](http://tfr.faa.gov) website was the best source for TFR information. In any case, I wasn't specifically looking for stadium TFRs because it was only a background thought that we may fly down the Hudson River SFRA. My primary plan was to simply fly in the local area. This was my first mistake; I should have formed a better plan before launching, and of course, call the briefer.

In the air, once we decided to fly to the Hudson River and proceed southbound, I pulled up Garmin Pilot on my EFB. I learned something critically important: the way Garmin Pilot and Foreflight depict TFRs is different. Had I looked at Foreflight even once, I would have seen a red circle showing a surface to 3,000 feet AGL TFR centered around Yankee stadium, and I never would have continued. But I didn't look at Foreflight. I looked at Garmin Pilot, which I've been using recently since it features integration features with my panel avionics. In any case, the depiction of TFRs on Garmin Pilot showed a red TFR around Trump Tower, and then a series of blue circles all over the chart including over LGA, TEB, and other locations, including Yankee Stadium. I didn't think the blue circles represented TFRs. I thought they were informational blurbs about those areas. The red circle for the Trump TFR was very obvious and drew my attention, and the blue circles just blended into the clutter of my chart, which also depicted terrain, obstacles, traffic, and weather. So lesson two is not to use a new EFB or any EFB for that matter and trust the information it presents on matters as critical as the lateral and vertical dimensions of TFRs. Only when I returned to the ground did I think to look at Foreflight, which clearly showed a red TFR circle, just like the way the Trump Tower TFR was depicted.

I made a mistake here which, had I heard of someone else doing, I would automatically assume involved a lack of experience on the part of the pilot. I could easily have avoided

this error multiple times. Instead, I went by my interpretation of my EFB display and a website which clearly doesn't depict timely TFR information. I missed multiple warnings on the FAA website advising the data was not necessarily current. I misunderstood the depiction of my EFB. And most importantly, I simply didn't pick up the phone and speak to a briefer on my way to the airport. It would have taken all of a few minutes to do so, and this incident never would have happened.

My corrective actions are:

- 1) Call the briefer, every single time I fly, even if it's just pattern work at my quiet, rural home airport.
- 2) Spend more time using and understanding my EFB software so that I actually understand the information it's presenting.
- 3) Improve my overall situational awareness. I could have just checked my phone to see if the New York Yankees were playing a game.

## Synopsis

GA pilot reported penetrating a stadium TFR in the Hudson River SFRA due to lack of familiarity with the Garmin Pilot display and overlooking currency of TFR information.

## Time / Day

Date : 201704  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 10000

## Aircraft

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : FBO  
Make Model Name : Robinson R22  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Training  
Nav In Use : GPS  
Flight Phase : Cruise  
Route In Use : Direct  
Airspace.Class D : ZZZ  
Airspace.Class G : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 2240  
Experience.Flight Crew.Last 90 Days : 10  
Experience.Flight Crew.Type : 1000  
ASRS Report Number.Accession Number : 1439008  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : FAR



Detector.Person : Flight Crew  
When Detected : In-flight  
Result.General : Police / Security Involved  
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

Was enroute to ZZZ, with thoroughly prepared flight plan using FAA approved software Foreflight. All area maps and software were current and reporting all active and inactive TFRs within state area. However, this TFR was not listed or declared as active. ZZZ Tower contacted us while refueling at their facility, providing us with a number to contact. We asked ZZZ Tower if we were clear to proceed on our flight, and they confirmed that we were. Shortly after we contacted ZZZ1 tower to be cleared into their airspace, which we were, but were instructed to contact approach. We contacted approach, and were cleared to proceed on our declared flight path, but were told to divert northbound to accommodate an inbound plane.

After we cleared the inbound plane, they instructed us to proceed on our path, and contact Tower. We contacted ZZZ1 Tower, and were told to return to ZZZ1 airport on the helipad, and were provided the approach number to contact once we landed. We followed instructions, contacted approach upon landing, and were instructed to go inside the FBO, because someone wanted to speak with us. Federal Agents interviewed myself, and the student pilot, and asked why we had busted the TFR. We immediately showed them our flight charts on Foreflight, which listed no such active TFR. They understood at that point that we had done our research, and were not imposing a threat, and had not caused an issue, and dismissed us both.

## Synopsis

R22 instructor pilot reported that after landing they were asked to meet with Federal officials for busting a TFR.

## Time / Day

Date : 201704

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : IMM.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 28

Altitude.MSL.Single Value : 1600

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : ZMA

## 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 : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 715

Experience.Flight Crew.Last 90 Days : 16

Experience.Flight Crew.Type : 16

ASRS Report Number.Accession Number : 1438942

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.Flight Crew : Exited Penetrated Airspace

## Assessments

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

I was flying to IMM on a pleasure flight and to purchase fuel at Immokalee Regional Airport as it is the cheapest fuel near my home airport. As there was a TFR in effect close to my home airport, I made sure to check and make sure that my route of flight would keep me out of the TFR. After leaving, about 3/4 of the way through my flight, I noticed a light twin engine aircraft at my altitude coming at me very rapidly from my 8 o'clock position. Fearing that the aircraft was going to impact me, I was preparing to take evasive action when it suddenly veered sharp left and pulled up alongside of me for what seemed to be about 3-4 seconds. It then executed a sharp descending left bank and disappeared.

A few minutes later I landed without incident at IMM a little shaken and wondering what the heck just happened. I knew that I could not have been anywhere near the TFR and that had this had been a military or government aircraft, it would have tried to establish communication with me by rocking its wings, but it did nothing of the kind. I went to a computer to confirm that I was nowhere near the TFR and noticed that I may have clipped the northeast corner a firefighting TFR.

Being so preoccupied with not violating the big TFR, I overlooked the possibility that there could be another TFR in the same general area and being familiar with that area, knew that there were no other permanent flight restrictions. Especially since this is a remote area in the middle of the Everglades.

## Synopsis

GA pilot reported a firefighting TFR incursion while trying to avoid another TFR in the area. When the pilot was in the TFR another aircraft formed up on him without communication, then departed after a few seconds.

## Time / Day

Date : 201703

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : KFP.Airport

State Reference : AK

Altitude.MSL.Single Value : 10500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 40

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.FSS : CDB

ATC / Advisory.CTAF : KFP

Aircraft Operator : Air Taxi

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Descent

Route In Use : Visual Approach

Route In Use : Direct

Airspace.Class E : ZAN

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

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 : 6600

Experience.Flight Crew.Last 90 Days : 260

Experience.Flight Crew.Type : 132

ASRS Report Number.Accession Number : 1431500

Human Factors : Communication Breakdown

Human Factors : Training / Qualification

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : FAR  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Other Person  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented

## Assessments

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

## Narrative: 1

I was on a VFR flight to False Pass (KFP) along the Alaskan Peninsula. I was on a company flight plan. I was flying southwest at 10,500 msl and passing Cold Bay (CDB) airport. While I was still 25 miles north east of Cold Bay, I contacted the Cold Bay FSS and gave my altitude, heading, and my route of flight. I was planning on going to False Pass airport to drop off a passenger, and then back to Cold Bay. The FSS gave me traffic and weather updates. I descended into KFP, which is about 15 miles southwest of CDB. As I entered the pattern at KFP, I was alerted by another pilot that I should be on a DVFR flight plan. When I landed I immediately called Kenai FSS because I was unaware that I was near an ADIZ. Upon further inspection, I found that KFP, which is a VFR-only airport on US soil in Alaska, is about 5 miles outside the ADIZ. My plan was to file a DVFR plan to the north while I was on the phone with Kenai FSS. Midway through my conversation with the FSS, the cell connection was lost. I tried multiple times to reach Kenai and each time was given a recording about a phone system error. Cell phone coverage in the remote villages is often very bad. I proceeded to depart KFP and immediately exit the ADIZ, and land the very first airport (CDB) about 15 miles away. Enroute I contacted the CDB FSS, and they informed me that I was being contacted on 121.5. I tried to reach someone multiple times on that frequency but received no answer. I landed at CDB 5 minutes after departing KFP.

I believe that a lot can be done to change this situation. First, I should have done better homework. This was my first time at this airport, and I did a thorough check of weather, Notams, Alaska Supplement, etc. before the flight but I relied on my GPS and nav aids rather than consulting the Sectional for navigation to the airport. Nothing about the ADIZ was noted in any of my preflight material. Also, the airplane is equipped with dual Garmin GPSs, a moving map display, ADSB, and synthetic vision. NONE of these alerted me to the close proximity of the ADIZ. Also, when I spoke to the FSS well northeast of the ADIZ, and expressed my route of flight, absolutely nothing was mentioned to me about the ADIZ on my route of flight even though I did not have a flight plan in his system. It would have been extremely simple to land and file a DVFR flight plan at that moment. Also, why is a State-run, VFR only village airport in Alaska this close to an ADIZ? The ADIZ needs to be moved in my opinion. There is a lot of air traffic in that area, and not all of it is IFR. The cell phones are regularly a problem in the Alaskan villages, and any airplane that lands at KFP and cannot contact the FSS is stuck outside the ADIZ. This is a problem. Finally, I spoke with my Chief Pilot and Director of Operations. They are immediately issuing a company bulletin for all pilots about the location of the ADIZ in order to prevent future incursions.

## Synopsis

An air taxi pilot was informed by another pilot in the traffic pattern at KFP that he should be on a DVFR flight plan since the airport is 10 NM into the Alaskan ADIZ.

## Time / Day

Date : 201702  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : CHS.TRACON  
State Reference : SC  
Altitude.MSL.Single Value : 1100

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility : Haze / Smoke  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 12000  
RVR.Single Value : 6000

## Aircraft

Reference : X  
ATC / Advisory.TRACON : CHS  
Aircraft Operator : Personal  
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Route In Use : Visual Approach  
Airspace.Class E : CHS

## 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 : Private  
Experience.Flight Crew.Total : 237  
Experience.Flight Crew.Last 90 Days : 6  
Experience.Flight Crew.Type : 237  
ASRS Report Number.Accession Number : 1426251  
Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : FAR  
Detector.Automation : Air Traffic Control  
Detector.Person : Air Traffic Control

When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I received a NOTAM through AOPA member services about a TFR. I read the NOTAM and understood the TFR would be in effect from XA: 30 through XD: 15 local time.

I understood the TFR extended to a 30 NM radius from the CHS VORTAC. I read that flights at RBW would be affected. I used a NM plotter and sectional to measure the distance from the CHS VORTAC to RBW and found that RBW was just outside the 30 NM radius. Thus, I assumed only flights arriving and departing to the east of RBW and penetrating the 30 NM radius was required to use the ATC services.

Previous TFRs at CHS, had not included the RBW airport. I departed RBW approximately XC: 35 local to the west. After flying westward for approximately 15 minutes, I turned back toward RBW.

With a Garmin GPS and distance measuring from the CHS VORTAC, I carefully flew the pattern at RBW to ensure I did not penetrate the 30 NM radius for the TFR, and I landed back at RBW approximately XD: 00. When I arrived at the FBO, I received a call from ATC informing me of a possible violation.

It is my belief that I did not violate the airspace and I used due caution to avoid it. If I misunderstood the intent of this TFR, I sincerely apologize. I would never want to create an unsafe condition.

I respectfully offer this observation, this TFR was ambiguous in that the airport I used (RBW) was not included in the 30 NM radius, yet the NOTAM stated it would be affected without clarifying how it would be affected. I would offer this suggestion. If an airport is mentioned in the NOTAM, clearly include all the airspace around that airport in the restricted airspace area. Thank you.

## Synopsis

GA pilot reported researching a planned TFR and believe was successful in avoiding it, but was advised by ATC of a possible pilot deviation.



## Time / Day

Date : 201702

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 1800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft

Reference : X

ATC / Advisory.TRACON : SCT

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Traffic Watch

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : SCT

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 890

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1424783

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

## Events

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

## Assessments

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

## Narrative: 1

While flying traffic watch, we were sent to report on [an event] occurring [near Anaheim]. Before entering Fullerton's (FUL) airspace from the east over the 91 freeway, I called FUL and requested a 91 west transition and informed the controller I would be headed into the Disney TFR. At that time I got cleared for the transition, but no squawk code. Noting that, I requested a squawk code and again informed the controller that I would need to be working inside the Disney TFR.

I was told to standby and I continued west along the 91 freeway. A moment later I received my code from the controller and was asked if I was turning south towards Disney. I replied that I was and was then given a frequency change to SoCal (TRACON). SoCal was extremely busy so by the time they replied to my initial calls, I was already beginning to circle the [event] inside the TFR. Shortly after I was asked to ident. SoCal saw my ident and stated that I was inside the TFR, asked me how I felt about that, and stated that I had not received clearance into the TFR. I was then asked to leave the area. No statement of violation was made at that time.

I was given a discretionary code and had informed TRACON of my intentions. In the past I have worked inside of the Disney TFR by using the same method. I have always asked TRACON to enter, but to my recall have never heard the phrase "cleared into the TFR".

Another consideration was that I was rushing a bit to get to the scene of the [event]. Also, FUL's airspace abuts the northern edge of the TFR with its southern border where I entered. Time was short.

Going forward I will be sure to not only get a discretionary code, but I will be sure to receive an actual clearance to enter the TFR.

## Synopsis

Traffic watch pilot reported entering a TFR on correct code and was later questioned by ATC as to not having a clearance into the TFR.

## Time / Day

Date : 201702

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : PBI.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 26

Altitude.MSL.Single Value : 3500

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

## Aircraft

Reference : X

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Route In Use : Visual Approach

Airspace.Class E : PBI

## 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 : Private

Experience.Flight Crew.Total : 300

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 120

ASRS Report Number.Accession Number : 1422587

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Flight Crew : Became Reoriented

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

### Narrative: 1

I was flying down trying to fly around the POTUS TFR in PBI and thought I was clear of the TFR but I wasn't, I made a big mistake and was intercepted for flying in the TFR. I knew about the TFR, had briefing on it and I flew just east of PHK airport, I thought I was clear but I miscalculated my course around the TFR, and I will absolutely make this a learning experience and not let this happen again. I will plan a better course around it and use better communication and ask the tower for permission or if I am clear to go through the POTUS TFR.

### Synopsis

GA pilot reported he flew into a POTUS TFR and was intercepted.

