

ASRS Database Report Set

Altitude Deviations

Report Set Description.....	A sampling of reports referencing altitude deviations for all types of operations
Update Number.....	10.0
Date of Update	April 29, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	50
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.

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 of the following points, which must be considered when evaluating these data.

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

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the reporting of a specific individual who is describing their experience and perception of a safety related event.

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

The National Aeronautics and Space Administration and its ASRS contractor, 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, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

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

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

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 777409 (1 of 50)

Synopsis

A Q400 AT FL240 8 NM IN TRAIL OF AN MD80 EXPERIENCED WAKE TURBULENCE.

ACN: 776460 (2 of 50)

ACN: 776259 (3 of 50)

Synopsis

THE ARRIVAL PROCEDURE WAS CHANGED AS A B757 FLT CREW WAS APPROACHING ATL. WHEN THE NEW STAR WAS SELECTED, THE ALT RESTRICTIONS WERE NOT IN THE FMS, AND THE FLT CREW OVERSHOT THE RESTRICTIONS.

ACN: 776138 (4 of 50)

Synopsis

GIV FLT CREW RPTS ALT DEV DEPARTING TEB AFTER CAPT COMPLIES WITH CLRNC INTENDED FOR ANOTHER ACFT WITH SIMILAR SOUNDING CALL SIGN.

ACN: 775500 (5 of 50)

Synopsis

LATE RWY CHANGE ON HONIE RNAV STAR TO ATL RESULTS IN TEMPORARY LOSS OF NAV DISPLAY AND AUTOPLT REVERSION TO NON LNAV MODE. ALT DEV RESULTS.

ACN: 775332 (6 of 50)

Synopsis

DA20 FLT CREW IS INFORMED BY N90 CTLR THAT THEY HAVE EXCEEDED 1500 FT PRIOR TO 4.5 DME ON THE TEB 5 DEP, FLT CREW DISAGREES.

ACN: 774211 (7 of 50)

Synopsis

A B737 OVERSHOT THEIR ASSIGNED ALTITUDE WHEN THEY FAILED TO SET LOCAL ALTIMETER DSNDING BELOW 18000 FT ON ARR TO DEN.

ACN: 774039 (8 of 50)

Synopsis

A CRJ200 CLBED ABOVE CHARTED ALT DEPARTING TEB WHEN THE AUTOPLT FAILED TO ARM.

ACN: 773964 (9 of 50)

Synopsis

A B737 DEVIATED FROM CHARTED VERTICAL AND LATERAL TRACKS AFTER RECEIVING A CLOSE IN RWY CHANGE ON ARR TO LAX.

ACN: 773670 (10 of 50)

Synopsis

FATIGUED CORPORATE JET FLT CREW FAILS TO COMPLY WITH 1500 FT MSL RESTR ON TEB SID FROM TEB.

ACN: 773432 (11 of 50)

Synopsis

ASTRA FLT CREW CLIMBED PREMATURELY FROM 1500 FT TO 2000 FT ON THE TEB SID.

ACN: 772760 (12 of 50)

Synopsis

A320 FLT CREW REPORTS MISSING CROSSING RESTRICTION AFTER RWY CHANGE DELETES FLT CREW ENTERED DATA.

ACN: 772688 (13 of 50)

Synopsis

AN ACR CREW APCHING DTW HEARD TRACON ASSIGN THEM 6000 FT. AS THE CAPT REPROGRAMMED THE FMS FOR A RWY CHANGE ATC STATED CLRNC ONLY TO 7000 FT.

ACN: 772497 (14 of 50)

Synopsis

AN ACR PILOT REPORTS A DCA RWY CHANGE FROM 01 TO 19 WHILE ON THE ELDEE TWO ARRIVAL WITH A NEW FO. THE ACFT COULD NOT DESCEND TO MAKE ALT CONSTRAINTS.

ACN: 772374 (15 of 50)

Synopsis

BE200 PILOT REPORTS UPSET IN NIGHT IMC WHEN ADI FAILS AT FL230. SINGLE PILOT RECOVERS WHEN PASSING INTO VMC AT 13000 FEET.

ACN: 772373 (16 of 50)

Synopsis

AN ACR GIVEN AN INITIAL CLRNC TO MLI RWY 31, WAS ADVISED AFTER BEGINNING THE VISUAL THAT THEY HAD BEEN CLEARED TO 10000 FT AND A VISUAL RWY 27.

ACN: 772021 (17 of 50)

Synopsis

FLT CREW REPORTS MISUNDERSTANDING CONTROLLER ISSUING NEW RWY ASSIGNMENT AND NEW ALTITUDE. FLT CREW SETS QNH PRIOR TO DESCENDING BELOW TRANSITION LEVEL.

ACN: 771991 (18 of 50)

Synopsis

A320 REPORTS MISSING CROSSING RESTRICTION AFTER RWY CHANGE DURING ARRIVAL CAUSES ENTERED ALTITUDE TO DROP OUT.

ACN: 771949 (19 of 50)

Synopsis

A B767 WAS GIVEN THE LAX EAST BASET 3 STAR LATE IN THE DSCNT BY A BUSY SOCIAL. THE ACFT WAS LOW ON DSCNT PROFILE AND MISSED AN ALT CONSTRAINT.

ACN: 771435 (20 of 50)

Synopsis

DA 2000 OVERSHOT THE 1500 FT ALT RESTR ON THE TEB 5 DEP.

ACN: 771147 (21 of 50)

Synopsis

CL604 EXPERIENCES ALT DEV ON TEB SID DUE TO HIGH PERFORMANCE AND LATE ACTIVATION OF AUTOPLT.

ACN: 770846 (22 of 50)

Synopsis

AN ACR PILOT REPORTS THE SJD VOR DME-1 RWY 34 FINAL APCH FIX IS ACTUALLY 1500 FT AT 4 DME BUT THE FMS DATABASE DISPLAYS IT AT 2200 FT AND 6 DME.

ACN: 770348 (23 of 50)

Synopsis

UNANTICIPATED ARRIVAL PROCEDURE AND LATE RWY CHANGE DISTRACT A319 CREW FROM CROSSING RESTRICTION.

ACN: 770263 (24 of 50)

Synopsis

DISTRACTED BY MULTIPLE RWY CHANGES, CARJ FLT CREW GETS STALL WARNING WHEN THEY FAIL TO RETRACT SPOILERS WHILE PROGRAMMING CHANGES. FATIGUE A CONTRIBUTING FACTOR.

ACN: 769321 (25 of 50)

Synopsis

A C560 FO DISTRACTED DURING AN EARLY TEB 5 ATC DIRECTED TURN CLBED ABOVE 1500 FT PRIOR TO 4.5 DME. RPTR HAD TUNNEL VISION ON THE TURN.

ACN: 768269 (26 of 50)

Synopsis

A LR45 ON THE TEB DALTON DEP CLBED 3000 FT INSTEAD OF 1300 FT AS CLRED BECAUSE OF A MISSED TKOF BRIEF. ATC CLRED THEM TO 3000 FT WITHOUT COMMENT.

ACN: 768148 (27 of 50)

Synopsis

DURING THE TEB 5 PREFLT THE FO SET 2000 FT VS 1500 FT IN THE ALT ALERT. AFTER LEVELING AT 2000 FT ATC CAUTIONED THE CREW BUT ALLOWED THEM TO STAY.

ACN: 767284 (28 of 50)

Synopsis

LATE RWY CHANGE ON RIIVR STAR TO LAX RESULTS IN LOSS OF HABSO INTERSECTION WHILE PROGRAMMING THE CHANGE.

ACN: 767230 (29 of 50)

Synopsis

FAILURE BY C560 FLT CREW TO SET ALTIMETERS TO CURRENT PRESSURE RESULTS IN ALT DEV ON TEB SID FROM TEB.

ACN: 767002 (30 of 50)

Synopsis

A CRJ-200 CAPT RPTS OF A UNCOMMANDED MOVEMENT OF THE HORIZ STAB TRIM TO THE NOSE DOWN POSITION ON CLBOUT AND AGAIN AFTER LEVELING OFF AT 4000 FT.

ACN: 766708 (31 of 50)

Synopsis

AN ACR CAPT REPORTS RUNWAY ASSIGNMENT CONFUSION ON ARRIVAL TO LAX.

ACN: 765547 (32 of 50)

Synopsis

MISCOMMUNICATION AND UNFAMILIARITY WITH FDC NOTAMS FOR ATL RESULT IN ALT DEV ON LA GRANGE STAR FOR ACR FLT CREW.

ACN: 764558 (33 of 50)

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 764388 (34 of 50)

Synopsis

A C650 PILOT DEPARTED ON THE TEB 5 AND AFTER MISREADING DME CLBED TO 2000 FT 3 MILES EARLY.

ACN: 764023 (35 of 50)

Synopsis

A B737-300 CREW REPORTS DESCENDING EARLY ON THE DTW ILS 21L AFTER USING THE INCORRECT VOR DME TO IDENTIFY ROBBI.

ACN: 763906 (36 of 50)

Synopsis

BEECH JET FLT CREW ATTEMPTING TO LEVEL OFF AT 1500 FT ON THE TEB 5 DISCOVERS PITCH TRIM IS NOT FUNCTIONING AND OVERSHOTS BEFORE THE PROBLEM IS CORRECTED.

ACN: 763892 (37 of 50)

Synopsis

G-IV FLT CREW EXCEEDS 1500 FT ALTITUDE RESTRICTION ON THE TEB 5 WHEN FMC AUTO TUNES A NEW VOR.

ACN: 763755 (38 of 50)

Synopsis

A MITSUBISHI MU-2-SOLITAIRE PILOT EXPERIENCED AN UNCOMMANDED VERTICAL DEVIATION DUE TO UN-SELECTED PITCH LOCK OF HIS BENDIX M4D AUTOPILOT.

ACN: 763598 (39 of 50)

Synopsis

G IV FLT CREW FAILED TO LEVEL OFF AT 1500 FT ON THE TETERBORO FIVE DEP AS DEPICTED.

ACN: 763511 (40 of 50)

Synopsis

A BRONC ALT CONSTRAINT ON THE BOS GARDNER SID WAS MISSED BECAUSE THE FIX DROPPED OUT FOLLOWING A RWY CHANGE AND AN MCDU REPROGRAM TO THE NEW RWY.

ACN: 763168 (41 of 50)

Synopsis

A HS125-800 PILOT ON THE TEB 5 SID WAS DISTRACTED BY HIS FO'S SQUAWK ERROR AND WITHOUT BACKUP BEGAN CLB EARLY TO 2000 FT. ATC CLEARED FLT TO 10000 FT.

ACN: 762841 (42 of 50)

Synopsis

CL600 CAPT RPTS AUTOPLT CLBING AGGRESSIVELY 700 FT TO CAPTURE GS AT 5700 FT.

ACN: 762830 (43 of 50)

Synopsis

M20 PILOT REPORTS VOR RECEIVER MALFUNCTION AND DESCENT BELOW MDA DURING VOR DME RWY 9 APPROACH TO RYY.

ACN: 762812 (44 of 50)

Synopsis

PA32 PILOT ATTEMPTS TO NEGOTIATE THE HUDSON RIVER VFR CORRIDOR AT 1500 FEET AND ENCOUNTERS IFR CONDITIONS. A CLIMB TO 2500 FEET AND REQUEST FOR IFR CLEARANCE IS INITIATED, MUCH TO THE CHAGRIN OF AN N90 CONTROLLER.

ACN: 762711 (45 of 50)

Synopsis

F2TH FAILS TO LEVEL AT 2000 FT PER THE TEB SID FROM TEB RWY 1.

ACN: 762652 (46 of 50)

Synopsis

A CORPORATE JET CAPT FAILED TO OBSERVE THE 1500 FT ALT RESTR ON THE TEB 5 PROC .

ACN: 762643 (47 of 50)

Synopsis

A CORPORATE JET CAPT FAILED TO OBSERVE THE 1500 FT ALT RESTR ON THE TEB 5 PROC.