## Time / Day

Date : 201701

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

## Environment

Flight Conditions : IMC

Weather Elements / Visibility : Turbulence

## Aircraft

Reference : X

ATC / Advisory.Tower : DCA

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class B : DCA

Airspace.Special Use : P56

## Person : 1

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.Type : 1034

ASRS Report Number.Accession Number : 1419164

Human Factors : Situational Awareness

## Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Type : 130

ASRS Report Number.Accession Number : 1419163

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : Weather / Turbulence  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

Approaching DCA we were informed by ATC winds are 060 at 18 gusting 39. Shortly after while on the approach we experienced wind shear. I immediately executed a go-around and followed the wind shear escape guidance. As per SOP set max thrust, press TOGA button, disconnect auto throttle, disconnect autopilot, maintain wings level, and pitch to follow wind shear guidance. Return to desired flightpath. When the aircraft [has] escaped from wind shear, request a vertical and lateral mode to exit WSHR/ROLL mode. When the aircraft was in a safe flight attitude and wind shear was escaped I immediately executed a left turn to avoid the P56 prohibited area. ATC then issued heading directions and we followed. At this time we were made aware that we may have violated P56 and issued a phone number. When we got on the ground and were safely at the gate we contacted ATC and gave the air traffic controller the required information.

At the time of the go around due to wind shear safety of flight was in jeopardy, if the proper wind shear procedures were not followed correctly. I believe I did everything in my power to keep the aircraft in a safe flight attitude while complying with the P56 restrictions. As soon as wind shear was escaped we complied with every other aspect of ATC directions.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

ERJ-170 flight crew reported an incursion into P56 during a go-around after encountering wind shear on approach to DCA.

## Time / Day

Date : 201701

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZMA.ARTCC

State Reference : FL

Altitude.MSL.Single Value : 15500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

## Aircraft

Reference : X

Aircraft Operator : Government

Make Model Name : Super King Air 300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Route In Use : None

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 5500

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1418426

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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 : Government

Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 1418433

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
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 : Became Reoriented  
Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

While flying a government aircraft on a government mission approximately 20 miles east of Titusville Florida as the Pilot in Command, the crew was called by a government non-FAA radar flight following center with directions to make a 180 degree turn and contact MIAMI Center. We contacted MIAMI Center and were directed to proceed north clear of the KENNEDY SPACE CENTER FAR 91.143 SPACE OPERATIONS AREA due to an impending rocket launch from the CAPE CANAVAREL SPACE CENTER. While diverting north clear of the airspace the aircrew queried the MIA ATC Controller about the airspace activity. The aircrew relayed to the controller that they had checked for TFR activity for Space Operations prior to flight during flight planning and did not see one, the Controller said that he would get back with the aircrew in minute. When the Controller called back and informed the aircrew he didn't see the NOTAM either and then gave the aircrew a frequency change. The next controller continued flight following services and gave the aircrew a number to call after landing. During the flight we were also monitoring 121.5 on the secondary vhf radio on which we did not receive a call, our first indication of an issue was with our non-FAA government radar flight following center. After landing we contacted MIAMI CENTER at the number provided to discuss the airspace issue. During the preflight phase there was no Notam/TFR depicted on the flight planning system the aircrew used. There were other TFR's depicted, but this one was not. After landing we researched the historical Notam's for MLB and could not find a Notam for this rocket launch. The Sectional for this area (Jacksonville) indicates the airspace is active indicated by Notam for Melbourne (MLB). In the past the TFR has always shown up the flight planning systems used, but this evening it did not. We received a list of Notams from MIAMI CENTER that listed a NOTAM for KZMA A0040/17 that stipulated MIAMI Center will not approve IFR Flights and VFR flights should exercise extreme caution within the area defined (which is the Space Center Airspace). We as an aircrew always use due diligence when operating in this area, since we operate in it routinely (almost daily). The main goal of this report is to figure out how on this one occasion we ended up in the Space Flight Area during an active period, when we checked for the specific Airspace activity as we always have done. Flight time used in the Flying Time section of this form is approximate.



## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

A King Air 300 flight crew reported nearly flying into an active missile launch zone. The crew commented that there were no NOTAMs or other common alerts informing crews before takeoff. ATC was able to keep the flight clear of the airspace.

## Time / Day

Date : 201612

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

## Environment

Flight Conditions : IMC

Weather Elements / Visibility : Icing

Light : Dawn

Ceiling.Single Value : 800

## Aircraft

Reference : X

ATC / Advisory.TRACON : PCT

Aircraft Operator : Air Carrier

Make Model Name : Medium Transport

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.Localizer/Glideslope/ILS : Runway 19

Flight Phase : Descent

Flight Phase : Initial Approach

Flight Phase : Cruise

Airspace.Class B : DCA

## Component

Aircraft Component : Ice/Rain Protection System Indicating & Warning

Aircraft Reference : X

Problem : Malfunctioning

## 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 Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1409840

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Inflight Event / Encounter : Weather / Turbulence  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Flight Crew : Overcame Equipment Problem  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : Weather  
Primary Problem : Airspace Structure

## Narrative: 1

This event occurred on the first leg of the third day of a four-day trip. The departure was uneventful other than a relatively quick run through the de-ice pad to clear some accumulated ice and apply type-4 anti-ice fluid. We were cleared for the SKILS3 arrival as filed and commenced the descent as published. Somewhere around BWI with TAT between 0 and 10, we received a L WING ANTI-ICE Caution prompting the flying pilot to call for the appropriate QRH. We completed the associated procedures as dictated by company SOP, which consisted primarily of selecting the 14th stage Isolation (ISOL) valve. The temperature then rose above the 10 degree threshold and the caution message went away only to return some minutes later. The Captain again called for the QRH, which dictated placing the Wing Anti-Ice switch to the Standby position. This again cleared the message, but we reviewed the entire checklist in the event that the Caution returned and further checklist execution was required. Meanwhile, though we discussed the possibility, feasibility, and fuel implications of diverting to RIC, we made the decision to continue on the arrival and land at DCA, the nearest suitable airport. They were landing 19, and we set up for the Localizer Directional Aid Z 19 Approach, which would just allow us to get in based on the prescribed weather minimums. Temperature continued to fluctuate in and out of icing range but the anti-ice system appeared to be operational. At this point, we were descending between 3000 feet and 4000 feet when Potomac Approach vectored us off of the arrival direct to FERGI. Having been a few miles directly east of the fix, this resulted in a relatively severe intercept angle, roughly 90 to 100 degrees off of the final approach course. While not ideal, we viewed this as certainly doable given the current circumstances. We turned in to join the localizer and were pushed east by strong westerly winds that resembled a false capture initially. Though still slightly east of the final approach course at BESSE, the FMS/autopilot appeared to be making the necessary adjustments to bring us where we needed to be, but the Captain selected heading mode and adjusted accordingly to keep us where we thought would be clear of prohibited airspace. Airspeed was still high, somewhere between 230 and 250, so we dropped the gear out of sequence to aid in reducing airspeed in attempt to be configured in accordance with the profile. At this point, realizing that we were going to put ourselves in a potentially hazardous situation in light of the current weather conditions, the aircraft issues, and the delayed configuration, the go-around was called for and initiated. With throttles advanced and positive rate climb established and verified, the gear up call was made. I reflexively

raised the gear handle, which was immediately met by the GEAR DISAGREE message due to airspeed having been over 200 knots. We continued the climb out, made the necessary calls, turned to the assigned heading, and continued monitoring the Caution messages for a return of the anti-ice issues before leveling off, calling for the QRH, and correcting the landing gear issue. We had been handed back to Potomac Approach by this point, advised them of our intention to recommence the approach, and continued without issue. Once we cleared the runway and were passed to the ground controller, she advised us to call them upon shutdown when they informed us of a possible violation of P-56B.

## Synopsis

Air carrier First Officer reported multiple issues while operating in winter conditions in an attempt to land at DCA. First approach required a go-around but the second approach was successful.

## Time / Day

Date : 201611

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 144

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Plan : None

Mission : Utility

Flight Phase : Cruise

Airspace.Class G : ZZZ

Airspace.TFR : FIRE

## Person

Reference : 1

Location Of Person : Hangar / Base

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 120

Experience.Flight Crew.Last 90 Days : 2

Experience.Flight Crew.Type : 30

ASRS Report Number.Accession Number : 1405965

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Routine Inspection

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

I performed an unmanned aircraft operation lasting 4 minutes and 46 seconds reaching a maximum altitude of 144 feet AGL travelling a maximum distance of 800 ft. The purpose of the flight was to survey damage to our second residence. Prior to travelling to the area, I had checked for a TFR and found one active in the area with a 5 NM radius. My planned area of flight was approximately 2 NM outside of the published TFR map and not within the vicinity of any active firefighting activities as they had moved back into the area. After completing the flight and returning home, I was self-debriefing and discovered the TFR had been expanded to cover the area of my operation just prior to my flight. Since no firefighting or emergency response activities were occurring in the area at the time of the flight, I had no reason to believe the original TFR was not still valid. Due to the lack of cellular data service in the area, I would not have been able to access updated TFR information prior to the operation. No conflicts or accidents occurred as a result of my operation.

## Synopsis

A UAS pilot reported that he discovered after his flight that a nearby TFR had been expanded to include the area of his previous operation.

## Time / Day

Date : 201611

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : PCT.TRACON

State Reference : VA

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

ATC / Advisory.TRACON : PCT

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

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class B : DCA

Airspace.Special Use : P-56

## 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 : 1402009

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Workload

## 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 : 1402012

Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Confusion  
Human Factors : Distraction

## Person : 3

Reference : 3  
Location Of Person.Facility : PCT.TRACON  
Reporter Organization : Government  
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 : 1401094  
Human Factors : Workload  
Human Factors : Distraction  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : Clearance  
Anomaly.Inflight Event / Encounter : CFTT / CFIT  
Detector.Person : Air Traffic Control  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Returned To Clearance  
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

As Captain, I improperly identified the Potomac River and aircraft in front of us after a very busy vectoring and speed sequences. To reduce some of our workload, I loaded several fixes into the FMS to facilitate the prohibited airspace issues within the DCA environs. After being cleared for the River Visual, the FMS did not sequence as anticipated and because I had misjudged the River, I subsequently overshot the river boundaries and entered P56-B. I initiated a turn to correct my error and at the same time Potomac Approach issued immediate turns and climbs to discontinue the approach.

After our break off, we were being re-vectoring, we were asked if we were ready to turn back in (I note this because this is an example of being rushed) and accept another approach. We communicated to continue on a heading for a little longer to complete our checklist and get set up for another try.

It has been sometime since I have done the River Visual 19 at night with the lighting effects and shadows. The Jepp Plate for River Visual 19 notes the RNAV 19 which is not



loaded in our database. This may be useful to look into to see if our databases can accept this. Also, on our other chart info (10-7 and other reference pages), we illustrate the DCA-328 radial as a method of tracking for RWY 1 departures. This could be used as a "boundary" reference for inbound arrivals.

I literally forgot about the black-hole this approach sometimes creates. Still, at my level of experience, I am quite disappointed. This event rests solely on my shoulders.

Add in our [manual] pages to depict the DCA-328 for RW19 arrivals and RW 1 arrivals/departures unless our FMS database can be updated. This should help reduce our P56 incursions.

## Narrative: 2

The occurrence happened flying into DCA on the river visual RW19. [The Captain] is my OE (Operating Experience) instructor and was the pilot flying. It was clear weather and night time. ATC was very busy and had several airplanes in line for the approach. ATC directed us to descend and fly different headings and prompted us several times to find the river and look for traffic for us to follow. The Captain (pilot flying) was very task saturated with requests from ATC. I had the river and eventually the traffic in sight and waited until the Captain said he had both in sight, prompting me to advise ATC we had the river and traffic in sight. We were around FERGI intersection when we accepted approach clearance.

I averted my attention to keep my eye on the Airbus a ways in front of us and tended to PM (Pilot Monitoring) duties inside the airplane. I believe the Captain lost sight of the river passed DARIC intersection and neglected to make the right turn to follow the river and instead went straight into Prohibited Area P-56B. We were then immediately instructed to climb and turn away from the Prohibited Area and were canceled approach clearance. We performed a go-around maneuver, ran checklists, re-set up for the approach and attempted it again. The second approach attempt was successful and we landed safely.

I personally have never performed a published visual approach in a plane or in the simulator in training; nor have I flown in DCA airspace. As a new hire FO (First Officer) on OE, I relied on my captain's knowledge and experience to be situationally aware with the river visual and procedures going into DCA. I believe incorporation and explanation of this approach in the new hire training program would help fresh co-pilots feel somewhat familiar with the real river visuals into DCA. Had I been more familiar with the procedure, I believe I could have further helped avoid this deviation and aided the pilot flying with performing this approach. This has taught me as pilot monitoring to place more emphasis in looking outside the airplane during critical phases of flight such as a visual approach to further aid the pilot flying in situational awareness.

I have also taken away from this situation to initiate a go around or ask for missed approach instructions if I am the pilot flying and have lost sight of the runway/airport or the river (on a published visual approach). And as the pilot monitoring, to query the pilot flying if he/she seems unsure of the situation.

## Narrative: 3

[The aircraft] was an arrival into DCA. The pilot was cleared for a Charted Visual Approach to follow traffic. I noticed the aircraft looked off course (left of course landing Runway 19, a south operation). The dilemma with this aircraft is that they were below minimum vectoring altitude in the center of antennas and heading for the White House a Prohibited

Area up to FL180 (P56). I was not sure what to do first except to climb the aircraft to get them out of the antennas and then turn them as to not enter Prohibited Area (P56). With that being said, they had to be turned back toward the final which causes other issues and where there were other aircraft on final.

This piece of airspace does not allow for error on anyone's part be it me the Controller or the Pilot. It's an unsafe area because of P56.

## Synopsis

Flight Crew and Controller reported of the flight being off course and entering Restricted Area P-56. Controller reported of aircraft being below the Minimum Vectoring Altitude and needing to vector aircraft out of P56. Pilot reported of improperly identifying the Potomac River and the aircraft to follow.

## Time / Day

Date : 201610  
Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : MCO.Airport  
State Reference : FL  
Relative Position.Angle.Radial : 270  
Relative Position.Distance.Nautical Miles : 5  
Altitude.MSL.Single Value : 10500

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 50  
Light : Night  
Ceiling.Single Value : 18000

## Aircraft

Reference : X  
ATC / Advisory.TRACON : MCO  
Aircraft Operator : Personal  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Flight Phase : Cruise  
Route In Use : Direct  
Airspace.Class E : MCO

## 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 : Private  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 1272  
Experience.Flight Crew.Last 90 Days : 46  
Experience.Flight Crew.Type : 1253  
ASRS Report Number.Accession Number : 1399126  
Human Factors : Communication Breakdown  
Human Factors : Other / Unknown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I piloted my aircraft, overflying the Orlando International Airport (MCO) Class B airspace at 10,500 feet. I was flying VFR (squawking 1200), I did not file the optional VFR flight plan, and I did not use VFR flight following as I have made several similar flights in the past and was familiar with the route. I did not call flight services to check for Temporary Flight Restrictions (TFRs) because I am on auto-distribution for TFRs via my e-mail address.

Upon landing at SEF, I was met by the airport manager, who informed me that I had violated a presidential TFR (18,000 feet and 30 NM) over Orlando. Mortified, I spoke with an FAA representative over the phone and provided him with all the requested information. I explained to the FAA representative that I rely on TFR notifications via e-mail, and I did not receive a TFR notification for Orlando. I also explained that I am very sensitive to TFR and SFRA incursions given that I am based in Northern Virginia. I did ask why jets were not scrambled to intercept me, and he explained that it was because I flew absolutely straight and level over the entire Orlando Class B airspace without any deviation, whatsoever. He explained that it was obvious, given the extent of the TFR incursion (46 minutes in duration) and the slow speed of my aircraft, that I was unaware of the TFR and likely not an immediate threat. Had I deviated anything (altitude, direction or squawk code), I would have been intercepted.

Upon checking into the hotel, I searched for the Orlando TFR online and could not find any record of it. I screen-captured the following four (4) TFRs for Florida:

- 1) 10/2016: Air Show in Jacksonville, FL from 11/2016 - 11/2016.
- 2) 10/2016: Air Show in Stuart, FL from 11/2016 - 11/2016.
- 3) 10/2016: Air Show in Homestead ARB, FL from 10/2016 to 11/2016.
- 4) 10/2016: Security TFR over Disney World (permanent).

I then spoke with a colleague whose father is a pilot. Her father searched and also could not find any presidential TFR published for Orlando for that date. I went back and reviewed the following presidential TFRs that I did receive via e-mail for the weeks prior and following:

- 1) 10/2016: unspecified - Dayton, OH on 10/2016 (no map)
- 2) 10/2016: 30NMR/10NMR - Raleigh, NC on 11/2016 (no map)
- 3) 10/2016: unspecified - Rock Hill, SC / Charlotte, NC on 11/16 (no map)
- 4) 10/2016: 10/30 NMR - Greensboro, NC on 11/16 (no map)
- 5) 10/2016: 10/30 NMR - Columbus, OH on 11/16 (no map)
- 6) 10/2016: 10NMR - Raleigh/Durham, NC on 11/16 (with map)

- 7) 11/2016: 10NMR/32NMR - Charlotte, NC on 11/16 (no map)
- 8) 11/2016: 32NMR/10NMR - Fayetteville, NC on 11/16 (no map)

Because I never received notification of the presidential TFR over Orlando, FL, I wonder if there is a radius-based filter on the TFR notifications that I receive from the FAA. It is obvious that I don't receive TFR notifications for California, but since I receive TFR notifications for as far north as Boston, I made the false presumption that I would receive them for the entire East Coast. I am sickened that I made such an avoidable mistake, and it has been an absolute wake-up call for me.

## Synopsis

GA pilot reported being informed after landing that he had flown through a TFR over MCO that he was not aware of. He had relied on TFR notifications via e-mail which he did not receive and no record of the TFR could be found on the FAA website.

## Time / Day

Date : 201610  
Local Time Of Day : 0601-1200

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 12  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.Center : ZZZ  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : Personal  
Make Model Name : PA-28R Cherokee Arrow All Series  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Personal  
Nav In Use : GPS  
Flight Phase : Cruise  
Airspace.Class E : ZZZ

## Component

Aircraft Component : DC Generation  
Aircraft Reference : X  
Problem : Failed

## 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 : Private  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 690  
Experience.Flight Crew.Last 90 Days : 60  
Experience.Flight Crew.Type : 500  
ASRS Report Number.Accession Number : 1395143  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Airspace Violation : All Types

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

Enroute on an IFR plan at 9000 feet in VMC I noticed the ammeter was reading zero. I turned off all unnecessary equipment to include autopilot, 2nd COM/NAV radio. I also lowered the screen brightness on GPS to minimum level. I recycled master and waited 30 seconds. Attempted this twice. I then noticed the volt meter begin to drop. I contacted ATC and informed them I was losing electrical and would like to cancel IFR and proceed VFR to my destination. I asked for a VFR altitude and was given and climbed to 9500 feet. I changed my squawk to VFR. I recycled my electrical and was briefly able to reach ATC and was given a unique squawk code by ATC. After I lost my aircraft radios completely and realized my handheld was not working, I began to squawk 7600, just in case the transponder had sufficient electrical to function

Though ATC did not object to me proceeding VFR to my destination, I thought it prudent to attempt contact to confirm there were no issues with my plan to continue the flight. I was unable to reestablish contact. Therefore, I continued as discussed with the last controller with whom I could communicate. I continued at 9500 feet and then began a vfr descent to 5500 which would place me 500 feet above Class C airspace. Upon reaching this altitude, I attempted to contact approach via my handheld and was successful. The controller was aware of my situation and directed me to not descend below 5500 feet. I told him I planned to proceed to ZZZ he advised he would prefer I go to ZZZ as [the main] airport was very busy. As I was proceeding to my destination, I was warned by Foreflight that I was about to enter a TFR. I changed course to avoid the TFR, not having sufficient time to determine if the TFR was active. I attempted to contact approach to inform him of this course change (though he had not told me to hold a heading). I finally did reach him as I was turning back to the east as I circled around the TFR. He advised me TFR not yet active and to maintain my current heading. I proceeded at the current heading, though I may have deviated somewhat as I had only noted the direction on my iPad and not the actual heading on the DG. If I did deviate, ATC did not inform me. After a while approach advised me to turn direct to ZZZ and to inform him when I began my descent. I proceeded to turn and hold altitude, and quickly realized I had lost 200 ft. which I quickly regained. I then advised ATC that I was ready to begin my descent. I proceeded to ZZZ while beginning my descent as directed and informed approach when I had ZZZ in site. I landed without incident, using manual override to lower landing gear. I had been asked by approach to call them to advise safe landing, but upon landing was informed by airport staff that ATC had called them and were informed I had landed safely. I proceeded to secure my aircraft and did call approach to thank them for their help.

I decided to continue to ZZZ rather than land immediately for several reasons. Of primary importance, the aircraft was running perfectly and there were no indications of a failure that would compromise safety. I knew electrical was not necessary for the engine to

continue to run. Having briefed the weather and with independent battery powered ADSB weather and navigation coupled with my iPad onboard, I knew I could reach the airport VFR. I also had a handheld radio and even though I had not been able to reach center at 9500 ft. I felt I would be able to reach approach and the traffic advisory frequency at ZZZ when at a lower altitude. I did not want to land at an unknown airport for which I had no accommodations or knowledge as to maintenance personnel to repair the aircraft. This was especially important given the purpose of the trip was to take my son, a cancer patient who was in between chemotherapy treatments for a few days to enjoy the mountains. If I landed elsewhere, it may have been difficult to have the aircraft repaired or to find accommodations and a rental car to return back home. I had been to ZZZ before and knew they had a large general aviation community and I expected it would be easy to find a qualified mechanic. Further, we already had a place to stay and a vehicle. Continuing VFR to our destination was the best choice.

Thoughts about the flight:

- 1) The decision to cancel IFR and proceed VFR to my destination did not compromise safety. I maintained VFR taking care to not invade airspace where radio communication was required. When near class C airspace, I successfully established communication with ATC using my handheld and followed their directions.
- 2) I probably should not have changed my squawk code to VFR without direction from ATC.
- 3) I should purchase headset attachment as I believe any deviations which may have occurred during this flight were due to having to remove my headset in order to speak on a handheld in a noisy aircraft.

## Synopsis

During cruise, on an IFR flight plan, the pilot of a Piper Arrow PA28R-180 reported noticing he was losing electrical power. The pilot continued to his destination VFR while using a handheld radio to communicate with ATC.



## Time / Day

Date : 201610

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : SLC.Airport

State Reference : UT

Altitude.AGL.Single Value : 6

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 20000

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class B : SLC

## Person

Reference : 1

Location Of Person : Gate / Ramp / Line

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Experience.Flight Crew.Type : 20

ASRS Report Number.Accession Number : 1394042

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Became Reoriented

Result.Flight Crew : Exited Penetrated Airspace

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

Preflighted the area that day, looking for active TFRs or controlled airspace. The area I wanted to fly at looked clear of SLC or any TFRs. I went to fly low level over a pond at Memory Grove Park, UT (2-10AGL). I took off, hovering at 6 ft AGL, and my phone provided an alert I may be close to a caution area (DJI APP Notification). I was 5 miles East of SLC, I opened my phone to pull up the SLC VFR TAC, and noticed I was closer than expected to the border of the SLC Class B shelf. I immediately landed the aircraft from the 10 ft AGL altitude. The duration of the flight was around 1 minute.

From now on, I'll always use the GPS in Garmin Pilot in correlation with the VFR Sectional, VFR TAC, and continue checking for active TFRs before I fly at the exact location. As Small drone operating systems are becoming more complex and user friendly, I'd be good for them to incorporate the VFR Sectionals and TAC into the operating system to make pilots fully aware of their location in relation to airspace around them.

## Synopsis

A DJI Phantom UAS pilot launched after checking diligently for TFR and controlled airspace. However, after takeoff his DJI phone app alerted his aircraft proximity to SLC Class B. The UAS flight was aborted.

## Time / Day

Date : 201609

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : OWO.Airport

State Reference : WA

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 1000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : OWO

Aircraft Operator : Personal

Make Model Name : Cessna 180 Skywagon

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Airspace.Class G : OWO

## Aircraft : 2

Reference : Y

Make Model Name : Seaplane or Amphibian

Airspace.Class G : OWO

## Aircraft : 3

Reference : Z

Make Model Name : Seaplane or Amphibian

Airspace.Class G : OWO

## Aircraft : 4

Reference : A

Make Model Name : Seaplane or Amphibian

Airspace.Class G : OWO

## 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 : Private  
Experience.Flight Crew.Total : 140  
Experience.Flight Crew.Last 90 Days : 35  
Experience.Flight Crew.Type : 115  
ASRS Report Number.Accession Number : 1391305  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 150  
Miss Distance.Vertical : 150  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was operating a Cessna 180 floatplane in VMC on a VFR flight, in the vicinity of OWO in downtown Seattle, Washington, when I inadvertently entered one of the hot sports stadium TFRs. This action was necessitated and justified under FAR 91.3, as explained below.

My flight originated from a private water operations site close to the Class D airspace at RNT. Prior to takeoff, I checked all relevant NOTAMS and received the ATIS for RNT. I also received takeoff clearance and permission to operate within the RNT Class D so as to transit north and west to be clear of the SEA Class B and BFI Class D airspaces.

After clearing the RNT area, I was close to the University of Washington and headed southwest, under the SEA Class B. I was monitoring the CTAF of 122.9 in the vicinity of OWO on Lake Union.

As I got closer to OWO, I was aware of the possible presence of active commercial seaplane activity on Lake Union. Therefore, using the OWO CTAF, I announced my call sign, position, altitude, and stated my intent to transition slightly north of OWO, from east to west, through the ship canal. This is a common transition route used by local pilots and it is familiar to seaplane pilots who fly in this area.

After I made the radio call on the OWO CTAF, I determined that there were three other floatplanes also operating within the vicinity of Lake Union Waterport. One floatplane was on a southerly heading approaching to land on the north end of the lake from Eastlake, position reported northeast of me. The second floatplane was transitioning west to east through the ship canal, position reported east of me. The third floatplane was on a northerly takeoff roll on Lake Union, position reported south-east of me.

At this point, I re-announced my position stating I was heading westbound to Lake Union, and was approaching the I-5 Bridge, which is raised 300 feet over the ship canal. Then as

I approached I-5, I continued scanning the skies, but I was unable to make a visual contact with any of the other 3 float planes.

While crossing I-5, I obtained visual contact with the second floatplane which was still on climb out after taking off from OWO. It was heading north and climbing over Gasworks Park. Suddenly, that aircraft turned toward my position and continued to climb in altitude. I know that this plane had to climb to clear the I-5 bridge and it was heading right toward me.

I again announced my position over the CTAF, stating I was westbound over I-5, the climbing seaplane announced its intentions to turn east towards University, which placed him in a collision course with me. He did not say that he had me in sight.

At that point, as pilot in command, I determined the safest course of action would be to turn out of the path of the climbing plane. I made a second visual scan but I could not get visual contact on the first seaplane (which had been westbound towards me through the ship canal) or the third seaplane (which was last reported as southbound coming from Green Lake). By making this slight southbound turn, later realized that I may have inadvertently and briefly entered the radius of the stadium TFR, which I believe was active for a Game. My altitude at the time was 1,000 and I was approximately 1.5 NM away from the stadium.

I believe that this brief and minor transit into an area where a TFR was operationally necessary for the safe operation of my flight under FAR 91.3. As I took these actions, I was maintaining separation from the one aircraft I had in sight while also accounting for the last known positions and headings of the other two aircraft which were not in sight. By making these maneuvers to avoid the oncoming traffic, I was able to complete my flight and the return flight to my home station without any incident.

I was not contacted by ATC regarding a possible TFR violation at any point during my flight operations. I have not been contacted since that date by the FAA.

The area surrounding OWO is notoriously congested and often aircraft transit through the ship canal like a bottleneck between the SEA Class B and the RNT and BFI Class D airspaces. Furthermore, when the Stadium TFRs are hot, they prohibit uncontrolled flight over the majority of Lake Union, thus forcing seaplanes to perform take-offs, landings, and transitions, in a small, congested area at the very north end of the lake.

I believe the best way to correct the situation would be to eliminate the stadium TFRs coverage in the vicinity of OWO so as to free up more airspace at Lake Union during stadium TFRs operations. Another less economically viable option would be to make the entire Lake Union area unavailable for operations during stadium TFRs to prevent congestion over a waterway. A third operation would be to commission a ATC tower for OWO making the area a Class D which would provide flight following and allow air traffic to legally pass through the TFR when it is hot.