ACN: 762561 (48 of 50)

Synopsis

AN ACFT DEPARTING TEB FAILED TO ADHERE TO THE 2000 FT RESTR, CLBING TO 2300 FT BEFORE CORRECTING BACK TO 2000 FT.

ACN: 762519 (49 of 50)

Synopsis

CE500 PILOT REPORTS AUTOPILOT HARD OVER DURING DESCENT TO 17000 FT. ACFT DESCENDS TO 16500 FEET BEFORE CONTROL CAN BE REGAINED.

ACN: 762262 (50 of 50)

Synopsis

C525 PLT RETURNED TO COCKPIT TO DISCOVER THE ACFT IN A CLIMB AWAY FROM THE ASSIGNED ALT. PLT BELIEVES THE PITCH CONTROL KNOB MAY HAVE BEEN INADVERTENTLY MOVED AS HE LEFT COCKPIT.

Report Narratives

ACN: 777409

Time / Day

Date : 200803
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 24000

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8-400
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : N/S

Aircraft : 2

Controlling Facilities.ARTCC : ZZZ.ARTCC
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 750
ASRS Report : 777409

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Wake Turbulence
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor

Narrative

FLT WAS ENRTE TO ZZZ LEVEL AT FL240. WE WERE ON THE XYZ ARR. WE WERE IN AND OUT OF VERY THIN CIRRUS TYPE CLOUDS AND SMOOTH AIR. WE STARTED

TO EXPERIENCE LIGHT CHOP THAT INCREASED SLIGHTLY IN INTENSITY. I NOTICED AT THAT TIME THE ACFT WAS ROLLING TO THE L AND THE CTL YOKE WAS AT APPROX 25 DEGS DEFLECTED TO THE R. I TURNED THE AUTOPLT OFF AND THE ACFT CONTINUED TO ROLL L TO 25 TO 30 DEGS. IN AN ATTEMPT TO REGAIN CTL I LOWERED THE NOSE AND CONTINUED THE CTL INPUT TO STOP THE ROLL. I STABILIZED THE ROLL AND DSCNT AND BEGAN CLBING BACK TO THE CLRNC ALTITUDE. WHEN WE STARTED THE DSCNT A CALL WAS IMMEDIATELY MADE TO ATC DECLARING OUR ACTIONS. THIS CALL WENT UNANSWERED. AS WE DSNDED WE COULD SEE THAT THE CLOUDS WE WERE IN WAS ACTUALLY A CONTRAIL FROM ANOTHER ACFT AND THE TURBULENCE WE FELT WAS THEIR WAKE TURBULENCE. I ASKED ATC WHAT WE WERE FOLLOWING AND AFTER 2 CALLS HE TOLD US WE WERE 8 MILES BEHIND AN MD80 ALSO AT FL240 AND TO RETURN TO FL240 AND APOLOGIZED FOR THE SITUATION. WE SAID WE WOULD COMPLY BUT WE WOULD OFFSET THE COURSE TO AVOID FURTHER WAKE TURBULENCE. THE REST OF THE FLT WAS UNEVENTFUL. I CAN ONLY COME TO THE CONCLUSION THAT THE SEPARATION BETWEEN ACFT WAS NOT ADEQUATE. IT MIGHT BE POSSIBLE THAT UNIQUE ATMOSPHERIC CONDITIONS WERE PRESENT TO CAUSE THE WAKE TURBULENCE FROM THE MD80 TO REMAIN AT THE ALTITUDE. I DON'T THINK ANYONE IS AT FAULT FOR THE SITUATION AND THE ALTITUDE EXCURSION WAS A RESULT OF THE ACFT UPSET.

Synopsis

A Q400 AT FL240 8 NM IN TRAIL OF AN MD80 EXPERIENCED WAKE TURBULENCE.

ACN: 776460

Time / Day

Date : 200803
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : A80.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival.STAR : HERKO

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 187
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 5000
ASRS Report : 776460

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 10000

Experience.Flight Time.Type : 5000
ASRS Report : 777199

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

ACN: 776259

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : A80.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : HONIE

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 3000
ASRS Report : 776259

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar
Experience.Controller.Radar : 21
Experience.Controller.Time Certified In Position1 : 2
Experience.Controller.Time Certified In Position2 : 11
ASRS Report : 776261

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 1000

Assessments

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

Narrative

CAPTAIN WAS FLYING AND WE WERE CLEARED DIRECT LGC FOR THE LGC1 ARRIVAL. OVER TIROE INTXN, ATL APCH SUDDENLY GAVE US THE CLEARANCE, 'DESCEND VIA THE HONIE 5 ARRIVAL.' WE ACCEPTED IT, BUT WE WERE SCRAMBLING TO PULL OUT THE CHARTS TO FIND OUT WHAT ALTITUDES WERE NEXT. AS THE CAPTAIN FLEW, I PULLED OUT THE NEW CHART AND SAW THAT OUR END ALTITUDE ON THE DESCEND VIA WAS 4000 FT. THE CAPTAIN PUT THAT IN THE ALTITUDE WINDOW, AND HIT VNAV. WHAT WE DIDN'T KNOW IS THAT OUR FMS BOX DROPPED SEVERAL ALTITUDE RESTRICTIONS OUT WHEN WE CHANGED THE ARRIVAL IN THE BOX, AND THE VNAV WAS NOW AIMING FOR 4000 FT, NOT THE 210 KNOTS AND 12000 FT AT FOGOG. WE BLEW THROUGH THAT ALTITUDE, AND I RECALL THE APCH CONTROLLER GIVING US 11000 FT AFTER SEEING US CONTINUING TO DESCEND. HE THEN TOLD US TO STOP DESCENDING AT 11000 FT, AND AT THAT POINT WE SAW THAT WE WERE SHORT OF FOGOG INTXN AND BELOW THE 12000 FT RESTRICTION. WE CALLED THE APCH CONTROLLERS ON THE GROUND, AND THE SUPERVISOR SAID THE APCH CONTROLLER DID CLEAR US AT THE LAST MINUTE TO 11000 FT, BUT TOLD US TO KEEP OUR EYES OPEN NEXT TIME. WE NEEDED TO FLY THE PLANE AND TELL THE CONTROLLER WE WERE NOT READY TO COMPLETE THIS STAR SINCE WE HAD BRIEFED THE PREVIOUS ONE. NEXT TIME WE WILL DO THAT AND NOT SCRAMBLE. SUPPLEMENTAL INFO FROM ACN 776261: ACR WAS ISSUED DESCEND VIA THE HONIE 5 ARRIVAL. ACR DESCENDED THROUGH 12000 FT PRIOR TO FOGOG, WHERE HE SHOULD HAVE CROSSED FOGOG AT 12000 FT. I NOTICED THE ALTITUDE DEVIATION AS ACR DESCENDED THROUGH 11700 FT AND I ISSUED, 'ACR MAINTAIN 11000 FT.' I RECEIVED NO REPLY. I RESTATED: 'ACR AMEND ALTITUDE, MAINTAIN 11000 FT.' ACR RESPONDED AS THE MODE C INDICATED 11300 FT. THERE WAS A DEPARTURE OFF OF ATL LEVEL AT 10000 FT, WHOSE PATHS CROSSED AND TARGETS MERGED. THERE ARE NUMEROUS ALTITUDE DEVIATIONS ON THE 'DESCEND VIA' PROCEDURES USING THE STARS INTO ATL. THE FAA IS DOCUMENTING THESE AS 'RNP/RNAV ANOMALY' NOT AS PILOT DEVIATIONS. I AM CONCERNED THAT THERE IS A TRAINING ISSUE IN THE COCKPIT, AS WELL AS THE CONTROLLERS BEING ABLE TO NOTICE AN ALTITUDE DEVIATION IN TIME TO PREVENT A MIDAIR COLLISION IN THE VICINITY OF THE WORLD'S BUSIEST AIRPORT, OR ANY OTHER AIRPORT. I BELIEVE THAT WE ARE RELYING TOO HEAVILY ON AUTOMATION AND THE ABILITY OF HUMANS TO PROGRAM THE AUTOMATION CORRECTLY.

Synopsis

THE ARRIVAL PROCEDURE WAS CHANGED AS A B757 FLT CREW WAS APPROACHING ATL. WHEN THE NEW STAR WAS SELECTED, THE ALT RESTRICTIONS WERE NOT IN THE FMS, AND THE FLT CREW OVERSHOT THE RESTRICTIONS.

ACN: 776138

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 2000
Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : IMC
Weather Elements : Rain
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Gulfstream IV
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 1500
ASRS Report : 776138

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Total : 24400
Experience.Flight Time.Type : 1060
ASRS Report : 776137

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative

DEPARTING TEB ARPT ON THE TEB 5 SID, OUR ACFT CLBED WITHOUT PERMISSION FROM THE DEP CTLR. ACCORDING TO THE SID, OUR ACFT SHOULD HAVE BEEN AT 2000 FT MSL AT THE TIME OF THE ALT DEV. THE CAPT, WHO WAS HAND FLYING THE ACFT, MISTAKENLY HEARD A CLB CLRNC FOR ANOTHER COMPANY ACFT WITH A VERY SIMILAR CALL SIGN WHICH HAD DEPARTED THE SAME RWY AND WAS FLYING THE SAME SID. THE CAPT REACHED OVER AND CHANGED THE ALT SELECTOR IN THE COCKPIT TO 9000 FT MSL AND BEGAN AN AGGRESSIVE CLB FROM 2000 FT MSL. THIS ALL TRANSPIRED AT THE TIME THE ARPT TOWER CTLR HAD PASSED US OVER TO THE DEP CTLR. ADDITIONALLY, THERE WAS MODERATE TURBULENCE ON THE DEP WHICH WAS IMC AND THE CTLR REQUESTED THAT OUR XPONDER BE 'RECYCLED' AND THAT WE SQUAWK 'IDENT.' THESE ACTIONS REQUIRED ME AS CO-PLT TO BE 'HEADS DOWN' IN THE COCKPIT FOR A LONGER THAN USUAL PERIOD AS THE TURBULENCE MADE THESE ACTIONS MORE DIFFICULT THAN USUAL. THE DEP CTLR QUESTIONED WHAT ALT WE WERE CLBING TO AND INFORMED US THAT WE HAD NOT BEEN CLRED TO CLB. THERE WERE NO APPARENT TFC CONFLICTS AND THE CTLR INSTRUCTED US TO CONTINUE OUR CLB TO 8000 FT MSL WITH A R TURN 20 DEGS TO A HDG OF 300. THE REMAINDER OF THE FLT WAS UNEVENTFUL AND THERE WAS NO INDICATION FROM THE CTLR OF ANY TFC CONFLICT OR FURTHER ACTIONS TO BE TAKEN BY HIM OR US. THERE ARE SEVERAL CONTRIBUTING FACTORS TO THIS ALT DEV. HERE ARE SOME OF THE SIGNIFICANT ISSUES IN CHRONOLOGICAL ORDER: 1) ACFT WITH NEARLY IDENTICAL CALL SIGNS DEPARTED FROM THE SAME RWY IMMEDIATELY AFTER EACH OTHER, AND FLYING THE SAME SID. THIS CAN OBVIOUSLY LEAD TO MISCOMMUNICATION BETWEEN CTLRS AND PLTS IN THE RESPECTIVE ACFT AND REQUIRES SPECIAL ATTENTION REGARDING COM PROCS. POSSIBLE SOLUTION: ALLOW A DEP OF A NON-COMPANY ACFT BETWEEN THE TWO COMPANY ACFT WITH SIMILAR CALL SIGNS TO LESSEN THE CHANCE FOR CONFUSION. 2) SIDES WITH SIGNIFICANT ALT, HDG, AND DISTANCE CONSTRAINTS REQUIRE CLOSE ADHERENCE TO ALL STANDARD OPERATING PROCS. THIS COUPLED WITH HIGH DENSITY TFC AT MANY OF THE ARPTS WHERE WE OPERATE REQUIRES PLTS TO BE VIGILANT FOR ALL SEGMENTS OF THE ARPT AND DEP REGIMES. OUR COMPANY DICTATES THAT THE CO-PLT MAKES ALL CHANGES TO THE ALT ALERTER IN THE COCKPIT. THIS IS ESPECIALLY IMPORTANT WHEN THE PF IS HAND FLYING THE ACFT. THIS ENSURES BOTH PLTS ARE AWARE

AND AGREE ON ANY ALT CHANGES AND HAVE AN OPPORTUNITY TO RESOLVE ANY QUESTIONS REGARDING ALT ASSIGNMENT AND/OR CHANGES IN ALT. THE CAPT DID NOT FOLLOW THESE PROCS AND I WAS TOO BUSY WITH MY HEAD DOWN TO NOTICE UNTIL I FELT THE CONTINUED CLB FROM 2000 FT MSL AND SAW THAT 9000 FT HAD BEEN SET INTO THE ALT ALERTER. AUTOMATION CAN GREATLY REDUCE THE WORKLOAD ON BOTH THE PF AND THE PNF IF IT IS USED CORRECTLY. OUR COMPANY ENCOURAGES ITS USE. ITS USE HERE MIGHT HAVE PREVENTED THE AGGRESSIVE CLB AND ALLOWED MORE TIME TO VERIFY THE ALT.

3) IMPROPER RADIO DISCIPLINE AND COCKPIT COM WAS A MAJOR FACTOR TO THIS DEV. UPON MY SWITCHING FREQUENCIES FROM TWR TO DEP CTLRS, THE CAPT HEARD THE TAIL END OF A CLRNC FOR A CLB FOR OUR COMPANY ACFT. WHILE THE CTLR INSTRUCTED ME TO CHK OUR XPONDER, THE CAPT COMMENCED A CLB AND DID NOT TELL DEP THAT HE WAS CLBING. HE DID NOT TELL ME HE WAS CLBING. WHEN I REALIZED WE WERE CLBING AND SAW THAT THE ALT ALERTER HAD BEEN CHANGED I ASKED HIM WHAT ALT WE HAD BEEN CLRED TO. HE SAID 9000 FT. I ASKED IF HE WAS SURE. I CHKED WITH DEP AND PASSING APPROX 3000 FT MSL TOLD THEM THAT WE WERE CLBING TO 9000 FT. AT THAT TIME DEP INFORMED US THAT WE HAD NOT BEEN CLRED TO CLB. I TOLD THE CAPT TO LEVEL OFF AND IMMEDIATELY AFTER THAT THE CTLR CONTINUED OUR CLB TO 8000 FT. IN BUSY SITS ESPECIALLY IN THE TERMINAL AREA, ALWAYS FOLLOW PROPER RADIO PROTOCOL. HAVE POSITIVE COM ESTABLISHED WITH EACH CTLR AND MAKE SURE ALL CREW MEMBERS ARE IN AGREEMENT WITH WHAT THOSE INSTRUCTIONS ARE.

Synopsis

GIV FLT CREW RPTS ALT DEV DEPARTING TEB AFTER CAPT COMPLIES WITH CLRNC INTENDED FOR ANOTHER ACFT WITH SIMILAR SOUNDING CALL SIGN.

ACN: 775500

Time / Day

Date : 200802
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : A80.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Vacating Altitude
Route In Use.Arrival.STAR : HONIE

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 500
ASRS Report : 775500

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative

ON DESCENT INTO ATLANTA FROM THE WEST, FLYING THE HONIE STAR, I DEVIATED FROM AN ALTITUDE RESTRICTION (12000 FT) BY DESCENDING EARLY. WHILE DESCENDING THROUGH 11000 FT, ATLANTA APPROACH NOTICED THIS DEVIATION AND REQUESTED THAT WE LEVEL AT 11000 FT. THIS EVENT WAS THE RESULT OF A CHAIN OF EVENTS. DURING THE INITIAL DESCENT, ATC INSTRUCTED US TO PROCEED DIRECT TO HONIE, CROSS HONIE AT 14000 FT, AND EXPECT RWY 27L. I HAD ALREADY LOADED THE FMS FOR THIS ARRIVAL AND RUNWAY AND HAD CHECKED ALL ROUTING/ALTITUDE/AIRSPD RESTRICTIONS AGAINST THE PUBLISHED PRODUCT. AT SOME POINT SHORTLY AFTER PASSING HONIE, ATC ADVISED US TO EXPECT RWY 26L, A CHANGE WE INITIALLY MISSED. WHEN THE PILOT MONITORING (PM) CHANGED THE APPROACH AND STAR FOR THE NEW RUNWAY, THE FMS HAD ALREADY DIRECTED A DESCENT TO THE NEXT ALTITUDE RESTRICTION (12000 FT AT THE POINT FOR THE INITIAL TURN TO DOWNWIND). UNFORTUNATELY, DURING THE FMS CHANGE PROCESS, THE FMS DUMPED THE ENTIRE GROUND TRACK EXCEPT FOR THE ACTIVE WAYPOINT, WHICH WAS ONLY A FEW MILES AWAY. I DID NOTICE THIS BECAUSE THE WAYPOINTS DISAPPEARED FROM MY NAVIGATION DISPLAY, BUT WHAT I DID NOT NOTICE WAS THAT THE AUTOPILOT HAD REVERTED FROM VNAV DESCENT TO HEADING HOLD AND VERTICAL SPEED. SINCE THE LOWEST ALTITUDE FOR THE STAR WAS STILL SET IN THE ALTITUDE WINDOW (4000 FT), THE AIRCRAFT CONTINUED THE DESCENT TO REACH THAT ALTITUDE, RESULTING IN THE DEVIATION. UPON REACHING THE GATE, THE CAPTAIN CALLED ATC TO DISCUSS THE EVENT. ATC PERSONNEL ADVISED THAT THE DEVIATION DID NOT RESULT IN A LOSS OF SEPARATION AND THAT NO ENFORCEMENT WAS BEING PURSUED. ATC SIMPLY WANTED TO KNOW WHAT HAD HAPPENED. I LEARNED SEVERAL LESSONS WITH THIS EVENT. LISTEN MORE INTENTLY ON THE RADIO FOR CHANGES. THE NEW STAR PROCEDURES THAT ARE RUNWAY SPECIFIC REQUIRE MUCH MORE EFFORT TO FLY AND MONITOR SINCE EACH RUNWAY HAS A SPECIFIC GROUND TRACK, IT IS VERY DIFFICULT TO BREAK THE MIND SET (REINFORCED BY FLYING THESE STARS INTO ATL OVER AND OVER) THAT A NAMED STAR NOW HAS TWO DIFFERENT DOWNWINDS, DEPENDENT UPON THE ASSIGNED RUNWAY. IF THE BOX DUMPS, IT IS PROBABLY BETTER TO JUST CONFESS TO ATC AND REQUEST A VECTOR AND ALTITUDE UNTIL YOU CAN, AT A SAFE PACE, RELOAD THE BOX AND REJOIN THE NEW STAR GROUND TRACK. AVIATE FIRST, THEN WHATEVER ELSE -- I BECAME DISTRACTED WITH PULLING OUT AND BRIEFING THE NEW APPROACH, INSTEAD OF MONITORING THE FMS AND AIRCRAFT PROFILE DURING THE FMS CHANGE PROCESS.

Synopsis

LATE RWY CHANGE ON HONIE RNAV STAR TO ATL RESULTS IN TEMPORARY LOSS OF NAV DISPLAY AND AUTOPLT REVERSION TO NON LNAV MODE. ALT DEV RESULTS.

ACN: 775332

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model Name : Falcon 20FJF/20C/20D/20E/20F
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 3500
Experience.Flight Time.Type : 300
ASRS Report : 775332

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Advisory

Assessments

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

Narrative

TEB 5 DEP, RWY 24. RWY HDG 1500 FT, THEN R TURN 280 DEGS, 1500 FT TO 4.5 DME OFF TEB, THEN CLB 2000 FT. UPON DEP FROM TEB FOLLOWING NOISE ABATEMENT AND DEP PROCS WE HAD REACHED BEYOND 4.5 DME SO WE CONTINUED UP TO 2000 FT. THE DEP CTLR SAID/ASKED OUR ALT AND WE SAID 2000 FT. HE SAID WE SHOULD HAVE BEEN AT 1500 FT BUT WE WERE ALREADY BEYOND 4.5 AT WHICH POINT 2000 FT IS THE DEP ALT. HE PROMPTLY CAME BACK AND TOLD US TO CONTINUE CLB TO 7000 OR 8000 FT AND GAVE US A HDG FOR CLB. THEN WE WERE HANDED OFF TO ANOTHER CTLR.

Synopsis

DA20 FLT CREW IS INFORMED BY N90 CTLR THAT THEY HAVE EXCEEDED 1500 FT PRIOR TO 4.5 DME ON THE TEB 5 DEP, FLT CREW DISAGREES.

ACN: 774211

Time / Day

Date : 200802

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : D01.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : DANDD

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 191
Experience.Flight Time.Type : 4000
ASRS Report : 774211

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 255
ASRS Report : 773896

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolutive Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

WE WERE ON THE DANDD 5 ARR INTO DEN. SHORTLY BEFORE REACHING FL180, ATC TOLD US TO EXPECT RWY 17R. WE HAD BRIEFED AND EXPECTED RWY 16L. AS WE CROSSED FL180, WE WERE BRIEFING THE NEW RWY AND THERE WAS A LOT OF ATC CONGESTION AND COMS. WE MISSED THE DSCNT CHKLIST AND WE WERE STILL SET TO ALTIMETER SETTING 29.92. WE WERE LEVEL AT 13000 FT AND ATC ASKED US OUR ALTITUDE. WE READ BACK 13000 FT AND THEN REALIZED THAT WE HAD MISSED THE DSCNT CHKLIST. THE NEW ALTIMETER SETTING PUT US ABOUT 400 FT LOW. THE CAPT QUICKLY CORRECTED AND WE COMPLETED THE DSCNT CHKLIST. THERE WAS NO FURTHER INCIDENT. BE ALERT FOR HIGH WORKLOADS WHILE ON ARRS INTO CONGESTED APTS. TRY AND BRIEF ALL POSSIBLE RWYS AND EXPECT LAST MINUTE CHANGES. THE CHKLIST SHOULD HAVE BEEN PUT ON A HIGHER PRIORITY THAN THE BRIEFING IN THIS SITUATION. SUPPLEMENTAL INFO FROM ACN 773896: TOO MANY THINGS HAPPENING AT ONCE. I SHOULD HAVE PRIORITIZED BETTER. I SHOULD HAVE SWITCHED TO INTERCOM AND SIMPLY SAID, 'FLIGHT ATTENDANTS, TAKE SEATS' AND LET THE FO (PM) HANDLE RADIOS, THEN DONE DSCNT CHK IN ACCORDANCE WITH FOM PROCS. THAT WOULD HAVE MADE A SMOOTHER FLOW, AND WE WOULD NOT HAVE MISSED SETTING NEW ALTIMETER.

Synopsis

A B737 OVERSHOT THEIR ASSIGNED ALTITUDE WHEN THEY FAILED TO SET LOCAL ALTIMETER DSNding BELOW 18000 FT ON ARR TO DEN.

ACN: 774039

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1900

Environment

Flight Conditions : Marginal
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Aircraft : 2

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 1200
ASRS Report : 774039

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Total : 7100
Experience.Flight Time.Type : 1200
ASRS Report : 774040

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

AFTER DEP, WHILE CLBING THROUGH 1000 FT MSL, PF (MYSELF) SELECTED AUTOPLT ON WHILE PNF TENDED TO A RADIO CALL. AUTOPLT FAILED TO ARM. I NOTICED THIS AND TOOK EVASIVE ACTION TO RECOVER. THERE WERE NO ACFT ON TCAS AND ATC MADE NO COM FOLLOW-UP. IN THE FUTURE I WILL BE MORE VIGILANT.

Synopsis

A CRJ200 CLBED ABOVE CHARTED ALT DEPARTING TEB WHEN THE AUTOPLT FAILED TO ARM.