## Synopsis

C180 floatplane pilot reported encroaching on a sports TFR during evasive action in response to an NMAC.

## Time / Day

Date : 201609

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : NCT.TRACON

State Reference : CA

## Aircraft

Reference : X

ATC / Advisory.TRACON : NCT

Make Model Name : Commercial Fixed Wing

Airspace.Class E : NCT

## Person

Reference : 1

Location Of Person.Facility : NCT.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) : 10

ASRS Report Number.Accession Number : 1390834

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Troubleshooting

Human Factors : Workload

Human Factors : Human-Machine Interface

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Clearance

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Airspace Structure

## Narrative: 1

I was working the SJC final this morning when a new TFR for [a] fire near went into effect. The TFR was so unnecessarily large it made it impossible to have aircraft arrive into SJC. The decision was made by my supervisor that until we see aircraft in the TFR we would run operations as normal. I cleared a dozen aircraft through the TFR and when the fire fighting aircraft arrived it was necessary to place the last few through the TFR. After our complaints were heard the TFR was redrawn to something more manageable. The entire process took too long.

Does anyone from air traffic actually look at the TFR dimensions to see what and where they are with potential impacts to safety? Why does it take so long to get something redrawn? Why do fire TFRs remain at night when there are no firefighting aircraft allowed to fly? I recommend a review of this event and that it get addressed by our Local Safety Committee. This is not the first time a TFR has been larger than was necessary with impacts to the operation. I also recommend someone from NCT be allowed to review and approve or deny a TFR. It's my understanding TFRs are generated outside of our building and we are told what and where they will be. Local input is very important and should be part of the decision making process.

## Synopsis

NCT TRACON Controller reported of problems with the size of a fire fighting TFR.

## Time / Day

Date : 201609

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : LVK.Airport

State Reference : CA

Relative Position.Angle.Radial : 300

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 3500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 20

Light : Daylight

## Aircraft

Reference : X

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 : None

Mission : Personal

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : NCT

## 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 : 1945

Experience.Flight Crew.Last 90 Days : 8

Experience.Flight Crew.Type : 990

ASRS Report Number.Accession Number : 1388723

Human Factors : Situational Awareness

Human Factors : Other / Unknown

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew



When Detected : In-flight

Result.Flight Crew : Exited Penetrated Airspace

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

I had flown from PAO to ZZZ to pick up some parts for work. I received a standard briefing via DUATS before departure, which showed clear weather and one TFR over Oakland which was well off my route. On the return flight, the weather was the same and I didn't obtain another briefing. Approaching Livermore (LVK), I noticed a plume of smoke from a wildfire in the hills near Livermore. Though neither my XM weather nor my ADS-B weather showed a TFR, I realized one may have just popped up and I turned to remain clear.

The combination of a recent briefing, the clear weather, and two independent sources of downlinked weather/TFR information led to a sense of complacency about TFRs. Corrective actions include getting flight following as well as always getting a briefing.

## Synopsis

PA32 pilot reported possibly entering a firefighting TFR near LVK. The TFR may have been created after his initial DUATS briefing and did not show up on XM weather or ADS-B.

## Time / Day

Date : 201607

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : JCF.TRACON

State Reference : CA

## Aircraft

Reference : X

ATC / Advisory.TRACON : JCF

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class E : JCF

## Person

Reference : 1

Location Of Person.Facility : JCF.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) : 5

ASRS Report Number.Accession Number : 1373869

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Workload

Human Factors : Human-Machine Interface

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control

## Assessments

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

## Narrative: 1

There is a TFR in place today for a fire at or below 8500 feet, 5 NM radius at ZZZ (VOR)110/014. We were not showing this as the TFR location in our Status Information.

We had the previous TFR that had expired in our information. After having worked the sector for an hour, we kept getting reports from SoCal that the TFR is more in our sky than theirs, and our coordination on arriving aircraft was getting confusing because our maps were not showing the same information. I remembered our CIC had said earlier that they didn't want to read all the NOTAMs for the watch check list because there were too many. Eventually, I asked SoCal of the position of the TFR to make sure we have the correct display, and ours was incorrect. I asked our CIC to find out if our TFR was correct, and they told me to look it up (despite working traffic at the time). I looked up the NOTAM, and then corrected the drawing for our TFR and input the drawing on all the other scopes as needed, and updated our information area as for the new drawing.

I'm not sure if anyone had gone through the TFR before I updated the drawings.

I would have the CIC's get training on the desk and duties involved, and stress the need to make sure the NOTAMs are up to date or corrected.

Another alternative is to not have a CIC, and have Supervisors work the desk. Often times this happens when the controllers work the desk. I've seen other information get misrepresented or overlooked.

## Synopsis

Joint Control Facility (Edwards) TRACON Controller reported of a TFR that was not updated and the reporter did not know the exact position. Reporter eventually had to look up coordinates and then advise others.

## Time / Day

Date : 201607

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : GEG.TRACON

State Reference : WA

Altitude.MSL.Single Value : 6500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.TRACON : GEG

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Route In Use : VFR Route

Airspace.Class C : GEG

## Person : 1

Reference : 1

Location Of Person.Facility : GEG.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) : 6.0

ASRS Report Number.Accession Number : 1371871

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 : GEG.TRACON

Reporter Organization : Government

Function.Air Traffic Control : Approach

Function.Air Traffic Control : Supervisor / CIC

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3.4

ASRS Report Number.Accession Number : 1371883

Human Factors : Situational Awareness

## Events

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

## Assessments

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

## Narrative: 1

Aircraft X was VFR on his own navigation. South of GEG he told me he did not know the parachute area was active. This was confusing to me. There is currently a NOTAM for PJE 36 miles south of GEG near 33S. At the time he mentioned this that area was at his 11 o'clock and approximately 25 miles. I asked him if he could see parajumpers, and he said he could at about 6,500 feet MSL. I asked the pilot how far away the jumpers were, and got no response. I attempted numerous times to reestablish contact with the pilot, including main and standby transmitters, guard frequency, and also having another aircraft try to relay a message.

I had initiated an automated handoff to MWH approach, which was completed. I coordinated verbally to advise that Aircraft X was radar contact lost and also NORDDO. About 10 or 15 minutes after I told MWH approach that Aircraft X was NORDDO, they called back to say that he contacted them finally. By this time I had dismissed the report as being in the known PJE area.

I had no other reports of parachutes while working. When I gave the position to my relief (training team) I advised them about the report, but also told them that my assumption was that he saw jumpers in the NOTAM area. After my break I learned that multiple aircraft were reporting numerous parachutes in a similar area. They were powered parachute gliders. The Controller In charge had tracked down some information about a race of powered parachutes approximately 30 miles southeast of GEG. There were 120 of the powered parachutes, operating from between 12,000 feet MSL to the ground, which is the upper limit of our airspace. MWH was informed of the race, but we were not.

Upon learning this, I realized that there were some occasional primary returns south of GEG, but they would show up for typically a very short time and at the time did not appear to be connected. I believe I fell victim to some expectation bias in this situation. In having known parachute activity with a TFR area displayed on my map, it was easy to assume that this is what the pilot was describing to me. Also, if the pilot had been able to answer my questions at the time, this could have been discovered sooner, and we as a facility

may have been able to provide a safer environment to some of the aircraft receiving services.

I am certain if there had been a NOTAM issued, we would have been able to help aircraft receiving services to avoid the area somehow, through coordination with ZSE at a minimum. The Controller in Charge contacted the guy in charge of the race (getting information from MWH about it), and he told the Controller in Charge that he tried to file something with FSS, but they told him it was too big an area and they couldn't do it. I'm not sure if that is legitimate, but it seems like a horrible reason to me.

## Narrative: 2

Today my first two sessions of work were manning the Controller in Charge (CIC) position because we were training both on East Radar (ER) and MSO. The first session was slow. Both trainers were doing their jobs just fine and nothing out of the ordinary appeared to occur until the controllers on East Radar were relieved. The relieving controller reported a VFR aircraft saying something about Parajumpers and then the aircraft when NORDO and continued along its route of flight. The VFR was probably 20 miles from an area with known and NOTAMED parachute activity and we thought maybe he was either disoriented or just had a depth perception issue with the traffic. Since he failed to respond to further inquiries via radio we couldn't find any more information out. The pilot checked on with MWH approach control about 20 minutes later so we let it go.

The second session I was on the desk again and the ER controller report a parajumper in his vicinity which was much closer to GEG then the VFR aircraft earlier on. He then reported underflying a parasomething 5 miles later and I began to think that something was actually wrong. When I couldn't reach them I contacted ZSE Area Supervisor desk and asked if they had the contact information. They relayed to me that MWH TRACON actually had the Letter of Agreement with the jumpers school so I contacted MWH next.

They gave me an alternative phone number and mentioned an alternative that there was some sort of powered parachute thing happening and also gave me the contact information for that. [We were told of a] Powered parachute event, and relayed what we were encountering to him.

After a brief phone call we came to realize that the event was going directly south of Spokane between Sprague and Fishtrap east to west from the surface to about 12000 feet MSL, and that there were 120 powered chutes in the event. I was told that he had done much coordinating with other FAA related sources but somehow Spokane TRACON did not get the memo. I immediately informed the radar controller to assume all primaries were not false and that they could be powered Chutes and to keep traffic at or above 12000 feet until abeam Spokane airport to prevent any possible collision. I recontacted MWH TRACON and asked what kind of information they had. They faxed over a copy of the email they received. It depicted the area the powered chutes were using and it basically ran right up against the GEG Class C airspace and was directly off the departure end of the active runway. After things calmed down I turned everything over to the Supervisor who was training on our MSO sector while all this was going on.

It is lucky that I had a bad feeling and followed up, a couple people at work told me they would have just shrugged it off and went about their day. We had no idea this was happening, there wasn't a single Notam within 50 miles of Spokane mentioning thing. I almost shrugged this off as nothing myself. Only after the aircraft said he flew underneath a chute did I think something was really wrong.

Any mass event like this must coordinate directly with any TRACON within 40 miles along the flight path of their aircraft prior to the event by at least 7 days to inform them of the event.

## Synopsis

GEG TRACON Controller reported being unaware that an organization was conducting a powered parachute event in their airspace.

## Time / Day

Date : 201601

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : FDK.Airport

State Reference : MD

Relative Position.Angle.Radial : 130

Relative Position.Distance.Nautical Miles : 7

Altitude.AGL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.Tower : FDK

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry

Flight Phase : Cruise

Route In Use : None

Airspace.Special Use : DC SFRA

## Aircraft : 2

Reference : Y

ATC / Advisory.Tower : FDK

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry

Flight Phase : Cruise

Route In Use : None

Airspace.Special Use : DC SFRA

## Component

Aircraft Component : GPS & Other Satellite Navigation

Aircraft Reference : X

## Person : 1



Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Military  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 10000  
Experience.Flight Crew.Last 90 Days : 30  
Experience.Flight Crew.Type : 4500  
ASRS Report Number.Accession Number : 1322662  
Human Factors : Situational Awareness

### Person : 2

Reference : 2  
Location Of Person.Aircraft : Y  
Location In Aircraft : Flight Deck  
Reporter Organization : Military  
Function.Flight Crew : Pilot Flying  
Experience.Flight Crew.Total : 3500  
Experience.Flight Crew.Last 90 Days : 45  
Experience.Flight Crew.Type : 2900  
ASRS Report Number.Accession Number : 1323191  
Human Factors : Situational Awareness

### Person : 3

Reference : 3  
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 : Commercial  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Experience.Flight Crew.Total : 3800  
Experience.Flight Crew.Last 90 Days : 59  
Experience.Flight Crew.Type : 3300  
ASRS Report Number.Accession Number : 1324029  
Human Factors : Situational Awareness

### Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued Advisory / Alert

### Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Procedure  
Primary Problem : Aircraft

#### Narrative: 1

Enroute from EVY the route of flight was to circumnavigate the outside NW corner of the DC SFRA between the SFRA boundary and the FDK Class D then head south west. Both GPS's showed us approximately 2 miles outside the SFRA boundary. I was up on FDK tower frequency and just prior to contacting them to notify of our transition south of their airspace, the tower called and asked if the aircraft approximately 8 miles to their south east were up frequency. I responded and after letting them know who we were and where we were "Aircraft X is Southeast, north of the DC ADIZ and south of the Class D", the tower asked what our destination was and I informed him. The tower then instructed us to contact Potomac Approach upon landing. After contacting Potomac Approach, I was informed that we had penetrated the boundary of the SFRA by 1-2 miles.

We were flying at a low altitude to stay out of forecasted turbulence at higher altitudes and the poor radio reception with approach that we normally encounter in that area otherwise we would have been flight following at that time.

I have been through that area several times but this is the first time I have had an issue. We were slightly closer to the boundary but as stated above, both aircraft were showing the same thing, just outside the boundary. I understand that regardless of what the equipment is reporting, it is the pilot's responsibility to follow the rules. It is my intent to keep a minimum of 5 miles distance in the future. Possibly a larger thicker boundary marking on the VFR sectional and TAC's that is actually a couple miles further than the actual boundary would help future penetrations.

#### Narrative: 2

[Report narrative contained no additional information.]

#### Narrative: 3

[Report narrative contained no additional information.]

#### Synopsis

Flight of two helicopters with two GPS sources flew a course 2 miles outside the Washington DC SFRA, yet PCT TRACON claimed the aircraft was inside the SFRA by two miles.

## Time / Day

Date : 201511  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : HOU.Airport  
State Reference : TX  
Relative Position.Distance.Nautical Miles : 8  
Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.TRACON : I90  
Aircraft Operator : Personal  
Make Model Name : SR22  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Flight Phase : Climb  
Route In Use : Vectors  
Airspace.Class B : HOU

## 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 : Private  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 1950  
Experience.Flight Crew.Last 90 Days : 40  
Experience.Flight Crew.Type : 405  
ASRS Report Number.Accession Number : 1312861  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Detector.Person : Flight Crew

When Detected : In-flight  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

I departed HOU on Runway 35 having been given departure instructions to maintain heading 300 at or below 3000 feet. After takeoff, when I was instructed to contact departure, the controller was quite busy. I attempted an initial call during the first pause in communication (approx 15 seconds on frequency). The controller was unable to reply due to other priorities. I called twice more during the first available breaks. My third call was answered. By then, I may have passed through a stadium TFR over the astrodome. I did not think it wise to deviate from my assigned heading of 300 to avoid a stadium TFR.