ACN: 773964

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : RIIVR

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 215
Experience.Flight Time.Total : 7700
Experience.Flight Time.Type : 1850
ASRS Report : 773964

Events

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

Assessments

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

Narrative

CAPT WAS PF. ON RIIVR ONE STAR TO LAX. FROM ATIS INFO FOR LAX WE PLANNED ON AND BRIEFED THE APCH FOR RWY 25L AND PUT IT IN THE FMS. SOCAL APCH TOLD US TO PLAN ON RWY 24R BUT THE NEXT CTLR MAY GIVE US RWY 25L. WE WERE GETTING CLOSE TO THE RIIVR INTXN AND REALIZED WE WERE NOT GOING TO GET RWY 25L AND STARTED TO CHANGE THE RWY AND TRANSITION IN THE FMS. AT THAT TIME WE WERE GIVEN A FREQUENCY CHANGE. BY THE TIME WE GOT THE FMS PROGRAMMED WE WERE OFF LATERALLY AND VERTICALLY ON THE STAR FOR THE RWY 24R TRANSITION. CHKED IN WITH THE NEW CTLR AND EXPLAINED WHAT HAD HAPPENED, THAT WE WERE SET UP FOR RWY 25L AND JUST GOT SWITCHED AND SET UP FOR RWY 24R AND WE WERE GETTING REESTABLISHED ON THE CORRECT TRANSITION AND DOING OUR BEST TO COMPLY WITH THE RESTRS. CTLR SAID OK AND ASKED IF WE WANTED TO SWITCH BACK TO RWY 25L. WE SAID NO AND STAYED ON THE APCH FOR RWY 24R. THE CTLR CLRED US FOR THE APCH AND THE REST OF THE FLT WAS UNEVENTFUL. WE HAD TAKEN OFF ALMOST 6 HRS PRIOR. FIRST LEG FLOWN THAT DAY AND AS A CREW. LAST MIN CHANGE OF RWY AND EXPECTATION OF LNDG ON A DIFFERENT RWY. ALL OF THESE THINGS CONTRIBUTED TO THE SLOW SWITCH OVER AND PROGRAMMING OF THE FMS. DID THE BEST WE COULD IN THE TIME ALLOWED AND EXPLAINED THE SITUATION TO ATC SO THEY WOULD KNOW WE WERE TRYING TO GET ESTABLISHED ON THE ASSIGNED STAR TRANSITION.

Synopsis

A B737 DEVIATED FROM CHARTED VERTICAL AND LATERAL TRACKS AFTER RECEIVING A CLOSE IN RWY CHANGE ON ARR TO LAX.

ACN: 773670

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 8010
Experience.Flight Time.Type : 200
ASRS Report : 773670

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Chart Or Publication
Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative

INSTRUCTIONS: TEB 5 DEP OFF RWY 24 -- CLB RWY HDG TO 1500 FT -- TURN R TO 280 DEGS MAINTAINING 1500 FT -- AT 4.5 DME TEB VOR CLB TO 2000 FT. DEVIATION: AT TURN TO 280 DEGS CREW CLBED TO 2000 FT PRIOR TO 4.5 TEB DME FIX. MISREAD INSTRUCTIONS. CREW HAS DONE TEB 5 DEP ON NUMEROUS OCCASIONS BEFORE THIS EVENT WITH NO DEVS. POSSIBLE FACTORS: CREW TRAVELED 2 HRS BY VEHICLE TO ZZZ. CREW FLEW COMMERCIALY DEADHEAD FROM ZZZ TO ZZZ1 DUE TO MAINT ON ANOTHER ACFT THAT NIGHT. CREW ARRIVED AT HOTEL LATE. CREW WAS UP 5 HRS LATER THAT MORNING FOR A DEP TO TEB IN 2 HRS. PLANNED DEP TIME FROM TEB WAS IN 12 HRS. CREW WAS CALLED 5 HRS EARLY AT HOTEL DURING SLEEP FOR AN IMMEDIATE DEP. CREW FELT RUSHED AND SLEEP DEPRIVED DUE TO LAST MINUTE SCHEDULE CHANGE. SUGGESTION: SUGGEST KEEPING TFC AT 1500 FT TILL CLBING ON COURSE -- 500 FT DOES NOT SEEM IMPORTANT AND ADDS TO POSSIBLE CONFUSION ON SID. SID SHOULD READ RWY HDG TO 1500 FT THEN R TURN TO 280 EXPECT FURTHER CLRNC ON COURSE 10 MINS AFTER DEP.

Synopsis

FATIGUED CORPORATE JET FLT CREW FAILS TO COMPLY WITH 1500 FT MSL RESTR ON TEB SID FROM TEB.

ACN: 773432

Time / Day

Date : 200802
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : IAI1125 (Astra)
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : Airspeed Indicator

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 2500
ASRS Report : 773432

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 150
ASRS Report : 773434

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE WERE DEPARTING TEB. WX CONDITIONS WERE WINDY AND COLD WITH LIGHT RAIN. CEILINGS WERE APPROX 3000 FT. ATIS WAS CALLING DEPS OFF RWY 19 AND RWY 24. THE WIND WAS FAVORING RWY 19 SO WE BRIEFED THE DEP FOR THAT RWY. UPON TAXI WE WERE ISSUED RWY 24 AS THE DEPARTING RWY. WE BRIEFED THE DEP PROCS AS SOON AS WE FINISHED THE TAXI CHKLST. THIS WAS JUST PRIOR TO ARRIVING IN THE HOLD BOX AT TEB. WE SAT IN THE HOLD BOX APPROX 10 MIN WHILE WAITING FOR OUR RELEASE. UPON DEP THE CO-PILOT'S AIRSPEED INDICATOR SEEMED TO FAIL AS IT WAS FLAGGED AND THE NEEDLE MOVED ERRATICALLY. THE SID CALLED FOR A RWY HDG CLB TO 1500 FT FOLLOWED BY A TURN AND THEN A CLB TO 2000 FT AFTER 4.5 DME. I CLIMBED TO 1500 FT MADE THE INITIAL TURN AND THEN CLIMBED TO 2000 FT. I REACHED 2000 FT ABOUT .5 TO 1 MILE EARLY. 2000 FT IS WHAT IS CALLED FOR AFTER 4.5 DME FROM TEB. AT THIS POINT ATC ADVISED US TO PLEASE REVIEW THE SID CLOSER IN THE FUTURE AND GAVE US A CLB TO A HIGHER ALT. IT WAS AT THAT TIME WE REALIZED THE DEVIATION FROM THE SID. WE APOLOGIZED FOR THE DEVIATION AND SOON AFTER WERE GIVEN A HANDOFF TO THE NEXT CTLR. CONTRIBUTING FACTORS WERE: 1) OUR UNFAMILIARITY WITH THE SID. 2) THE DELAY AT THE END WHILE WAITING FOR OUR RELEASE ALLOWING TIME TO FORGET SOME OF THE DETAILS OF THE SID. 3) THE FAILED AIRSPEED INDICATOR AND OUR ATTENTION ON IT. IN THE FUTURE I WILL TAKE MORE TIME TO FULLY BRIEF THE SID ESPECIALLY ONE THAT I AM UNFAMILIAR WITH AND IN THE EVENT OF LONG DELAYS PRIOR TO DEP, TAKE THE TIME TO REVIEW IT PRIOR TO DEPARTING.

Synopsis

ASTRA FLT CREW CLIMBED PREMATURELY FROM 1500 FT TO 2000 FT ON THE TEB SID.

ACN: 772760

Time / Day

Date : 200801
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 32000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Vacating Altitude
Route In Use.Arrival.STAR : LARKS

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 772760

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Insufficient Time

Assessments

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

Narrative

CLEARANCE WAS RECEIVED TO CROSS LARKS INTERSECTION AT 16000 FT AND 250 KNOTS. WE HAD PREVIOUSLY BRIEFED AND PLANNED TO CROSS AT 17000 FT

PER THE PUBLISHED PROCEDURE AND ALSO BRIEFED FOR A RWY 16L ARRIVAL. WE ASSESSED THAT THE 16000 FT, 250 KNOTS RESTRICTION AT LARKS BODED A RWY 26 LANDING, BASED UPON THE ATIS AND PRIOR EXPERIENCE. WE CHANGED THE ARRIVAL RWY IN THE ACTIVE FLIGHT PLAN TO RWY 26 AND REBRIEFED THE LANDING RWY, BUT WE DID NOT REVERIFY THE CROSSING RESTRICTION WE HAD PREVIOUSLY LOADED IN THE FMGC. I INITIATED THE DESCENT BASED UPON THE CALCULATED TOD FROM THE FMGC. DESCENDING THROUGH ABOUT 32000 FT, DEN CENTER ASKED US WHAT OUR ALTITUDE WAS AND WHETHER WE WOULD COMPLY WITH OUR ASSIGNED CROSSING RESTRICTION. AT THAT POINT WE REALIZED THAT WE WERE TOO HIGH AND TOO FAST TO COMPLY BECAUSE NO ARRIVAL CONSTRAINT WAS INCLUDED IN THE ACTIVE FLIGHT PLAN DUE TO OUR LATE RUNWAY CHANGE. WE ADVISED ATC AND EXPEDITED OUR DESCENT. THERE WAS NO KNOWN TRAFFIC CONFLICT. IN THE FUTURE I WILL BE MORE DILIGENT IN CROSS-CHECKING AND VERIFYING THE VALIDITY OF THE MANAGED DESCENT INFORMATION FROM THE FMGC. I WOULD PREFER THAT THE FMGC WOULD NOT DUMP CREW-LOADED ARRIVAL CONSTRAINTS WHEN THE LANDING RUNWAY IS CHANGED.

Synopsis

A320 FLT CREW REPORTS MISSING CROSSING RESTRICTION AFTER RWY CHANGE DELETES FLT CREW ENTERED DATA.

ACN: 772688

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DTW.Airport
State Reference : MI
Altitude.MSL.Bound Lower : 6000
Altitude.MSL.Bound Upper : 7000

Environment

Flight Conditions : IMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : D21.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B717
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 772688

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 772689

Events

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

Assessments

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

Narrative

WE CHECKED ON WITH DTW APPROACH AND EXPECTED RUNWAY 04L AS THE NORMAL RUNWAY FOR OUR ARRIVAL. WHEN WERE HANDED OFF TO THE SECOND-TIER (FINAL APPROACH) CONTROLLER, ATC ASSIGNED US RUNWAY 03R AND WE WERE TOLD TO DESCEND TO 6000 FT. I ACKNOWLEDGED THE ALTITUDE ASSIGNMENT OF 6000 FT AND RUNWAY 03R. I (THE PNF) TOLD MY FO THAT I WAS GOING TO CHANGE THE APPROACH IN THE MCDU TO RUNWAY 03R AND HE HAD THE RADIOS. MY FO ACKNOWLEDGED, AND TOOK OVER THE RADIO WORK. WHILE I WAS FINISHING THE MCDU WORK, THE CONTROLLER AGAIN SAID, 'ACR X, DESCEND TO 6000 FT.' MY FO ACKNOWLEDGED THE ATC ASSIGNED ALTITUDE OF 6000 FT. IT WAS THE SECOND TIME THAT THE SAME ALTITUDE WAS ASSIGNED. I RETURNED FROM PROGRAMMING THE MCDU AND TOOK OVER THE RADIO WORK AT WHICH TIME WE WERE PASSING THROUGH 6600 FT TOWARD OUR ASSIGNED ALTITUDE OF 6000 FT. THEN THE DTW APPROACH CONTROLLER SAID, 'ACR X, STAY AT 7000 FT.' THE FO (FP) BEGAN AN IMMEDIATE LEVEL OFF. I STATED TO ATC, 'YOU ASSIGNED US 6000 FT.' HE (DTW APPROACH) SAID, 'NO, I SAID 7000 FT. CLIMB BACK TO 7000 FT.' WE CLIMBED BACK TO 7000 FT WITHOUT INCIDENT. THERE WERE NO ATC INSTRUCTIONS TO ANY OTHER AIRCRAFT, NO TCAS ALERTS, OR TO THE BEST OF MY KNOWLEDGE, NO LOSS OF SEPARATION. THE APPROACH CONTROLLER NEVER STATED ANYTHING THAT WOULD HAVE LED US TO BELIEVE THAT THERE WERE ANY PROBLEMS WITH THE ALTITUDE CLEARANCE CONFUSION. OUR FLIGHT CONTINUED WITHOUT ANY FURTHER MENTION FROM ATC REGARDING THE CONFUSION OF OUR ALTITUDE ASSIGNMENT. THE APPROACH CONTROLLER WAS HEAVILY TASKED AND EVERYONE WAS FLYING A 'DOUBLE-DOWNWIND' FOR SPACING. BOTH MY FO AND I NOTICED THAT OTHER AIRCRAFT ON THE FREQUENCY WERE CALLED MORE THAN ONCE WITH CLEARANCES, AND THERE MAY HAVE BEEN SOME CONFUSION WITH SIMILAR CALL-SIGNS OR POSSIBLY ANOTHER AIRCRAFT HAD ACKNOWLEDGED OUR 7000 FT ALTITUDE ASSIGNMENT.