## Synopsis

SR-22 pilot reported possible violation of a stadium TFR when he had difficulty establishing communications with the Departure Controller.

## Time / Day

Date : 201510  
Local Time Of Day : 1201-1800

## 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.Tower : ZZZ  
Aircraft Operator : Personal  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Flight Phase : Cruise  
Route In Use : Visual 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 : Commercial  
Experience.Flight Crew.Last 90 Days : 4  
Experience.Flight Crew.Type : 17  
ASRS Report Number.Accession Number : 1307849  
Human Factors : Situational Awareness  
Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Track / Heading : All Types  
Anomaly.Deviation - Procedural : FAR  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

Background: I'm a military commercially rated pilot. Another friend and I flew a sightseeing tour. We conducted a thorough preflight brief to ensure that we both agreed on the route as well as felt comfortable with the plan of action. We launched and proceeded in accordance with our preflight planning using a chart as our primary means of navigation. After 45 minutes of flight time and successful execution of our route, we began heading South toward an outlying field at 4,000 ft MSL. This altitude kept us out of airspace. Once East we began descending to 3,000 ft. MSL and continued east to ensure airspace clearance. We agreed that flying north of a VFR Checkpoint X and east of VFR Checkpoint Y would ensure our clearance before turning south.

Unbeknownst to us, this is where our disorientation began. We misidentified the VFR Checkpoint X. This led us to misidentify VFR Checkpoint Y as another point to the east of the actual [checkpoint]. Upon reaching what we thought was VFR Checkpoint Y, we turned south and began looking for our next VFR checkpoint. Expecting to fly over Town X, we then misidentified Town Y as Town X. This series of misidentifications led us to thinking that we were right on course with our planning when in fact we were now 6 NM east of our planned location. Still unaware of our errors and expecting to soon see VFR Checkpoint Z, we continued south, commenced a descent to 2,000 ft. MSL, and tuned the ATIS. We were preparing to make our inbound call. In actuality, we were now 8 NM southeast of our intended flight path and crossing the US/Mexico border. As we rounded the mountain and headed west through a cut in the range looking for VFR Checkpoint Z, I became confused as to why we had not yet seen [it] yet. This is the moment in which our disorientation became obvious and we knew we had shot too far south. Unsure of exactly how far south and not realizing we were now in Mexico, we continued rounding the mountain toward the northwest. ATC informed us of our position 7 NM south of the border and confirmed our disorientation. After breaking through the cut in the mountain range, our VOR reception became dependable and we noted our location. With our own reorientation and the help of ATC we landed to debrief the airspace and ADIZ violation.

Contributing factors: After thoroughly debriefing this very serious disorientation, we attributed the incident to three main causes. First, our attention to detail when comparing the chart to the visual cues outside was poor. The entire incident can be traced back to our first false identification of VFR Checkpoint X. Had we paid more attention to positively identifying the VFR checkpoints, we would have realized our mistake far before entering Mexico. Secondly, we failed to back up our visual flight plan adequately. With no GPS, VOR signal, or other means of navigation, we should have been much more vigilant with our headings. Lastly, we became complacent in the cockpit. In our minds, we were two military pilots who fly often and had just successfully completed a complicated route. The easy part was getting back home, right? Wrong. We were much too relaxed in our return and have now learned our lesson the hard way.

Lesson learned: First, visual navigation requires of a lot of attention to detail and should not be taken lightly, regardless of how well a pilot knows his or her local area. Second, I may never fly again without the use of GPS, whether installed in the aircraft or on a tablet. With access to that kind of technology, there is no excuse for disorientation. Third, we as

aviators must remain fully engaged throughout the entirety of each flight and treat each phase of flight equally important. Be humble and don't get complacent.

## Synopsis

Pilot reported that geographic disorientation led to an ADIZ penetration.

## Time / Day

Date : 201511

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : IZA.Airport

State Reference : CA

Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

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 : SBA

## 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 : 800

Experience.Flight Crew.Last 90 Days : 36

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1307074

Human Factors : Situational Awareness

Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Exited Penetrated Airspace

## Assessments



Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Procedure  
Contributing Factors / Situations : Weather  
Primary Problem : Ambiguous

## Narrative: 1

Preflight with DUATS (logged in). No TFRs on flight path for flight from IZA to ZZZ.  
Departed IZA. Flew directly over what appeared to be a fire. Upon returning back to IZA, I checked my tablet. It showed a TFR for firefighting along my path. No firefighting aircraft were visually seen on either leg of my route and I did not spot any fire.

I don't believe this is an issue as this was a non-official source, but I wanted to bring it to the attention of NASA as I am seeing differences between DUATS and other sources on TFR's. This happens in both graphical and text versions. As of this morning, the tablet source still shows a TFR but DUATS does not. Can NASA help in bringing official and non-official sources more closely in line?

## Synopsis

Pilot reported he may have violated a Fire Fighting TFR near IZA because of differences between his DUATS briefing and his tablet display.

## Time / Day

Date : 201510  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 50  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.TRACON : ZZZ  
Aircraft Operator : FBO  
Make Model Name : Robinson R44  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Photo Shoot  
Flight Phase : Cruise  
Airspace.Class G : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Contracted Service  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Multiengine  
Experience.Flight Crew.Total : 4550  
Experience.Flight Crew.Last 90 Days : 100  
Experience.Flight Crew.Type : 2950  
ASRS Report Number.Accession Number : 1303319  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

## Narrative: 1

During an aerial photography shoot of power boats, I had an apparent incursion of a football game Temporary Flight Restriction (TFR). NOTAMs were checked and I was only aware of a [different] TFR. I was also aware of Restricted area which we avoided. My main focus was safety of flight as we were flying at low altitudes (500 feet and below.) Power lines, bridges, and terrain were just some of the hazards. I am not a sports fan and I'm not aware of the sports seasons. [This college] and other sports teams schedules are not posted on a government approved website. Sports team TFRs are not charted via a government approved source. I only found out by overhearing a pilot speaking with Tower about the TFR. Tower was unsure about a TFR and then queried TRACON. I then went to TRACON who kept me out of the TFR Southbound.

If we are to avoid these sports team TFRs, alerting and charting by government approved sources is necessary. A better solution would be to repeal the public law associated with sports team TFRs since it apparently serves no benefit to national security. They apparently seem to serve the greedy self-interests of sports teams who want exclusive media rights and use security as false reason. A better restriction would be no loitering within 3 miles up to 3,000 feet unless approved by Air Traffic Control.

## Synopsis

R44 helicopter pilot reported a sport TFR incursion.

## Time / Day

Date : 201509  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : LGA.Airport  
State Reference : NY  
Relative Position.Angle.Radial : 310  
Relative Position.Distance.Nautical Miles : 9  
Altitude.MSL.Single Value : 1200

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.TRACON : N90  
Aircraft Operator : Personal  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Flight Phase : Cruise  
Airspace.Class E : ZNY

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Personal  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 1200  
Experience.Flight Crew.Last 90 Days : 25  
Experience.Flight Crew.Type : 225  
ASRS Report Number.Accession Number : 1299083  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Other  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : FAR  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

While on a personal flight, I inadvertently penetrated the TFR referenced in [an] FDC NOTAM. Before every flight I always check the FAA's TFR page and check weather and NOTAMs through [computer software] and this flight was no exception. I was fully aware of the TFR which was in effect however in this case because of the unclear format in which the TFR was drafted, I misunderstood the affected areas. NOTAM listed two affected airspace areas, area A and area B. Airspace B was very clear in that it affected an area defined by a 7 NM mile radius off the LGA 271 degree radial at 5 NM miles. However airspace A was where my misunderstanding lies. In this case, instead of defining the affected airspace as the lateral limits of the New York class bravo airspace (which is what the affected area was), 50 separate latitude/longitude points were referenced. Because of the way the points were listed, it took up a full screen on the computer to view. However, when I scrolled to the bottom of the list, I saw what I thought were the affected areas which was a 3 NM radius off the DPK 241 degree radial at 5.3 NM and a 3 NM radius off the CMK 215 degree radial at 12.8 NM. What I later [determined] is that these were the excluded areas and NOT the affected areas. Because of this misunderstanding, I estimate that I penetrated the southern edge of the airspace by two or three miles.

I would like to make it clear that this was not an intentional deviation. This was just a personal flight that I could have taken in any direction. I have been flying for [many] years and dealing with TFR's is nothing new. If I had any hesitation about whether or not I understood the TFR, I would have stayed away from the area or contacted ATC. I was certain I had read the TFR correctly and feel that if it would have been written in a more clear fashion stating that the affected area was the lateral limits of the Class B airspace instead of fifty separate latitude/longitude points, this could have been avoided.

## Synopsis

A local Pilot, familiar with the area and TFR NOTAMs, was confused by the format and depiction of the TFR area, and unintentionally entered the area. He added that a clearer presentation of the affected area would likely have prevented this encounter.

## Time / Day

Date : 201509  
Local Time Of Day : 1801-2400

## Place

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

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Air Taxi  
Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 135  
Flight Plan : VFR  
Mission : Ambulance  
Flight Phase : Final Approach  
Route In Use : Visual Approach  
Route In Use : Direct  
Airspace.Class E : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Taxi  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Rotorcraft  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 4000  
Experience.Flight Crew.Last 90 Days : 67  
Experience.Flight Crew.Type : 1500  
ASRS Report Number.Accession Number : 1294768  
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  
Result.General : None Reported / Taken

## Assessments

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

## Narrative: 1

During an Active HAA (Helicopter Air Ambulance) mission I delivered a patient to the [hospital]. After completing the mission and departing the area my dispatch said that [Tower] notified them that I broke the TFR over the stadium for the football game that was taking place. I was very surprised because earlier in the day I had checked the FAA standard briefing website for TFR information and there was nothing on that page notifying me of that TFR. I also have up to the minute XM weather/TFR information being sent directly to my GPS, and it didn't show any TFR over the stadium. The next day there was another college football game taking place at [a different college]. Foreflight, a third party product said that there was a TFR over that stadium but again the FAA website said that there wasn't. Even when the TFR became active it didn't say anything about it on the FAA website. I feel that there is a gap in the system that could be either clarified or fixed. It seems like the TFRs for football games are not being published as expected by pilots.

## Synopsis

Bell 407 pilot reported he had a TFR incursion and stated the TFR was not listed on the FAA briefing website. Both TFRs were for sporting events.

## Time / Day

Date : 201508

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : UKFV.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 35000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Center : UKFV

Aircraft Operator : Air Carrier

Make Model Name : Widebody Transport

Crew Size.Number Of Crew : 4

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Cruise

## Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Relief Pilot

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 11500

Experience.Flight Crew.Last 90 Days : 155

Experience.Flight Crew.Type : 155

ASRS Report Number.Accession Number : 1293968

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Confusion

Communication Breakdown.Party1 : Dispatch

Communication Breakdown.Party2 : Flight Crew

## Person : 2

Reference : 2

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 : 15000  
Experience.Flight Crew.Last 90 Days : 150  
Experience.Flight Crew.Type : 1600  
ASRS Report Number.Accession Number : 1292047  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Human Factors : Confusion  
Communication Breakdown.Party1 : Dispatch  
Communication Breakdown.Party2 : Flight Crew

#### Person : 3

Reference : 3  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Not Flying  
Function.Flight Crew : First Officer  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 11000  
Experience.Flight Crew.Last 90 Days : 140  
Experience.Flight Crew.Type : 900  
ASRS Report Number.Accession Number : 1292045  
Human Factors : Confusion  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Communication Breakdown.Party1 : Dispatch  
Communication Breakdown.Party2 : Flight Crew

#### Person : 4

Reference : 4  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Relief Pilot  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 10500  
Experience.Flight Crew.Last 90 Days : 90  
Experience.Flight Crew.Type : 2500  
ASRS Report Number.Accession Number : 1292048  
Human Factors : Confusion  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Communication Breakdown.Party1 : Dispatch  
Communication Breakdown.Party2 : Flight Crew

#### Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Dispatch

When Detected: Other  
Result: General : None Reported / Taken

## Assessments

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

## Narrative: 1

We were enroute from the Middle East to Europe and flew thru an airspace temporarily off limits to U.S. Airlines. This is a route I have flown many times in the past with similar routing. I was the operating IRO (International Relief Officer) and flying with two other crew members who were also very familiar with this route. We were filed for this flight by our company dispatcher on a "normal" route and we missed the NOTAM identifying this particular airspace as temporarily off limits for U.S. operators. I believe complacency played a role in this case, along with not closely enough reading all of NOTAMs listed in our flight paperwork. We do pass thru many countries and airspaces every day as International crew members and we sometimes think we are more familiar and comfortable than we probably should be. Also, the ever changing political climate in the world adds to the complexity of international airspace and this obviously affects the workload of international airline crew members. Bottom line, we all missed the pertinent NOTAM all the way down the line from our Dispatcher to the other two crew members and myself. I will certainly pay much more attention to all details of my flight paper work in the future whether I am familiar with the route/flight or not.

## Narrative: 2

I recently vacationed on the beaches of the Black Sea so flying the more efficient route over the Black Sea did not give me any red flags. In fact, flying route L851 was so familiar that I was glad to see our carrier using it again. It did not dawn on me that the UKFV FIR area was still prohibited. I must have missed the NOTAM. No incident occurred in this airspace.

## Narrative: 3

During our flight we were flight planned through Kyiv (Crimea) airspace. We did not catch it on review of our flight nor when we were in flight upon entering airspace. No problems were encountered however we did have to monitor both frequencies while in the airspace. We did not receive conflicting calls from either controller and we exited the airspace uneventfully.

## Narrative: 4

I was IRO (International Relief Officer). Five days later I was notified via email that Dispatch had filed us on a route that took us thru Crimean airspace. On the day of the incident, we flew the flight as issued and cleared by ATC. All advance check in calls were completed as noted on nav charts. ATC communication was maintained throughout the entire flight via VHF, HF, or CPDLC (Controller Pilot Data Link Communications), as appropriate, without any issues encountered or expected.

## Synopsis

A U.S. based airline crew on a flight from the Middle East to Europe was filed through Crimea (UKFV) unaware US carrier flight through that airspace was prohibited.

## Time / Day

Date : 201508  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : LAS.Airport  
State Reference : NV  
Relative Position.Angle.Radial : 120  
Relative Position.Distance.Nautical Miles : 22  
Altitude.MSL.Single Value : 6500

## Environment

Weather Elements / Visibility : Rain  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 10000

## Aircraft

Reference : X  
ATC / Advisory.TRACON : L30  
Aircraft Operator : Corporate  
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Utility  
Flight Phase : Descent  
Route In Use : Direct  
Airspace.Class B : LAS

## Component

Aircraft Component : Navigational Equipment and Processing  
Aircraft Reference : X

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 8000  
Experience.Flight Crew.Last 90 Days : 210  
Experience.Flight Crew.Type : 348  
ASRS Report Number.Accession Number : 1290983  
Human Factors : Other / Unknown  
Human Factors : Communication Breakdown

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

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Airspace Structure  
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Human Factors  
Primary Problem : Ambiguous

## Narrative: 1

I obtained a Lockheed Martin Weather brief through [an] EFB on my cell phone. The Pipeline Patrol Flight was heading more or less direct to ZZZ (300 deg), and included a handoff to ABQ Center. At that time I chose to cancel flight following and continue with my own navigation. Maneuvering due to ceilings and rain showers to stay VFR. The flight path was basically direct to ZZZ. I started a descent from 8,500 approx. 15 miles SE of ZZZ on a heading of 290 deg. Monitoring 121.50 (as usual, when I'm not on freq. with ATC) I hear a call to my N-number, to switch to 125.90 Approach freq. which I immediately complied with. I was given a squawk Code, then informed that I had "A possible pilot deviation into an active TFR and make an immediate turn to exit the area to the South." I Complied with their instructions and made a Turn to 150 deg. I was then informed that I had flown into the TFR approx. 8 miles and to copy a telephone number to call.

Onboard I have a Garmin 510 GPS with XM NEXRAD Weather (which includes a graphical depiction of TFR's to Scale), that I had been referencing the entire flight. The depiction showed a Yellow circle centered over LAS that extended out to the 5,000 foot ring of the Las Vegas Class Bravo. The second TFR appeared to center over LSV extending approx. 5 miles in diameter. That was my reference in the cockpit at the time of the "possible deviation". I took a picture of the Garmin 510 screen with my cell phone a short time later showing my flight path respective to the TFR(s) depiction. ATC also informed me that the depiction of the TFR was incorrect and that the TFR extended out to the 30 mile "mode C" veil. That is how I supposedly flew into the TFR.

Due to my lower altitude at the time, ATC was having trouble reading my radio transmissions, so an air carrier flight crew relayed my transmissions back to ATC. I asked whether or not I could continue to start my patrol, RTB, or land and was asked by ATC what was my intended point of landing. To which I replied ZZZ1. I then was instructed to continue to start my patrol outside of the TFR and contact Los Angeles Center, which I did and was with them for approx. 2min. was asked again what my intended point of landing was, what was the route of flight and what the patrol altitude would be. I replied with "picking up the pipeline along I-15 at 500 feet AGL and following the pipeline to ZZZ1." It

was then that the controller told me to squawk VFR, RADAR services terminated. I started my patrol without incident and continued my flight normally.

I called the number I was given and spoke to Mr. X, Manager of the Las Vegas TRACON. He was aware of my situation and took my contact information including my name, pilot certificate number, mailing address, and cell number. He informed me as to what had happened and to "expect a phone call and or visit".

In closing I would like to say that if I did encroach on a TFR it was purely an accident. I used the information I had in the cockpit to make the decision to fly to intercept the pipeline at a reasonably safe distance from the TFR, but at no time did I intend to fly into the protected area. In hindsight, I would have been better off staying with ABQ center flight following and would have been kept out of the restricted area. With that said, I did comply immediately with ATC's instructions as safely and expeditiously as possible. I have 20 years of flying experience and this is the first time I have had to give out my contact information. If I had to guess, I would say that if the TFR did in fact extend to the 30 mile "mode C" ring, the visual depiction should have shown that, it did not.

## Synopsis

A C210 pilot reports inadvertently entering a TFR at 6,500 feet, 22 NM ESE of LAS, which was not depicted on his Garmin 510 GPS with XM NEXRAD Weather. A heading to exit the airspace and a phone number was provided by LAS Approach.

## Time / Day

Date : 201508  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility : Haze / Smoke  
Weather Elements / Visibility.Visibility : 7  
Light : Daylight  
Ceiling.Single Value : 10000

## Aircraft

Reference : X  
ATC / Advisory.Tower : ZZZ  
Aircraft Operator : Corporate  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission.Other  
Flight Phase : Cruise  
Route In Use : None  
Airspace.Class D : ZZZ

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 5799  
Experience.Flight Crew.Last 90 Days : 184  
Experience.Flight Crew.Type : 4056  
ASRS Report Number.Accession Number : 1288954  
Human Factors : Situational Awareness  
Human Factors : Workload

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Exited Penetrated Airspace

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related  
Contributing Factors / Situations : Chart Or Publication  
Contributing Factors / Situations : Airspace Structure  
Primary Problem : Airspace Structure

## Narrative: 1

The days mission would be pipeline patrol of a route that would bring me back home in 3.0 hours flight time which was opposite my normal week schedule due to aircraft maintenance [the next day]. I started my morning checking weather, NOTAMs, and TFRs as usual. The weather indicated reduced visibility over the entire area due to smoke from the 30+ fires burning in our area. I checked the FAA website for TFRs and noted that there were more on the screen than I had ever seen before. I immediately noticed a TFR on my southern route that would need planning to get around [2 days later]. I checked my route for the day and thought the fires were burning in the same places. I had been watching these TFRs over the weekend to get glimpses of how my week would go. The fire indicated SE of ZZZ had been in the same spot as days before. (what I failed to realize is that the fire I had been tracking had disappeared and a new fire had taken its place further North).

The flight was routine until I entered my first airspace of the day. My route goes from a class C right into a class D. Due to intense fire tanker operations at ZZZ they had set up a temporary tower on the field a week prior. I contacted the tower about a minute from leaving my last class D airspace. This airspace hadn't been defined very well (I queried the tower the previous week and they said they were treating it like a class D, but they were mainly concerned with airport operations) and I could hear other pilots figuring out the quirks of this new airspace.

As I transition a busy area, I try to visualize each aircraft's intention and future path and determine if I should change my flight profile in any way to accommodate or change spacing in the VFR environment. The traffic here was very heavy with fire tankers landing refueling and departing. Local traffic was doing its best to blend in with all the changes. From the moment I entered the second class C, I spotted numerous reportable issues with the pipeline. When we see an issue, we circle, take photos and take down all relevant information to the sighting such as description, milepost information, GPS, road names, and landmarks. There were six such occurrences through the four airspace areas.

With the constant radio communications, traffic spotting, pipeline observation, and information gathering the workload was very high. I headed east and conferred with my observer on completion of our work related tasks. We have XM Satellite service on our hand held Garmin, and these depict TFRs. This GPS was being used as a work tool to catch up on pipeline sighting locations and flight navigation was visual and off the panel mounted GPS. There was no visible smoke off the ground ahead and we proceeded with our patrol.

Upon landing, I checked on the fires for the next day. I looked at a website that gives data on burning fires and their containment status. When I looked at the photos of the fire I thought I had passed North of, I saw that it was closer to the highway than I had thought and realized that this had to be a new fire and I had possibly penetrated the North side of

the TFR.

As a professional pilot I try to stay humble and learn from every flight. I have a desire to get better and realize that I can always take more steps to become a safer and more capable pilot. When analyzing this flight, I recognize a chain of events that are atypical to a normal flight.

1. Off normal schedule due to maintenance.
2. 30+ fires burning in area with reduced visibility
3. Complex airspace
4. High traffic volume
5. High pilot workload

Recognizing these events piling up earlier in the flight would have prevented this incident from happening. On top of acquiring more thorough TFR briefings, I will increase airspace awareness by initiating TFR route checks when I encounter any of the events above. I can utilize my observer to take more workload in these situations and check and balance my new procedures adopted since this event.

## Synopsis

A pilot of a light aircraft, performing pipeline patrol duty, reported inadvertently penetrating a wildfire TFR due to the rapidly changing restricted airspace environment.



## Time / Day

Date : 201507

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZJX.ARTCC

State Reference : FL

Altitude.MSL.Single Value : 11000

## Environment

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Center : ZJX

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

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Flight Phase : Descent

Airspace.Class E : ZJX

## Person

Reference : 1

Location Of Person.Facility : ZJX.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 : 1282432

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Distraction

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

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 : ATC Equipment / Nav Facility / Buildings

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : ATC Equipment / Nav Facility / Buildings

## Narrative: 1

Aircraft X was an arrival to PNS descending to 11,000 feet from the east direct PENSI direct PNS. This routing places the aircraft in a position to enter the PNS south MOA after PENSI if Pensacola approach does not descend the aircraft. In this instance, the aircraft was flashing to P1E and everything looked normal. 10 miles east of PENSI, I called Pensacola east for a handoff. The controller said that he did not see anything. I stated the code and position and he again said that he did not see anything. I was perplexed and decided to turn the aircraft, so I jumped off the land line and turned Aircraft X right to a 300 heading. The aircraft did not make a fast turn and ended up entering the 1C block of the PNS south moa at 11,000 feet.

A different controller at PNS approach called back and asked about the code. I stated the call sign and position again and he said that he only saw a primary. I questioned this and he said a beacon primary. I have never heard of a beacon primary, but asked again if he sees the code and he said yes and that he would be radar contact when he was clear of the MOA. He never told me if there was an aircraft in the 1C block, but from what I could see, I did not see anyone in that portion of the MOA. I turned Aircraft X to a 360 heading around one of my blocks that was active in the PNS north MOA and then the Pensacola Controller called back and said that he was radar and to descend him to 9000 feet.

At the same time I was fighting with ZHU over PNS arrivals from the west because they continually want to use a flash through procedure that does not exist and put the aircraft straight on PNS approach. They have been told numerous times to not do this, yet they continue. This is dangerous because our arrivals from the west and east are both at 11,000 feet direct PENSI, head on and we have nowhere to turn anyone without hitting a moa.

After investigating the cause of this handoff problem, I found that the fusion tracker at PNS had tagged up on a helicopter off of MOB southbound to the oil rigs. The code that Aircraft X was on, appears to be an ADIZ code for helicopters, but is not restricted in our computer, so PNS STARS never correlated our track with the real aircraft, it only showed it was a \* with altitude. That is also why the controllers at PNS were confused about identifying the aircraft.

We have had numerous incidents with handoffs to STARS facilities using fusion tracker. This is the 3rd in the last two weeks and shows how much trouble this can cause, because the controller has no indication that a handoff is not working until the aircraft is close to the boundary. We have spoken to the terminal automation and ERAM interface leads and they are getting confused on what it is doing as well. The fusion tracker will still keep tracking a plane even after we change it to a different code and will never look again for the code. The other issue is that ERAM (Enroute Automation Modernization) is sending STARS (Standard Terminal Automation Replacement System) a Track update position and position as part of the handoff message, yet the fusion tracker does not care and tracks the closest target on that code.

In this instance, there was no room to maneuver or time to avoid the airspace deviation, but I mitigated it as much as I could. In this corridor, there is no room to maneuver and if the automation does not work and you have no indication, there is not much we can do.

## Synopsis

A ZJX Controller attempted to handoff an aircraft to a neighboring facility while also maneuvering the aircraft away from a MOA. The receiving Controller was unable to immediately identify the aircraft due to conflicting beacon codes already used for ADIZ helicopter operations within the area. The problem may have arisen due to errors between ERAM and STARS not interacting correctly resulting in separate beacon codes not being tagged to incoming aircraft.

## Time / Day

Date : 201507

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 1700

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 8

Weather Elements / Visibility.Other

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Government

Make Model Name : Jet/Long Ranger/206

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Tactical

Flight Phase : Cruise

Route In Use : None

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 12250

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 50

ASRS Report Number.Accession Number : 1282414

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I conducted Weather Check and checked for TFR's on FAA website as part of my preflight planning. Departed the heliport for our daily local security patrol. After establishing 2 way radio communication with BUR ATC, I was advised of a possible pilot deviation and given a phone number for ATC. Upon completion of my assigned flight, I contacted ATC via telephone. I passed on my contact information and certificate number. A possible TFR violation was mentioned and is being investigated.

I was aware of a TFR in the area North of SMO. This TFR was extended by 45 minutes while I was flying. At the time I checked TFR status, [the FDC] had dropped off the FAA website. Maybe it was in the process of being updated, I do not know. I have been using Flight Vector in the past, but I would suggest to use at least 2 or 3 sources when inquiring about TFR status to avoid problems of this nature.

## Synopsis

Bell 206 pilot reported a TFR incursion when the TFR was extended beyond the planned time frame.

## Time / Day

Date : 201507

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : BFI.Airport

State Reference : WA

Relative Position.Angle.Radial : 330

Relative Position.Distance.Nautical Miles : 6

Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 5000

## Aircraft

Reference : X

ATC / Advisory.Tower : BFI

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class D : BFI

## 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 : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2390

Experience.Flight Crew.Last 90 Days : 72

Experience.Flight Crew.Type : 91

ASRS Report Number.Accession Number : 1282360

Human Factors : Situational Awareness

Human Factors : Distraction

Human Factors : Confusion

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Exited Penetrated Airspace  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I checked NOTAMs and TFRs prior to takeoff. Enroute I requested permission from Boeing Tower to conduct a pass through Elliot Bay near downtown Seattle going from West to East until half a mile off the waterfront then turn Northwest out to West-point at 500 FT. I was told approved as requested and conducted those maneuvers. Upon reporting clear to the Northwest Boeing Tower informed me that I was clear of the TFR and to switch VFR, frequency change approved. None of my preflight efforts at due diligence resulted in me being aware of a TFR in the area, and frankly I'm not sure if there is anything I could do to make myself aware of every major sporting event aside from becoming a sports fanatic. I'm not sure if I'm in trouble or if these TFRs are just a means to prosecute obnoxious pilots who are trying to interfere with the event. I've read the FAA circular on Sporting TFRs and am aware of the concept, but if it is important enough to make a TFR it should be important enough to post on NOTAMs and TFR websites. Only after the fact on my Northbound departure tuning up PAE's ATIS that mention was made of the TFR.

## Synopsis

Small aircraft pilot inadvertently entered a sporting event TFR, near BFI, even though he was working with ATC and had previously checked the NOTAMs.