Synopsis

AN ACR CREW APCHING DTW HEARD TRACON ASSIGN THEM 6000 FT. AS THE CAPT REPROGRAMMED THE FMS FOR A RWY CHANGE ATC STATED CLRNC ONLY TO 7000 FT.

ACN: 772497

Time / Day

Date : 200801
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : Marginal
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : ELDEE

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 25000
Experience.Flight Time.Type : 16000
ASRS Report : 772497

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Controller : Issued New Clearance

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative

ARR INTO DCA, ON ELDEE.ELDEE2 FOR RWY 1 ILS. RWY 1 ILS SELECTED BASED ON CURRENT AND FORECASTED WX/WINDS, OF 06 DEGS/4-6 KTS. ON ELDEE.ELDEE2 PROFILE, AS CLRED, ATIS WAS CHKED BY FO. I WAS TOLD THAT RWY IN USE WAS RIVER VISUAL RWY 19. I ASKED FO TO REPROGRAM FMS FOR THAT RWY 19, AS ACFT CONTINUED PROFILE DSCNT. ARR DOUBLED-UP ON ITSELF AND ALL PROFILE ALTS DROPPED OUT. FO WAS REPROGRAMMING FMS AS WE CONTINUE DSCNT. ATC RECLRED US TO CROSS ELDEE AT 8000 FT AND A HDG AT ELDEE, AS WE WERE UNABLE TO MEET ELDEE.ELDEE2 PROFILE ALTS. ELDEE.ELDEE2 ARR IS NEW TO DCA. THIS WAS MY FIRST TIME ON ARR WITH A LATE RWY CHANGE. FO WAS NEW AND HAD NOT BEEN TO DCA AND HAD NOT SEEN AN ARR DOUBLE-UP AND ALTS DROP, AS A RESULT OF RWY CHANGE. WE SHOULD HAVE OBTAIN ATIS EARLIER. WE SHOULD HAVE RECOGNIZED ALT PROB EARLIER, REMOVED AUTOMATION EARLIER.

Synopsis

AN ACR PILOT REPORTS A DCA RWY CHANGE FROM 01 TO 19 WHILE ON THE ELDEE TWO ARRIVAL WITH A NEW FO. THE ACFT COULD NOT DESCEND TO MAKE ALT CONSTRAINTS.

ACN: 772374

Time / Day

Date : 200801

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Bound Lower : 13000

Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : Mixed

Weather Elements : Snow

Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC

Make Model Name : Super King Air 200 HDC

Flight Phase.Cruise : Level

Route In Use.Enroute : Direct

Component : 1

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Person : 1

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 130

Experience.Flight Time.Total : 3300

Experience.Flight Time.Type : 130

ASRS Report : 772374

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Other Anomaly

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other

Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

DEPARTED ZZZ1, WX WAS VMC. CLRED DIRECT ZZZ AND A CLB TO FL230. AUTOPLT ENGAGED AT CRUISE ALT. THERE WAS LIGHT PRECIP, CLOUD DECK RIGHT BELOW ME. ENG ANTI-ICE ON, WINDSHIELD HEAT ON, PROP ANTI-ICE ON, WINGS WERE CLR. APPROX 160 NM E OF ZZZ THE PLT'S ADI ROLLED ABRUPTLY TO THE L AND PITCHED DOWN, IT STAYED LOCKED IN THIS POS. THE AUTOPLT FOLLOWED IMMEDIATELY AND I WAS IN AN UNKNOWN ATTITUDE IN NIGHT IMC. THE AUTOPLT DISC LIGHT ILLUMINATED AND THE COPLT'S ADI LOCKED UP, AS WELL. I ATTEMPTED TO RECOVER USING AIRSPD INDICATOR, VVI, HSI AND ALTIMETER. THE ACFT WENT THROUGH SEVERAL GYRATIONS: AIRSPD RANGED FROM THE BARBER POLE TO APPROX 150 KTS. PITCH/ROLL ATTITUDE WAS UNKNOWN. STRONG POSITIVE AND NEGATIVE G-FORCES WERE EXPERIENCED. I BROKE OUT OF THE CLOUDS AT APPROX 13000 FT MSL AND WAS ABLE TO ORIENT MYSELF USING GND LIGHTS. I WAS ABLE TO STABILIZE THE ACFT AT 180 KTS. AFTER CHKING ENG INSTS (ALL OK), WARNING LIGHTS (AUTOPLT DISC) AND CIRCUIT BREAKERS (ALL IN), I REQUESTED AND RECEIVED CLRNC DIRECT ZZZ1 AT 9000 FT MSL. THE APCH AND LNDG (NIGHT VMC), A VISUAL STRAIGHT-IN WAS UNEVENTFUL. I BELIEVE THIS INCIDENCE WAS CAUSED BY A MECHANICAL FAILURE OF THE PRIMARY FLT ADI, HOWEVER, THIS UNFORESEEN FAILURE SERVES TO EMPHASIZE THE IMPORTANCE OF SINGLE-PLT/CREW TRAINING TO INCLUDE UNUSUAL ATTITUDE RECOVERY WITHOUT AN OPERATIVE ADI AND CROSS-COCKPIT INST USAGE FOR RECOVERIES. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER BELIEVES THAT HAD HE QUICKLY TRANSFERRED HIS SCAN TO COPLT'S ADI, HE COULD HAVE RECOVERED EASILY. BY THE TIME THE THOUGHT OCCURRED, THAT ADI HAD FAILED ALSO, LEAVING ONLY NEEDLE, BALL, AND AIRSPEED. THE ACFT'S OPERATOR PLANS TO INSTALL A STANDBY ADI IN THE NEAR FUTURE.

Synopsis

BE200 PILOT REPORTS UPSET IN NIGHT IMC WHEN ADI FAILS AT FL230. SINGLE PILOT RECOVERS WHEN PASSING INTO VMC AT 13000 FEET.

ACN: 772373

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MLI.Airport
State Reference : IL
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MLI.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 7400
Experience.Flight Time.Type : 5400
ASRS Report : 772373

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

CTR GAVE US A DSCNT TO 11000 FT, AND TOLD US TO CONTACT QUAD CITIES APCH. ON CALLING APCH, WE WERE GIVEN DIRECT TO THE 'OTTEN' INTXN, AND TO EXPECT THE VISUAL APCH TO RWY 27. WE WERE SET UP FOR THE VISUAL TO RWY 31 (ATIS WAS CALLING VISUAL RWYS 27 AND 31). THERE WAS THEN SOME CONFUSION AS TO WHERE OTTEN WAS BECAUSE WE WERE SET UP FOR RWY 31. WE THEN SET UP THE VISUAL TO RWY 27, AND HEADED DIRECT TO OTTEN. IN THE CONFUSION, I THOUGHT I HAD HEARD THAT WE WERE CLRED FOR THE APCH TO RWY 27, SO I CONTINUED OUR DSCNT THROUGH 11000 FT. I STARTED TO THINK IT WAS ODD THAT WE WERE CLRED FOR THE VISUAL WITHOUT CALLING THE FIELD IN SIGHT. RIGHT WHEN I WAS ASKING MY FO TO CLARIFY THAT, APCH ASKED US TO CONFIRM OUR ASSIGNED ALT (WE WERE THROUGH 10000 FT). WE REPLIED THAT WE WERE CLRED FOR THE APCH, TO WHICH HE EMPHATICALLY ANSWERED 'I SAID NO SUCH THING.' HE THEN CLRED US TO 10000 FT. THE LOWEST WE DSNDED TO WAS 9700 FT. WE THEN LEVELED OFF AT 10000 FT. THIS COULD HAVE BEEN PREVENTED BY CLARIFYING THE CLRNC IF WE WEREN'T ABSOLUTELY SURE ABOUT IT.

Synopsis

AN ACR GIVEN AN INITIAL CLRNC TO MLI RWY 31, WAS ADVISED AFTER BEGINNING THE VISUAL THAT THEY HAD BEEN CLEARED TO 10000 FT AND A VISUAL RWY 27.

ACN: 772021

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZGGG.Airport
State Reference : FO
Altitude.MSL.Single Value : 11800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZGZU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : MD-11
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : N/A

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 4200
Experience.Flight Time.Type : 220
ASRS Report : 772021

Person : 2

Affiliation.Government : Foreign
Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

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

Narrative

ON DESCENT INTO ZGGG, WE LEVELED OFF AT THE ASSIGNED ALTITUDE (IN METERS) AND HAD RESET OUR ALTIMETERS TO THE LOCAL ALTIMETER SETTING BECAUSE WE THOUGHT WE HEARD THE CONTROLLER USE THE PHRASE 'NONSTANDARD' WITH THE ALTITUDE ASSIGNED. A FEW MINUTES LATER, THE CONTROLLER TOLD US THAT HE SHOWED US 100 METERS LOW AND WE CONFIRMED THAT WE WERE AT THE ASSIGNED ALTITUDE. WE CONFIRMED THAT ALL OF ALTIMETERS WERE AT THE LOCAL ALTIMETER SETTING AND ASKED THE CONTROLLER AGAIN FOR HIS READING OF OUR ALTITUDE. WE DIDN'T RECEIVE A RESPONSE AND DISCUSSED THE POSSIBILITY THAT HE HAD SAID 'STANDARD' WITH THE ASSIGNED ALTITUDE. WE RESET OUR ALTIMETERS TO STANDARD AND CONTINUED ON THE APPROACH WITH NO FURTHER DISCUSSION WITH THE CONTROLLER ABOUT OUR ALTITUDE. I BELIEVE THAT WE MAY HAVE BEEN 100 METERS LOW FOR ABOUT 5 NM DUE TO THE CONFUSION ABOUT THE CONTROLLER'S USAGE OF THE WORD STANDARD. I ALSO BELIEVE THAT WE WERE ALL A LITTLE FATIGUED DUE TO THE PREVIOUS DAY'S FLIGHT AND WERE ALSO GIVEN A DIFFERENT APPROACH AND RUNWAY AT THE AIRFIELD CLOSE TO THE DESCENT POINT, ALONG WITH THE ALTITUDE ASSIGNMENT. THIS CAUSED THE CREW TO FOCUS ON THE FMS CHANGES AND PULLING OUT DIFFERENT APPROACH PLATES WITHIN A SHORT DISTANCE FORM THE DESCENT POINT. THIS MAY HAVE DISTRACTED US ENOUGH TO MISUNDERSTAND THE CONTROLLER'S INSTRUCTIONS ON STANDARD/NONSTANDARD ALTIMETER SETTING FOR THE ASSIGNED ALTITUDE.

Synopsis

FLT CREW REPORTS MISUNDERSTANDING CONTROLLER ISSUING NEW RWY ASSIGNMENT AND NEW ALTITUDE. FLT CREW SETS QNH PRIOR TO DESCENDING BELOW TRANSITION LEVEL.

ACN: 771991

Time / Day

Date : 200801
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MEM.Airport
State Reference : TN
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MEM.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : LARUE

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 6000
ASRS Report : 771991

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

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

Narrative

ON LARUE 3 RNAV ARR, WAS SUPPOSED TO CROSS MEGGY AT 12000 FT MSL.
HOWEVER, DURING APCH RWY WAS CHANGED IN FMS AND INADVERTENTLY

CAUSED 12000 FT/MEGGY RESTR TO DROP OUT. BY THE TIME IT WAS DISCOVERED, WERE TOO HIGH TO MEET RESTR. CROSSED MEGGY AT 13000 FT MSL. ATC DID NOT SEEM CONCERNED.

Synopsis

A320 REPORTS MISSING CROSSING RESTRICTION AFTER RWY CHANGE DURING ARRIVAL CAUSES ENTERED ALTITUDE TO DROP OUT.

ACN: 771949

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : BASET

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 771949

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Situations

Airspace Structure.Class B : LAX.B

Narrative

LAX WAS LNDG E. BEGAN ARR INTO LAX WITHOUT SPECIFIC ARR PROC FOLLOWED BY MULTIPLE SLOWDOWNS AND SPD CHANGES AND AT LEAST 1 VECTOR OFF COURSE THEN BACK ON COURSE. AT APPROX 13000 FT WE GOT CLRNC TO INTERCEPT THE BASET 3 ARR. THIS ARR HAS 12000 FT OR ABOVE RESTR AT PARADISE VOR. WE SET 8000 FT FOR THE ARR'S FINAL ALT AND FO WORKED QUICKLY TO GET THE FMC SET UP. WHEN WE WERE LESS THAN A MI FROM PDZ I NOTICE THAT OUR ALT WAS VERY CLOSE TO 12000 FT AND THE ACFT WOULD BE VERY CLOSE TO MAKING/MISSING THE RESTR. I XCHKED 2 ITEMS AND THEN RESUMED MONITORING OUR PROGRESS. WE WERE AT PDZ UNDER 12000 FT ENOUGH THAT SOCAL ASKED US TO VERIFY OUR ALT AND WARN US ABOUT THE NEXT RESTR COMING UP AT 10000 FT. BOTTOM LINE: PF (ME) AT THAT POINT SHORTLY BEFORE PDZ SHOULD HAVE JETTISONED ALL AUTOMATION AND HAND FLOWN THE ARR. CONTRIBUTING FACTORS: SOCAL WAS OVERWORKED AND OVERWHELMED. THEY DID NOT ADVISE US WHICH ARR TO EXPECT. THEY DID NOT WARN US THEY WOULD DUMP US INTO THE MIDDLE OF THE ARR. NOR DID THEY WARN US AT WHICH POINT THEY WOULD DUMP US INTO THE ARR. THE ACFT HAD A NON-PEGASUS FMC. THEY ARE OLD AND SLOW. THAT SHOULD HAVE BEEN A CONSIDERATION WHEN I CHOSE THE LEVEL OF AUTOMATION THAT I DID (VNAV). APPARENTLY IT WAS STILL COMPUTING WHEN I THOUGHT IT WAS CAPABLE OF WORKING TO DESIGN LEVELS. NEXT TIME I HOPE I HAVE A FEW MORE SECONDS TO MAKE A DECISION AND THAT I USE THOSE SECONDS TO MAKE A BETTER DECISION.

Synopsis

A B767 WAS GIVEN THE LAX EAST BASET 3 STAR LATE IN THE DSCNT BY A BUSY SOCAL. THE ACFT WAS LOW ON DSCNT PROFILE AND MISSED AN ALT CONSTRAINT.

ACN: 771435

Time / Day

Date : 200801
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Falcon 2000
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 2500
ASRS Report : 771435

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

CLRED TO DEPART TEB RWY 24 TEB 5 DEP. AFTER TAKEOFF I CLBED TO 1500 FT AND TURNED R TO A HDG OF 280 DEGS. WHILE LEVELING OFF IN THE TURN THE R SEAT PLT SELECTED 'NAV,' WHICH HAD ALREADY BEEN SELECTED, AND SO THE FLT DIRECTOR WENT TO 'ROL' MODE. I WAS MOMENTARILY DISTR RESELECTING

THE FLT DIRECTOR SOURCE AND OVERSHOT MY 1500 FT BY 150 FT. I IMMEDIATELY INITIATED A DSCNT BACK TO 1500 FT. THERE WAS NO CONFLICT THAT I WAS MADE AWARE OF, AND NO ALT ALERTER. CREW COORD MAY HAVE BEEN A FACTOR IN THIS ISSUE.

Synopsis

DA 2000 OVERSHOT THE 1500 FT ALT RESTR ON THE TEB 5 DEP.

ACN: 771147

Time / Day

Date : 200801
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1650

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model Name : Challenger CL604
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 2000
ASRS Report : 771147

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

AFTER TAKEOFF ON THE TEB 5 DEP, THE AUTOPLT WAS ENGAGED AT APPROX 1000 FT AGL. OUR FIRST LEVEL-OFF ALT WAS 1500 FT MSL. OUR RATE OF CLB RESULTED IN AN OVERSHOOT OF APPROX 150 FT. WE ELECTED TO LEAVE THE AUTOPLT ENGAGED AND ALLOWED THE ACFT TO RECOVER TO 1500 FT MSL. CONTRIBUTING FACTORS: A) ACFT COULD HAVE BEEN CONFIGURED AT A LESSER RATE OF CLB BEFORE AUTOPLT ENGAGEMENT. B) AUTOPLT COULD HAVE BEEN ENGAGED SOONER. C) END OF A LONG DUTY DAY. DISCOVERY OF INCIDENT WAS EVIDENT ON FLT INSTRUMENTS. CORRECTIVE ACTION TAKEN USING AUTOMATIC FLT CTL SYSTEM (AUTOPLT).

Synopsis

CL604 EXPERIENCES ALT DEV ON TEB SID DUE TO HIGH PERFORMANCE AND LATE ACTIVATION OF AUTOPLT.

ACN: 770846

Time / Day

Date : 200801

Place

Locale Reference.Airport : MMSD.Airport
State Reference : FO
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MMSD.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 770846

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Company Review

Assessments

Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Chart Or Publication
Problem Areas : Company

Narrative

REGARDING MY REPORT. MY ORIGINAL TXT WAS AS FOLLOWS. 'FMS BOXES DO NOT DISPLAY THE SJD 'VOR DME-1 RWY 34' CORRECTLY. BOXES SHOW THE FINAL APCH FIX AT 6 DME 2200 FT INSTEAD OF 4 DME 1500 FT AS SHOWN ON THE PAPER APCH CHART.' THE FLT DEPARTMENT RESPONSE WAS AS FOLLOWS, 'THANK YOU FOR SUBMITTING YOUR REPORT CONCERNING FMS DATABASE ERROR ON SJD. FLT OPERATIONS ADVISED THE FOLLOWING IN RESPONSE TO YOUR EVENT - - THE ISSUE HERE IS NOT A DATABASE ERROR BUT A LIMITATION. THE FMS IS ONLY CAPABLE OF DISPLAYING ONE TYPE OF APCH TO EACH RWY. IN THIS CASE VOR DME-2 RWY 34 PAGE AND VOR RWY 34 PAGE ARE IN THE DATABASE. THE REFERENCED PROC WITH A FAF AT 4 DME AT 1500 FT VOR DME-1 RWY 34, PAGE IS NOT IN THE DATABASE. IF THE APCH IS NOT IN THE DATABASE, IT CAN STILL BE FLOWN USING RAW DATA.' IN THE INTERESTS OF SAFETY I MUST ADVISE THAT I AM REASONABLY CERTAIN THE FLT DEPARTMENT MAY BE WRONG IN THEIR RESPONSE. THE VOR DME-1 RWY 34 IS IN THE FMS DATABASE AND CAN BE FOUND BY SELECTING THE ARRIVALS PAGE, THEN SELECTING 'VORD 34' BEING CAREFUL TO GET THE ONE WITH THE D IN IT, THEN SELECTING THE 'SJD' TRANSITION. THIS FMS ENTRY SHOWS A TEAR DROP ENTRY TO RWY 34 TRACKING OUTBOUND ON THE SJD 143 RADIAL AND THE ONLY PAPER PAGE THAT SHOWS A TEARDROP ENTRY FOR RWY 34 THAT TRACKS OUTBOUND ON THE SJD 143 RADIAL IS THE VOR DME-1 RWY 34 PAPER PAGE. THE VOR DME-2 RWY 34 PAPER PAGE DOES NOT DEPICT AN SJD TRANSITION AND DOES NOT DEPICT A TEARDROP ENTRY TRACKING OUTBOUND ON THE SJD 143 RADIAL. THE VOR RWY 34 PAGE DOES NOT DEPICT A TEARDROP ENTRY TRACKING OUTBOUND ON THE SJD 143 RADIAL. THIS LEADS ME TO CONCLUDE THE VOR DME-1 RWY 34 IS IN THE FMS DATABASE. THIS BRINGS ME BACK TO MY ORIGINAL POINT IN MY ORIGINAL REPORT. FOR THE VOR DME-1 RWY 34 THE FMS SHOWS THE FINAL APCH FIX AT 6 DME 2200 FT INSTEAD OF 4 DME 1500 FT AS SHOWN ON THE PAPER APCH CHART. THE FMS BOXES DO NOT DISPLAY THE SJD 'VOR DME-1 RWY 34' CORRECTLY. BOTH BOXES SHOW THE FINAL APCH FIX AT 6 DME 2200 FT INSTEAD OF 4 DME 1500 FT AS SHOWN ON THE PAPER APCH CHART. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: AFTER ADDITIONAL INVESTIGATIONS THE REPORTER DISCOVERED THAT SOME OLDER FMS SYSTEM CODING CANNOT ACCEPT STEP DOWN FIX INFORMATION. IN ORDER TO ACCOMMODATE THOSE MACHINES THE APCHES ARE CODED SO THAT WHAT WOULD BE THE STEP DOWN FIX BECOMES A POINT ON THE APCH AND THE FIX PRIOR TO THE STEP DOWN BECOMES THE FAF. THE DESCENT PATH IS ADJUSTED SO AS TO ARRIVE OVER WHAT WAS THE ORIGINAL FAF AT THE REQUIRED ALTITUDE. THIS ANOMALY APPLIES TO SOME EARLY GENERATION FMS AND IS NOT CONFINED TO JUST THIS PARTICULAR MMSD APCH.

Synopsis

AN ACR PILOT REPORTS THE SJD VOR DME-1 RWY 34 FINAL APCH FIX IS ACTUALLY 1500 FT AT 4 DME BUT THE FMS DATABASE DISPLAYS IT AT 2200 FT AND 6 DME.

ACN: 770348

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

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

Environment

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Total : 17500
Experience.Flight Time.Type : 4100
ASRS Report : 770348

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 6500
ASRS Report : 770355

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Narrative

NEARING DEN, WE WERE ANTICIPATING CLEARANCE FOR THE RAMMS 5 ARRIVAL. IN THE DESCENT, WE WERE INSTEAD CLEARED TO INTERCEPT THE DVV R 311 (WHICH IS BASICALLY THE SAME THING) BUT WITH NO XING RESTRICTIONS AT THAT TIME. DURING THE QUICK DISCUSSION ABOUT WHAT THIS CLEARANCE ACTUALLY MEANT AND SETTING UP FOR A RUNWAY CHANGE, I SIMPLY DID NOT HEAR THE CROSS RAMMS 250 DEG/17000 FT TRANSMISSION. THE FO THEN ALERTED ME TO THE ALT RESTRICTION AND I REALIZED THAT WE WOULD BE CROSSING RAMMS ON SPEED BUT APPROX 3000 FT HIGH. WE INFORMED ATC OF THIS AND ASKED FOR ALT RELIEF. ATC SAID NO PROBLEM AND CLEARED US TO 14000 FT. I ATTRIBUTE THIS ERROR TO EXPECTING A STANDARD CLEARANCE AND GETTING DISTRACTED BY BOTH AN UNEXPECTED ARRIVAL INSTRUCTION AND A LATE RUNWAY CHANGE. MY LEARNED LESSON -- BE ON THE ALERT FOR CLEARANCE, RWY CHANGES AND STAY FOCUSED ON ALT/SPEED CONSTRAINTS. SUPPLEMENTAL INFO FROM ACN 770355: ALTHOUGH THE FO READ BACK THE CLRNC CORRECTLY, THE CAPT (PF) WAS BUSY INTERCEPTING THE RADIAL AND MAY NOT HAVE HEARD THE FULL CROSSING RESTRICTION.