## Time / Day

Date : 201507

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.MSL.Single Value : 6000

## Environment

Flight Conditions : IMC

Weather Elements / Visibility.Visibility : 1

Light : Daylight

Ceiling.Single Value : 1000

## Aircraft

Reference : X

ATC / Advisory.Center : ZNY

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Cruise

Airspace.Class B : JFK

## 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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 13000

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1281084

Human Factors : Communication Breakdown

Human Factors : Confusion

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types



Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings  
Contributing Factors / Situations : Airspace Structure  
Primary Problem : Ambiguous

## Narrative: 1

I filled an IFR flight plan in Worcester for a flight to North Carolina. Prior to filling my flight plan I consulted with FSS for 45 minutes. I was advised to file an IFR flight plan not only because of the weather but also because of the NOTAM regarding the restricted airspace over the NY TCA [VIPTFR]. As I was approaching the NY TCA I could hear the controller talking to other aircraft but not responding to my calls. I continued to fly on my flight plan waiting to be contacted by NY. Finally after 20 minutes I became worried so I contacted Washington Center to request a frequency. I was then informed that I had penetrated the restricted airspace in NY. I was given a phone number to call when I landed. In the meantime the secret service contacted the airport and told them that I was to wait until an agent arrived to interview me regarding this incident. While I was waiting I contacted the phone number given to me. I spoke to NY Control and a secret service agent. At the airport agent interviewed me. I relayed the same information as that contained in this report. I am very concerned because the NY ATC lost me in their system and were not monitoring me. This was not an intentional act on my part. I relied on the system. I was on an IFR flight plan. I was aware of the TFR followed the IFR flight plan as directed.

## Synopsis

BE33 pilot on an IFR flight plan reports losing radio contact approaching New York airspace. He had been made aware of a VIP TFR over New York prior to departure and had expected ATC to keep him clear of the TFR. Once communication is established with ZDC he is asked to copy a phone number and is interviewed upon landing at his destination.

## Time / Day

Date : 201507

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : BKL.Airport

State Reference : OH

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Tower : BKL

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Initial Climb

Route In Use : Direct

Airspace.Class D : BKL

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 290

Experience.Flight Crew.Last 90 Days : 115

Experience.Flight Crew.Type : 225

ASRS Report Number.Accession Number : 1278041

Human Factors : Time Pressure

Human Factors : Other / Unknown

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Detector.Person : Other Person

When Detected : In-flight

Result.Flight Crew : Became Reoriented  
Result.Flight Crew : Exited Penetrated Airspace

## Assessments

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

## Narrative: 1

Myself and two close friends flew to BKL for the day to [attend an event]. After arriving back at the airport, I paid for the fuel, did my preflight inspection, got the ATIS (which made no mention of any TFR in effect), spoke to ground (who also made no mention of a TFR), who then handed me off to tower (who also made no mention of a TFR in effect over the airport from surface to 3,000 feet AGL).

After receiving clearance for takeoff and a left hand turn towards my destination, I asked the controller for permission to circle momentarily around a local yacht club which was approximately two miles west of the airport. He replied that it was "up to me." While over Lake Erie, approximately half a mile from shore, I descended to 800 feet AGL so my passengers could take a photo of the yacht club. At that moment I heard a transmission from an unidentified source (either the tower or another aircraft on the frequency) informing me that I was in an active TFR. I immediately started a climbing righthand turn out over the lake to get out of it as soon as possible. Following that, I requested for a frequency change, and contacted Cleveland approach, who gave me a transponder code and initiated flight following to the destination.

The main contributing factors were that I had not received an adequate preflight VFR briefing. I understand that FAR 91.103 states that I must become familiar with all available information for the flight. We were in a hurry to get home and I knew it would be VMC the entire flight, so I omitted a preflight briefing, and as a result, I departed from a controlled airport that was under a TFR.

## Synopsis

A C172 pilot reports departing BKL and discovering airborne that the airport is under a TFR. There was no mention of the TFR on ATIS, Ground, or Tower. The NOTAMS were not checked.

## Time / Day

Date : 201507

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : L35.Airport

State Reference : CA

Relative Position.Angle.Radial : 180

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 9300

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZLA

Airspace.TFR : FIREFIGHTING

## Component

Aircraft Reference : X

## 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 : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 700

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1278016

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew

## Assessments

Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

In departing from the Big Bear airport, I inadvertently entered the firefighting TFR south of Big Bear airport. For a pre-flight briefing, I had used an EFB program that had not downloaded the graphical TFR boundaries in the morning when I consulted the EFB graphical representation. In the future, I can obtain a briefing directly from the FAA or consult a service known to be online and linked to FAA information.

## Synopsis

A pilot reported inadvertently penetrating a Firefighting TFR due to the boundaries not being updated in his EFB software.

## Time / Day

Date : 201506

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : UUU.Airport

State Reference : AK

## Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

## Aircraft

Reference : X

Aircraft Operator : Fractional

Make Model Name : Cessna Stationair/Turbo Stationair 6

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class D : UUU

Airspace.Class E : ZAN

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 4588

Experience.Flight Crew.Last 90 Days : 88

Experience.Flight Crew.Type : 3145

ASRS Report Number.Accession Number : 1273188

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

Result.Air Traffic Control : Issued New Clearance

## Assessments

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

### Narrative: 1

I called FAI FSS to be briefed on a flight to UUO. Brief was good and I specifically asked about NOTAMs and TFRs. At the time there was a big TFR adjacent to UUO. In fact the TFR specially had a notch cut out of it to allow VFR traffic in and out of UUO! Upon arrival at UUO (12.5nm out) a voice came up on UUO's CTAF freq. requesting me to come up on TOWERS frequency 123.45 which I did, requested and received clearance to land. UUO is a small typical dirt Alaskan non towered airport and has never had a tower before, ever! Talking with tower after landing I was informed this was a temporary tower due to the volume of increased traffic for the wild forest fire. Good idea FAA. So I immediately called back to Fairbanks FSS and complained about not be given that NOTAM during preflight.

The reply was that the NOTAM for UUO was accidentally filed at IYS, another airport 25 miles away.

### Synopsis

C206 pilot reported being advised in AUUO area to contact temporary tower. Pilot stated there was apparently an error in filing the Tower NOTAM, which was filed for a different airport.

## Time / Day

Date : 201505  
Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZBW.ARTCC  
State Reference : NH  
Altitude.MSL.Single Value : 16000

## Environment

Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.Center : ZBW  
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Flight Phase : Descent  
Airspace.Class E : ZBW

## Aircraft : 2

Reference : Y  
ATC / Advisory.Center : ZBW  
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Flight Phase : Descent  
Airspace.Class E : ZBW

## Aircraft : 3

Reference : Z  
ATC / Advisory.Center : ZBW  
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng  
Crew Size.Number Of Crew : 2  
Flight Plan : IFR  
Flight Phase : Cruise  
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) : 6  
ASRS Report Number.Accession Number : 1266858  
Human Factors : Communication Breakdown



Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Workload  
Human Factors : Distraction  
Communication Breakdown.Party1 : ATC  
Communication Breakdown.Party2 : ATC

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.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.Air Traffic Control : Separated Traffic

## Assessments

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

## Narrative: 1

I was working Bosox and Providence (47 and 34) sectors combined early in the afternoon. Traffic volume started to increase a little, but workload was already elevated because of deviations and pilots asking for route and weather information. I had several aircraft in the vicinity of NELIE and HFD, most needing to move through each other, of course. I recall Aircraft X was landing ASH and was direct GDM at 17,000. Aircraft Y aircraft in question was destined for HPN and flying direct NELIE and descending to 16,000. I had cleared Aircraft X direct to GDM to ensure he crossed behind the path of another aircraft which was descending to cross WIPOR at 11,000. Another aircraft, Aircraft Z, I believe, had just crossed in front of the path of Aircraft X at 16,000, destined for TEB. That aircraft had been shortcut to SAGES intersection for weather avoidance, and I remember wondering whether or not Aircraft Z would go fast enough to remain in front of Aircraft Y aircraft until their paths diverged. Aircraft Z remained sufficiently in front, and the aircraft descending towards WIPOR was about to leave 15,000. At that moment, I apparently forgot about Aircraft Y I had been watching just a moment ago, because I instructed Aircraft X to descend to 16,000. (I had to eventually get them to 11,000.) A second or two later, I realized I had issued a descent right into the path of Aircraft Y and for the same altitude. Aircraft X either had not yet started down or had only begun to descend when I came up with something like "Don't descend, maintain 17,000." I was shaken in the immediate aftermath of that clearance because it was an obvious traffic conflict that would have resulted in the aircraft possibly passing within a mile of each other, and I completely blanked for a long enough to issue a clearance to 16,000, regardless of the fact that I resolved the situation just a few seconds later. It was around that time the supervisor had a returning controller take sector 34 from me, which brings us to part II. The briefing to the controller taking sector 34 was broken and interrupted. There were a few calls while I was trying to give the brief, and long story short, I apparently forgot to inform the new controller about a TFR over OQU. I don't recall any of this except there were calls during the briefing. Subsequently, BOS went into a hold over PROVI/PVD, and the controller at 34 issued holding instructions through active TFR airspace.

A d-side may have been helpful.

## Synopsis

ZBW Controller describes an almost loss of separation between two aircraft he was working that he catches and saves at the last minute. Controller was working a combined sector and aircraft were deviating because of weather. When the sector get splits he forgets to tell the relieving Controller about a TFR, and later that Controller violates the TFR.

## Time / Day

Date : 201503  
Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : SCT.TRACON  
State Reference : CA  
Altitude.MSL.Single Value : 3800

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.Tower : SDM  
ATC / Advisory.TRACON : SCT  
Aircraft Operator : Air Taxi  
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Initial Approach  
Route In Use : Visual Approach  
Route In Use : Vectors  
Airspace.Class D : SDM

## Person

Reference : 1  
Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Taxi  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 6000  
Experience.Flight Crew.Last 90 Days : 116  
Experience.Flight Crew.Type : 2265  
ASRS Report Number.Accession Number : 1266831  
Human Factors : Confusion  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
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  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Returned To Clearance  
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

Today I was returning to the US from Mexico on a Part 91 owner flight. We filed an IFR flight plan for a border crossing, and landing, at Brown Field so as to clear US Customs.

The Tijuana approach controller handed us off to Socal on frequency at 10,000 feet on a Northerly heading. The Socal approach controller advised that the two jump zones east of Brown Field were active and asked if we were familiar with the Jump Zones. We advised that we were not.

The Socal controller then said he was going to vector us between the two jump zones for a visual approach to runway 26R at Brown. The controller then instructed us to descend to 6,000 feet and turn left to a 280 heading. We complied as instructed. The controller then instructed us to descend to 5,000 feet, and then instructed us to descend again to 3,800 feet. Upon reaching 3,800 feet he advised us to turn left to a 240 heading and cleared us for the visual approach. We were then instructed to contact Brown Tower.

The Socal controller turned us 1.8 miles from airport pointing in southwest direction right at the numbers for runway 26R at 3,800 feet. Pattern altitude is approximately 2,000 feet. The turn presented a completely unrealistic ability to turn and complete the landing from the location where he turned us, and at the altitude we were assigned.

I immediately turned left to enter a right downwind to descend, and create a proper space to turn base to final for runway 26R. Upon contacting the tower controller on 128.25 we were immediately queried by tower controller as to what we were doing. We advised that we were cleared for the visual approach with no instructions from Socal other than to contact the tower. We then advised the tower controller that we were maneuvering to complete the visual approach maneuver.

The controller advised us that we were flying right into the drop zone, and had us immediately make a right turn to the North, which we complied with. The tower controller then vectored us several times and then cleared us to land with short 3 mile final right base for runway 26R.

I see several very dangerous issues here. Having two active drop zones with 4 miles of the approach end of an active runway is extremely dangerous. Brown Field is a Customs Port of Entry for planes returning from Mexico. Three other jets behind us were forced into the

same situation which created a very hazardous environment for the pilots, the passengers, and sky divers.

The Tower controller was extremely overworked as he was controlling the jump zone traffic, closed traffic pattern aircraft, incoming IFR jets, the ground control frequency duties, as well as the clearance and delivery duties. This location, and this situation had disaster written all over it.

Approaches from the East at this airport in the afternoon, place the pilot looking right into the sun. Due to high terrain east of the airport, pilots are forced to stay high to clear the terrain and descend at 4.0 degree VASI glide path to make the landing on runway 26R. Throw in skydivers you can't see, and drop zone boundaries that you aren't aware of, and I think this is one of the most dangerous scenarios I have faced as a professional corporate pilot.

Recommendations:

1. Suspend all drop zone activities when aircraft are landing to the West (Runway 26R), or completely move the drop zone to a safer location further North and much further East.
2. Get additional personnel for the tower controller at Brown Field. There is way too much going on for one controller to safely handle all those tasks.
3. Have the drop zones clearly delineated on FMS nav data base software similar to TFR's so pilots can see the danger areas. (Not just a parachute symbol on a VFR chart).
4. Put out special airport information bulletins to pilots to better and more safely navigate their approaches under these conditions.
5. The Socal controller should have been more clear with instructions and not cleared us for a visual with an extremely unlikely opportunity of completing the cleared maneuver.

## Synopsis

Pilot reports of flying into SDM and not being familiar with the jump zones that are close to the airport. Controller vectors aircraft for a visual approach, leaves the aircraft high, and then ships the aircraft to the Tower. Aircraft turns away from airport to continue its descent and Tower Controller advises pilot he is going into a jump zone. Pilot finally lands at SDM. Pilot reports that this is an unsafe operation and offers suggestions to make flying into SDM better.