Synopsis

UNANTICIPATED ARRIVAL PROCEDURE AND LATE RWY CHANGE DISTRACT A319 CREW FROM CROSSING RESTRICTION.

ACN: 770263

Time / Day

Date : 200801
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : AVP.Airport
State Reference : PA
Altitude.MSL.Single Value : 3700

Environment

Flight Conditions : IMC
Weather Elements : Snow
Weather Elements : Turbulence
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : AVP.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : FMS/FMC

Component : 2

Aircraft Component : Speedbrake/Spoiler

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 2900
Experience.Flight Time.Type : 1900
ASRS Report : 770263

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Stick Shaker
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

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

Narrative

ON AN ILS APCH TO RWY 4 AT AVP, MY FO AND I EXECUTED A GAR/MISSED APCH DUE TO A STICK SHAKER ACTIVATION AT WHAT I ESTIMATE WAS ABOUT 3700 FT MSL. UPON THE GAR IT WAS DISCOVERED THAT THE FLT SPOILERS HAD BEEN LEFT IN THE EXTENDED POS. IN THE PROCESS OF THE GAR, WE CLBED TO ABOUT 4700 FT MSL BEFORE RETURNING TO THE PUBLISHED ALT OF 4000 FT MSL IMMEDIATELY. WE WERE VECTORED AROUND AND LANDED WITHOUT FURTHER INCIDENT. THE FACTORS THAT LED UP TO THIS EVENT WERE AS FOLLOWS: 1) WE SET UP FOR AND BRIEFED 3 DIFFERENT APCHS, 2 OF THESE CHANGES IN THE PRECEDING 5 MINS BEFORE COMMENCING THE APCH. EACH TIME, THE CTLS WERE XFERRED BTWN US AS WE DSNDED INTO THE TERMINAL ENVIRONMENT EXCEPT FOR THE FINAL BRIEF. ON THE FINAL BRIEF, I ASKED THE FO TO REVIEW KEY ALTS AND FIXES. DURING ONE OF THESE XFERS, THE FACT THAT THE SPOILERS WERE DEPLOYED WAS NOT COMMUNICATED, AND THEY REMAINED DEPLOYED. DURING OUR POSTFLT DEBRIEF, WE COULD NOT DETERMINE WHICH ONE OF US HAD DEPLOYED THE SPOILERS. THE CTLS WERE XFERRED TO ME JUST OUTSIDE THE OM WITH THE ACFT CONFIGURED GEAR DOWN FLAPS 30 DEGS. AS WE APCHED THE MARKER, I CALLED FOR 'FLAPS 45, BUG VREF' THE FO COMPLIED. THE ACFT CAPTURED THE GS AND WE STARTED DOWN. AS THE FO BUGGED VREF, I NOTICED THE LOW SPD CUE WAS UNUSUALLY CLOSE TO THE BUG. THAT IS ABOUT THE TIME THE STICK SHAKER ACTIVATED, FOR APPROX 1 SECOND. THERE WAS LIGHT TO MODERATE TURB IN THE AREA AND THIS WAS MY FIRST THOUGHT, THEN THE SHAKER ACTIVATED A SECOND TIME FOR AGAIN ABOUT 1 SECOND. I INITIATED THE GAR AT THIS TIME. AS I CALLED FOR THE FLAPS TO BE REPOSITIONED TO FLAPS 8 DEGS, WE RECEIVED A 'CONFIG SPOILERS' CAUTION MESSAGE (NOT SURE WHY, NO WOW SIGNAL, BUT GEAR WAS IN TRANSIT). I IMMEDIATELY STOWED THE FLT SPOILERS AND CONTINUED WITH RECONFIGURING THE ACFT FOR THE GAR. DURING THIS TIME WE CLBED AT ABOUT 3000 FPM AND I STOPPED THE CLB AT ABOUT 4700 FT MSL. THE FO INFORMED ATC AND WE RETURNED TO 4000 FT MSL. WE RETURNED FOR ANOTHER APCH AND LANDED WITHOUT FURTHER INCIDENT. 2) THE FO HAD ONLY 10-15 HRS IN THE CRJ200 AND WAS HAVING DIFFICULTY SETTING UP THE APCH IN THE FMS. WE WERE MISSING SEVERAL PIECES OF INFO INCLUDING SEVERAL WAYPOINTS AND SPDS AFTER THE LAST RWY CHANGE. I WAS TRYING TO DIRECT HIM TO GET THE APCH SETUP AND WAS ALSO INPUTTING INFO. ADDITIONALLY, I HAVE ONLY ABOUT 130 HRS PIC IN THIS ACFT. 3) WX IN THE AREA WAS -SN, AND I HAD TO SEND SEVERAL ACARS MESSAGES TO DISPATCH TO OBTAIN CURRENT FIELD BRAKING/RWY FRICTION RPTS. 4) FATIGUE MAY HAVE PLAYED A FACTOR AS THIS WAS THE 3RD IN A SERIES OF 'CONTINUOUS DUTY OVERNIGHT' (CDO) ASSIGNMENTS. THESE USUALLY HAVE A CUMULATIVE NEGATIVE EFFECT ON MY PERFORMANCE DURING THE 3RD AND 4TH CDO AS THESE USUALLY CONCLUDE AFTER MY NORMAL BEDTIME, PROVIDE FOR LITTLE SLEEP USUALLY, 4 HRS OR

LESS EACH NIGHT. THE FO WAS ALSO ON HIS 3RD CDO OF THE WK. HE SAID HE DID NOT FEEL TIRED DURING OUR POSTFLT DEBRIEF. 5) ON PREVIOUS EARLIER IN THE WK, I HAD EXPERIENCED DIFFICULTY WITH THE ILS RWY 4 INTO AVP. THE ACFT WAS HAVING TROUBLE INTERCEPTING AND MAINTAINING GS. LARGE CTL WHEEL INPUTS BY THE AUTOPLT WERE NOTICED ON ALL APCHS. IT WAS AS IF A TRUCK OR OTHER OBSTRUCTION WAS IN THE WAY. THE LOC SEEMS TO BE OFFSET ABOUT 10 DEGS L OF COURSE. ON TOUCHDOWN, THE LOC WAS SHOWING FULL SCALE R DEFLECTION. CORRECTIVE MEASURES. 1) OUR BOOKS REQUIRE A HAND TO BE KEPT ON THE FLT SPOILERS WHILE DEPLOYED. HOWEVER, THERE ARE SITUATIONS THAT REQUIRE MORE THAN 1 HAND AND THE HAND IS REMOVED FROM THE SPOILER LEVER. AS AN FO AND PNF, I USUALLY TOUCH THE SPOILERS LEVER ON THE BEFORE LNDG CHK RIGHT AFTER ARMING THE THRUST REVERSERS. HOWEVER, THIS SHOULD BE INSTITUTIONALIZED AND ADDED TO THE FLOW AND THE CHKLIST AS IN ITEM BOTH PLTS SHOULD CONFIRM.

Synopsis

DISTRACTED BY MULTIPLE RWY CHANGES, CARJ FLT CREW GETS STALL WARNING WHEN THEY FAIL TO RETRACT SPOILERS WHILE PROGRAMMING CHANGES. FATIGUE A CONTRIBUTING FACTOR.

ACN: 769321

Time / Day

Date : 200801
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citation V
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 2000
Experience.Flight Time.Type : 875
ASRS Report : 769321

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 101
Experience.Flight Time.Total : 3200
Experience.Flight Time.Type : 390
ASRS Report : 769320

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

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

Narrative

TOOK OFF FROM TEB, RWY 24, ON TEB 5 DEP. DEP PROC IS FLY RWY HDG TO 1500 FT, R TURN TO 280 DEGS, MAINTAIN 1500 FT UNTIL 4.5 DME FROM TEB VOR. AFTER TAKEOFF WAS CLBING RWY HEADING, COMING UP ON 1500 FT WHEN CTLR INSTRUCTED BEGIN R TURN TO 280 DEGS, I BEGAN THE R TURN AT APPROX 1350 FT AND BECAME DISTR DURING THE TURN, BECOMING TOO FOCUSED ON BANKING THE ACFT (FOR UNKNOWN REASON) AND ALLOWED THE ACFT, INADVERTENTLY, TO DRIFT ABOVE 1500 FT ALT. I CAUGHT THE ALT AT THE SAME TIME THE CTLR ADVISED 'YOU'RE SUPPOSED TO BE AT 1500 FT.' AND CORRECTED IMMEDIATELY. THE CAPT HAD MADE THE ASSUMPTION THAT SINCE WE WERE TOLD TO TURN BEFORE WE REACHED 1500 FT, THAT WE WERE GOING TO BE CLRED ON UP TO 2000 FT, SO HE DIDN'T CATCH THE ALT DEV EITHER. THIS WAS CAUSED BY INATTENTION ON MY PART AT A CRITICAL TIME. I HAD TUNNEL VISION, ALLOWING MY ATTENTION TO DRIFT AWAY FROM THE BIG PICTURE OF WHAT WAS GOING ON, MICRO MANAGING THE TURNING OF THE ACFT. THE POSSIBILITY OF WHAT COULD HAVE HAPPENED MAKES ME SHUDDER.

Synopsis

A C560 FO DISTRACTED DURING AN EARLY TEB 5 ATC DIRECTED TURN CLBED ABOVE 1500 FT PRIOR TO 4.5 DME. RPTR HAD TUNNEL VISION ON THE TURN.

ACN: 768269

Time / Day

Date : 200801
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1300
Altitude.MSL.Bound Upper : 3000

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model Name : Learjet 45
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : Dalton

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 768269

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

AFTER DE-ICING ACFT, WE ASKED FOR TAXI CLRNC. THE GND CTLR ASSIGNED US RWY 19 WITH THE DALTON DEP PROC INSTEAD OF THE TEB 5, WHICH WE WERE ORIGINALLY ASSIGNED. HE ALSO STATED THAT RWY 24 WAS NOW CLOSED. WITH THE ORIGINAL CLRNC, WE WERE ASSIGNED 3000 FT FOR THE INITIAL ALTITUDE. WHILE TAXIING OUT, THE TOWER CLRED US FOR TAKEOFF BEFORE WE REACHED THE END AND WE TOLD THE TOWER WE NEED MORE TIME. I THEN REVIEWED THE PROC AND BRIEFED THE CAPT. ON CONTACT WITH DEP, I READ OUR CURRENT ALTITUDE AND ALTITUDE CLBING TO WHICH WAS 3000 FT. WHEN DEP RESPONDED, SHE SAID SOMETHING ABOUT VFR AND RESUME NORMAL SPEED. I READ BACK RESUME NORMAL SPEED AND BEING UNSURE ABOUT WHAT ELSE SHE SAID, I ALSO READ BACK 3000 FT. SHE THEN RESPONDED MAINTAIN 3000 FT. SHE ALSO STATED THAT SHE NEVER ASSIGNED US 3000 FT PREVIOUSLY AND THAT I READ IT BACK WITHOUT BEING ASSIGNED THAT ALTITUDE. I NOW REALIZE THAT I GOT 3000 FT FROM THE ORIGINAL CLRNC. UPON RECEIVING THE DALTON DEP, WE WERE SUPPOSED TO MAINTAIN 1300 FT AND MAINTAIN VFR. THE CAPT AND I BOTH THINK WE WERE BELOW 1300 FT WHEN SHE ASSIGNED US 3000 FT. NOT SURE AN EVENT OCCURRED. WITHOUT THE FURTHER CLB CLRNC TO 3000 FT, AN EVENT WOULD HAVE OCCURRED. THE ATC CTLR TOLD US TO BETTER REVIEW THE PROC. MISUNDERSTANDING THE DEP PROC ALTITUDE. BRIEFING THE CAPT THE WRONG ALTITUDE WHILE HE WAS TAXIING IN THE DARK. BEING PRESSED FOR TIME, CAPT DID NOT REVIEW THE CHART AND VERIFY THE ALTITUDE. BETTER REVIEW OF THE PROC. BE MORE VIGILANT WHEN THERE ARE LAST MINUTE CHANGES.