## Time / Day

Date : 201505

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : PAO.Airport

State Reference : CA

Relative Position.Angle.Radial : 359

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 2300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 30

Light : Daylight

Ceiling.Single Value : 15000

## Aircraft

Reference : X

ATC / Advisory.Tower : PAO

ATC / Advisory.TRACON : NCT

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Descent

Route In Use : Visual Approach

Route In Use : Direct

Airspace.Class D : PAO

Airspace.Class E : NCT

## 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 : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2500

Experience.Flight Crew.Last 90 Days : 5

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 1266781

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.ATC Issue : All Types  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Became Reoriented  
Result.Air Traffic Control : Issued New Clearance  
Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

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

## Narrative: 1

I was on a return flight from the valley. The route was the same ZZZ-VPKGO-Traintressel for a right 45 into PAO- that I had flown hundred of times before and always flight-following with NorCal until the handover to PAO Tower around Leslie Salt. I started a 500 foot descent from 6,500 feet 25 miles out of KGO as always. After a handoff from NorCal just before Leslie Salt, I contacted PAO Tower as instructed by NorCal, at about 2,500 feet between Leslie Salt and KGO (outside Class D) with the note to Tower "direct KGO, then Traintressel for a right 45 due to being (still) high and fast (160 kts). Tower came back with "right base approved". I responded "I'll take direct KGO, then Traintressel". Tower then pointed out traffic at two locations ahead of me, one at roughly my altitude and one lower and asked for acknowledgment, which I gave shortly thereafter. Tower also requested (I think it was at that transmission or one after that) to remain at 2,500 feet but gave no reason! I acknowledged the traffic contact AGAIN after being asked for it by Tower and at about 2,300 feet of altitude, Tower -FOR THE FIRST TIME- in a very fast voice mentioned a TFR near Leslie Salt at 19.4m nm from OAK VOR from 2,000 feet down to the surface. This was the first time ANYONE mentioned a TFR being in effect for an area that I might have already flown through... NOT PAO ATIS Romeo, which I called prior to departure. No mention by any of the THREE NorCal controllers! No mention by the updated PAO ATIS, which I received around XA: 35 near Patterson/I-5 at 6,500 feet. AND no mention by PAO Tower after the initial call-up and subsequent THREE submissions!!!

And when PAO Tower finally mentioned that there was a TFR in my immediate area I was directed to remain at 2,500 feet (at that time I was about 2 miles outside of Class Bravo) RIGHT INTO CLASS BRAVO!! My next transmission was " That'll get me right into Class Bravo, Man!" No response from Tower until I was close to the Traintressel and cleared to land as #2 on Runway 31.

I have no idea whether I was below 2,000 feet in that 2-mile TFR or not. The situation was so unsettling that all I remember being 2,300 feet about 2 miles from KGO and descending.

I understand that I have a responsibility per Part 91 CFR to "obtain all available information" on the destination airport which I did part of it by calling PAO ATIS before my preflight. And TFR at that time had not been in effect. So if a pilot experiences a "pop-up" TFR during flight, how [are they] supposed to find out if the controllers don't relay that information?

Lastly, I checked on my cell after the landing in PAO and found out that the "Newark Police

Department" was the official contact for this "Hazards-based" TFR. Since when can a local small-town police department declare sudden TFR's? There was a [police] situation on the ground in Newark, okay, but a TFR for that?

## Synopsis

A General Aviation pilot is informed by PAO Tower during approach that a law enforcement TFR is in effect along his approach path, 2,000 feet and below. The reporter had been unaware until this point and thought that the information should be part of the PAO ATIS.



## Time / Day

Date : 201505  
Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : PVD.Airport  
State Reference : RI  
Altitude.AGL.Single Value : 0

## Environment

Light : Dusk

## Aircraft

Reference : X  
ATC / Advisory.Tower : PVD  
Make Model Name : Small Aircraft  
Crew Size.Number Of Crew : 1  
Flight Phase : Landing  
Route In Use : None  
Airspace.Class C : PVD

## Person

Reference : 1  
Location Of Person.Facility : PVD.TOWER  
Reporter Organization : Government  
Function.Air Traffic Control : Flight Data / Clearance Delivery  
Qualification.Air Traffic Control : Fully Certified  
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 3.5  
ASRS Report Number.Accession Number : 1266225  
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.Airspace Violation : All Types  
Anomaly.Conflict : Ground Conflict, Less Severe  
Anomaly.Deviation - Procedural : Landing Without Clearance  
Anomaly.Deviation - Procedural : FAR  
Anomaly.Deviation - Procedural : Clearance  
Anomaly.Ground Incursion : Runway  
Detector.Person : Air Traffic Control  
When Detected : In-flight  
Result.Air Traffic Control : Separated Traffic  
Result.Air Traffic Control : Issued New Clearance

## Assessments

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

## Narrative: 1

During a TFR event at the OQU airport with a few restrictions in place. Aircraft X, not talking to PVD approach control or PVD tower landed at PVD on Runway 5. The aircraft was not in communication with any personnel at the PVD facility. I was working Tower Clearance and another controller was on Local/Ground/CIC combined. He had an air carrier aircraft from the arrival controller, cleared him to land.

After he was cleared to land the Local Controller (LC)/Ground Controller (GC) scanned the runway and noticed Aircraft X was nearly touched down. He immediately asked who is that guy? I immediately picked up the phone to call downstairs and reported that we had an aircraft land opposite direction Runway 5. The LC/GC then canceled the air carriers landing clearance and I told him to put him on a 140 heading maintain 2,000 feet.

We tried to contact Aircraft X several times on the tower, ground and guard frequencies numerous times. The aircraft taxied to the ramp and was met by airport operations. The ASDE-X did not go off and no loss of separation occurred.

No recommendations. Keep scanning.

## Synopsis

PVD Controller reports of an aircraft not talking to approach or Tower lands opposite direction with a carrier on final to the landing runway. Carrier was sent around and controllers attempted to talk to landing aircraft but there was no answer. Aircraft taxied to parking and was met by airport operations. ASDE-X did not alarm.

## Time / Day

Date : 201505

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 700

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission.Other

Flight Phase : Cruise

Route In Use : None

Airspace.Class E : ZLA

Airspace.TFR : ZLA

## Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Flight Phase : Initial Approach

Airspace.Class E : ZLA

Airspace.TFR : ZLA

## Aircraft : 3

Make Model Name : Helicopter

Airspace.Class E : ZLA

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 7500  
Experience.Flight Crew.Last 90 Days : 20  
Experience.Flight Crew.Type : 5500  
ASRS Report Number.Accession Number : 1265230  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Human Factors : Distraction  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : FAR  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.General : Police / Security Involved  
Result.Flight Crew : Requested ATC Assistance / Clarification

## Assessments

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

## Narrative: 1

I was flying approaching the LA Coliseum, East to West. I had a TCAD alert that an aircraft was approaching me from the North and behind my position (from inside the Dodger Stadium TFR). I gave a position report and did not hear a reply on the common LA basin frequency of 123.02. I checked in with LAX Helicopters and asked if the helicopter had checked in with them. I was told no. I was at an altitude of 700 to 800 feet MSL. I continued West bound and observed the other traffic fly directly underneath me, approximately 100 to 200 feet below me, putting the other aircraft, [aircraft Y,] at about 300 to 400 feet AGL.

The other aircraft continued to increase speed and went westbound along the 10 FREEWAY. I contacted another helicopter [aircraft Z] to intercept in order to get a tail number. That helicopter followed the aircraft to a nearby Airport where it landed. That Tower provided the aircraft tail number and advised about its origin airport.

## Synopsis

A helicopter near the LA Coliseum reported a near miss with another helicopter at 700 feet after that helicopter violated the Dodger TFR then proceeded to land at a nearby airport.

## Time / Day

Date : 201505

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Parked

Route In Use : None

## Person

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Sea

Qualification.Flight Crew : Private

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3260

Experience.Flight Crew.Last 90 Days : 22

Experience.Flight Crew.Type : 1111

ASRS Report Number.Accession Number : 1260663

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types

Detector.Person : Air Traffic Control

## Assessments

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

## Narrative: 1

Day VFR flight. Checked Garmin app on telephone for incoming and route weather. At no previous time received typical notification of any TFR's involving route. Prior to entering Class Bravo perimeter checked ADS-B "in" and noted no TFR airspace within Class B. Avoided Class B airspace and landed uncontrolled field without incident. Parked aircraft at fueling area. Walked to personal hangar to do some chores and returned to fueling area with tug. Fueled aircraft. Walked to hangar again for more chores and vehicle loading. Returned to fueling area and moved aircraft to wash area. Noted aircraft leaving upwind area of single runway in use (21) making 2 left turns toward T hangars. Also noted local police car pull into and remain in parking lot. Began to wash aircraft. Within a few minutes a 2nd police car arrived. After 2-5 minutes both entered the tarmac and one officer approached and asked several questions about flying and my travels for the day. Answered questions casually and completely. He said he was talking to Agents and asked that I remain with him while they came (40 miles [away]). I asked if I could continue to wash the aircraft and he allowed so long as I did not enter the aircraft. Agents arrived in 2 cars. During a 2 hour questioning period on the ramp all personal information including organization memberships, mental condition or history of treatment, anger toward authorities, route of flight, knowledge of other arriving aircraft, etc. Pointed out the hangar that the runway leaving aircraft had gone to - occupants had departed. One agent went to speak with another airport tenant and came back saying "it was a new pilot, and we need to find out who it is and talk to them." Agents said that an aircraft that landed at the airport had been tracked traversing a TFR in downtown. Agents were communicating with someone on the telephone and said that another aircraft had landed at the airport at a short time after the other. Agents took photographs on a cell phone of my full face and profile and of the aircraft. Agents said they were going to share this information with a pilot in their office and that they and/or the FAA may be contacting me for further information. Finished washing the aircraft. Put all things away in hangar and departed airport. Upon arrive home 1 hour later, checked FAA graphic TFR web page and noted no listing of said TFR on FAA Safety Team web page that indicated the typical "check FAA.gov" for specifics "once the NOTAM has been issued." Called FSS and asked for details of said TFR and was told that it was expired and deleted from the FSS system and the specialist had no knowledge of specifics.

Decisions in order to clarify TFR awareness and compliance: Do not rely on apps for accurate information. Do not rely on ADS-B "IN" updates for TFR information. (Garmin indicates that ADS-B updates for TFRs may take as much as 20 minutes.) Install ADS-B "OUT" equipment to prove your position to authorities and your compliance to airspace regulations. Radio FSS periodically in flight to check for unpublished, new, extended, modified, pop-up, rolling or un-broadcasted ADS-B TFR information.

## Synopsis

Light twin pilot was interviewed after flight for possible TFR violation. No violation by the reporter was determined.

## Time / Day

Date : 201504

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 2000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 25

Light : Daylight

Ceiling : CLR

## Aircraft

Reference : X

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 : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class B : LAX

## Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Captain

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 3200

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 1255641

Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Detector.Person : Other Person

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

After receiving a briefing from 800-WX-BRIEF, no TFR's were to be active along the planned flight path at the purposed time. A day VFR pleasure flight was conducted. When approaching Dodgers Stadium it was apparent that there was to be a game because of the number of cars in the parking lot. I was familiar with the normal procedure for games and tried to keep at least a 3 mile radius from the event, as flight over the TFR would not be possible because of Class B airspace. While talking to another pilot on the CTAF in the area, it was suggested that I was in fact in the TFR rather than outside of it according to his information. Upon landing I called 800-WX-BRIEF to find out why the TFR was not listed. The briefer explained that since it was a published NOTAM they were not required to brief it. Solely relying on Flight Service to check for TFR's is not adequate. Use of other methods is advisable in addition to 800-WX-BRIEF.

## Synopsis

PA28 pilot experiences a possible TFR entry near Dodger stadium due to not being advised of the TFR by the briefer at 800-WX-Brief. The briefer explained after the fact that since it was a published NOTAM they were not required to brief it.



## Time / Day

Date : 201503

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : SEF.Airport

State Reference : FL

Altitude.MSL.Single Value : 700

## Environment

Flight Conditions : VMC

## Aircraft

Reference : X

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : SEF

## 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

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Glider

Experience.Flight Crew.Total : 4500

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 530

ASRS Report Number.Accession Number : 1246968

Human Factors : Confusion

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation - Track / Heading : All Types

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Became Reoriented

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

### Narrative: 1

At Sebring Regional Airport (SEF), an aerobatic practice box and practice area was established. The narrative description of the aerobatic box and practice are provided to pilots both in text (at the FBO desk) and over the AWOS frequency stated:

EFFECTIVE: A block of airspace 2 square miles from center of airport from the surface up to 3,500 feet AGL, aerobatic practice and high speed traffic. Use right hand traffic for Runway 14 and Runway 19. Contact Unicom for advisory.

Inbound to the airport, hearing the AWOS announcement, I was confused by the verbal description of the location and size of the practice area. I concluded that aerobatic practice area was either a circle, or a square, or rectangle measuring 2 miles in all directions from the center of the airport, from the surface to 3,500 feet AGL; therefore, I could not fly within 2 miles of the airport, from any direction, and avoid the aerobatic practice area - yet the field was still open without much traffic. Focusing on the ambiguity of that conclusion, I failed to process the words "Use right hand traffic for Runway 14" and entered a standard left downwind for Runway 14. No conflict actually developed.

Based solely upon the textual description of the aerobatic practice area, supra, if you ask at least five or more experienced pilots to draw a diagram of aerobatic practice area, you will find a variety of diagrams, and all of them will be wrong - none will correctly depict the actual aerobatic practice in use at Sebring on those two days.

Upon landing, I approached the FBO desk to better understand the restrictions. I was shown the printed notice on the FBOs desk and, later, upon request, a diagram of the aerobatic box and a copy of the FAA waiver that described the actual aerobatic practice area. When I read the actual description of the aerobatic practice area in the FAA written waiver, it was quite accurate. Based solely upon the photo diagram of the aerobatic practice area, it appears that an aerobatic practice area and an aerobatic practice box are depicted, adjacent to and northeast of Runways 14-32. The larger aerobatic practice area is 4,500 feet by 4,500 feet (about 1 square mile); the smaller box (within larger) is 3,300 feet by 3,300 feet (about  $\frac{3}{4}$  of a square mile).

For the purpose of safety and clarity, a better description of the actual aerobatic area would have been:

EFFECTIVE: A one square mile block of airspace adjacent to and northeast of Runway 14-32 from the surface up to 3,500 feet AGL is set aside for aerobatic practice and high speed traffic. Use right hand traffic for Runway 14 and Runway 19. Contact Unicom for advisory.

The airport personnel with whom I raised the issue were quite confused over how to describe the aerobatic practice area. My experience of 48 years of flying suggests that allowing airport personnel to describe the aerobatic practice area on their own, without any supervision, is an accident waiting to happen. I would therefore suggest that to prevent future confusion, the airport should be required to submit, along with its request for waiver, a suggested form of announcement, which, as part of the waiver would be reviewed and approved by the FAA.

## Synopsis

General Aviation pilot reports being confused by the description of an aerobatic box adjacent to the SEF airport and believes that it does not come close to describing the actual location and size of the box. During the confusion the pattern direction specifically prohibited by the AWOS message is used for approach and landing. No conflict develops.