Synopsis

A LR45 ON THE TEB DALTON DEP CLBED 3000 FT INSTEAD OF 1300 FT AS CLRED BECAUSE OF A MISSED TKOF BRIEF. ATC CLRED THEM TO 3000 FT WITHOUT COMMENT.

ACN: 768148

Time / Day

Date : 200712
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Challenger CL604
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 3000
ASRS Report : 768148

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 6500
ASRS Report : 768149

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ACFT CLRED FOR TAKEOFF RWY 24 TEB WITH TEB 5 DEP. TEB 5 CALLED FOR R TURN 280 DEGS MAINTAIN 1500 FT UNTIL PASSING 4.5 DME TEB THEN CLB AND MAINTAIN 2000 FT. ACFT DEPARTED AND PROMPTLY CLBED TO 2000 FT. ATC TOLD US DON'T BOTHER TO DSND BACK TO 1500 FT AS AIRLINER DSNDING INTO NEWARK WAS MANEUVERING TO AVOID US. ATC ASSUMED WE MISREAD DEP PROC SO I DID NOT CORRECT HIM REGARDING HIS ASSUMPTION. PROBLEM: COPLT SET ALT SOURCE SELECTOR TO 2000 FT NOT 1500 FT. COPLT SCREWED UP THE ALT SELECTOR SETTING. CONTRIBUTING FACTORS: HEAD COLD, MINIMUM REST PRIOR TO FLT. I'VE DONE THIS DEP FOR CLOSE TO SEVEN YEARS AND WAS JUST HAVING A BAD DAY. SUPPLEMENTAL INFO FROM ACN 768149: WHILE CLBING OUT OF TEB I FAILED TO NOTICE MY ALT PRESELECT WAS INCORRECTLY SET FOR 2000 FT, NOT 1500 FT AS PRESCRIBED ON THE TEB 5 DEP. JUST AS I REACHED 2000 FT I NOTICED THE ERROR AT THE SAME TIME DEP CTL ADVISED ME OF THE ERROR. I WAS TOLD BY DEP CTL TO REVIEW THE TEB 5 SID AND BE EXTREMELY CAUTIOUS.

Synopsis

DURING THE TEB 5 PREFLT THE FO SET 2000 FT VS 1500 FT IN THE ALT ALERT. AFTER LEVELING AT 2000 FT ATC CAUTIONED THE CREW BUT ALLOWED THEM TO STAY.

ACN: 767284

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : RIIVR

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 1000
ASRS Report : 767284

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 76

Experience.Flight Time.Total : 5100
Experience.Flight Time.Type : 76
ASRS Report : 767281

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

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

Narrative

WE WERE DESCENDING ON THE RIIVR ONE ARR TO LAX AND HAD PLANNED FOR RWY 25L. JUST PRIOR TO RUSTT, CTLRS GAVE US RWY 24R. IN THE REPROGRAMMING OF THE FMC WAYPOINT, HABSO WAS DROPPED OUT AND ACFT STARTED A RIGHT TURN TO RIIVR. I FELT THE RIGHT TURN WAS PREMATURE AND SELECTED HDG SEL TO INITIATE TURN BACK TO THE LEFT. WHEN I FINALLY GOT THE FMC CORRECTLY PROGRAMMED FOR THE ARR AND RWY 24R WE WERE NOW LEFT OF COURSE AND HIGH. THE CTLR NOTICED OUR OFF COURSE FLT AND ALSO NOTICED OUR CORRECTING TO THE RIGHT, THE CTLR ALSO AT THIS TIME GAVE US AN UNRESTRICTED DESCENT TO 10000 FT. ONCE WE WERE PAST RIIVR AND HDG TO JAXEV, WE REGAINED THE CORRECT COURSE BUT WERE STILL WORKING OFF THE EXCESSIVE ALT. BY DECOR WE WERE BACK ON BOTH COURSE AND ALT. THE REMAINDER OF THE APCH AND LNDG WERE UNEVENTFUL. AT NO TIME DID THE CTLR ISSUE ANY TFC WARNINGS/CONFLICTS NOR DID THE TCAS ISSUE ANY WARNINGS. UPON REVIEW I REALIZED THAT I HAD INCORRECTLY REPROGRAMMED THE FMC TO ACCOMMODATE THE RWY CHANGE, THEREBY CAUSING LATERAL AND VERT DEVIATIONS. FUTURE PLANNING TO INCLUDE SUCH RWY CHANGES WILL BE ADDED TO MY BRIEFING TOOLBOX TO HELP MAINTAIN SITUATIONAL AWARENESS.

Synopsis

LATE RWY CHANGE ON RIIVR STAR TO LAX RESULTS IN LOSS OF HABSO INTERSECTION WHILE PROGRAMMING THE CHANGE.

ACN: 767230

Time / Day

Date : 200712
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : IMC
Weather Elements : Snow
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citation Excel
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : Altimeter

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 500
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 1500
ASRS Report : 767230

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolutive Action.Controller : Issued Advisory
Resolutive Action.Flight Crew : Returned To Original Clearance

Assessments

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

Narrative

DEPARTED TEB USING THE TEB5 DEP INTO LOW CEILING AND IMC CONDITIONS. PROC CALLS FOR A TURN AT 1500 FT TO AND CLB TO 2000 FT DIRECT TO PNJ. UPON SWITCHING FREQ FROM TWR TO ATC WE WERE INSTRUCTED TO CLB TO 6000 FT AND ASSIGNED A DIFFERENT HDG THAN THE TEB5 DEP CALLS FOR. SHORTLY THEREAFTER WE WERE INSTRUCTED TO STOP CLB AND MAINTAIN 3000 FT. ATC QUESTIONED OUR ALT AND ADVISED US TO BE SURE OUR PITOT HEAT WAS ON. WE SCANNED OUR INSTRUMENTS AND DISCOVERED OUR ALTIMETERS WERE SET TO THE SETTING FROM THE PREVIOUS DAY. WE CORRECTED THE SETTING AND CONTINUED THE FLT WITHOUT FURTHER ISSUES. ATC POSITION CHKD OUR ALT FOR A WHILE UNTIL THEY WERE CONFIDENT OF OUR ALT READOUTS. IN FUTURE A LESSON ON NOT BEING RUSHED AND COMPLETING CHKLISTS WITHOUT DISTRACTION WOULD HAVE PREVENTED THIS EVENT.

Synopsis

FAILURE BY C560 FLT CREW TO SET ALTIMETERS TO CURRENT PRESSURE RESULTS IN ALT DEV ON TEB SID FROM TEB.

ACN: 767002

Time / Day

Date : 200712
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Horizontal Stabilizer Trim

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 767002

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Overshoot
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : STAB Warning
"Clacker"
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Aircraft

Narrative

ON INITIAL CLB OUT, THE STAB TRIM AURAL WARNING SOUNDED BRIEFLY. AFTER FLAP RETRACTION AND COMPLETING THE AFTER TAKEOFF CHECKLIST, WE WERE LEVELING OFF AT 4000 FT. THE TRIM WARNING SOUNDED AGAIN FOR A SHORT TIME THEN STOPPED, AND THE FO (PF) SAID HE HAD A PROBLEM. THE STAB TRIM APPEARED TO BE CLOSE TO OR AT THE FULL NOSE DOWN POSITION. IT WAS NOT CLR TO ME AT THIS POINT WHETHER WE WERE DEALING WITH A TRIM RUNAWAY OR A STAB TRIM FAILURE. I THOUGHT THAT THE FO WAS UNABLE TO MAINTAIN A LEVEL ATTITUDE SO I TOOK HOLD OF THE YOKE ALSO, TO HELP PULL BACK AND KEEP THE NOSE UP. AS I DID THAT, I HIT THE STAB DISC SWITCH AND DISCONNECTED BOTH STAB CHANNELS. I ATTEMPTED TO REENGAGE ONE OF THE CHANNELS. THINKING THAT ONE OF THE CHANNELS WAS CAUSING THE PROBLEM, I WANTED TO GET TRIM CAPABILITY BACK WITH THE GOOD CHANNEL. I ENGAGED STAB CH 2 AND THE TRIM DID NOT RESPOND. I DISCONNECTED AGAIN AND ENGAGED STAB CH 1. WITH STAB CH 1 ONLY ENGAGED WE GOT TRIM CONTROL BACK AND RETURNED THE ACFT TO A NORMAL TRIM CONDITION. I ELECTED TO CONTINUE TO ZZZ1. WE REVIEWED THE QRH PROC FOR STAB TRIM RUNAWAY AND STAB CH 2 INOP, CLOSELY MONITORING THE STAB TRIM INDICATIONS AS WE CONTINUED THE FLT TO ZZZ1. THERE WERE NO FURTHER PROBLEMS. DURING THE TIME FROM WHEN THE FO SAID THERE WAS A PROBLEM TO WHEN WE GOT BACK STAB TRIM CAPABILITY, I HAD BEEN COMMUNICATING WITH THE DEP CTLR. I HAD LET HIM KNOW THAT WE HAD A TRIM PROBLEM, WE WERE WORKING ON IT, AND WOULD TAKE VECTORS BACK TO THE FIELD WHEN WE COULD. HE CLRED US FOR ALTITUDE AT OUR DISCRETION. INITIALLY WE HAD BEEN CLRED TO 4000 FT ON DEP, BUT WHILE STABILIZING THE ACFT WE HAD CLBED TO 4500 FT, AND AT ONE POINT ACCELERATED TO 270 KTS. FO (PF) RECOGNIZED ACFT HANDLING PROBLEM. CONTROL INPUTS TO COUNTERACT THE UNCOMMANDED NOSE DOWN TRIM, THEN ATTEMPTS TO RESTORE THE STAB TRIM FUNCTION. THERE WAS UNCOMMANDED MOVEMENT OF THE STABILIZER TRIM TO THE NOSE DOWN POSITION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE FO WAS FLYING AT THAT TIME AND USING THE PITCH TRIM LEVER SWITCH ON THE RIGHT THUMB POSITION OF THE CO-PILOT'S CONTROL WHEEL. AFTER LEVELING OFF AT 4000 FT AND THE STAB TRIM WARNING 'CLACKER' GOING OFF, THEY WERE NOT SURE IF THEY WERE DEALING WITH A HORIZ STAB TRIM RUNAWAY OR A STAB TRIM FAILURE. DUE TO THE STAB'S UNCOMMANDED LEADING EDGE POSITION, HE RECOGNIZED THE FO NEEDED ASSISTANCE IN HOLDING BACK THE YOKE TO MAINTAIN LEVEL CONTROL WITH THE ELEVATORS. RPTR REALIZED THE STAB WARNING 'CLACKER' WAS INCONSISTENT, NOT A STEADY SOUND, BUT, ON AND THEN OFF, THEN ON AND OFF AGAIN. NORMALLY THE 'CLACKER' WOULD SOUND AFTER 3 SECONDS OF STAB TRIM OPERATION. HOWEVER, THIS WAS ONLY MOMENTARY AND NOT CONSISTENT WITH A RWY TRIM. NO MANUAL HORIZ STAB TRIM WHEEL EXISTS ON THIS ACFT. ALL FLT CONTROL POSITION INDICATIONS AND MESSAGES, INCLUDING THE STAB TRIM POSITION, ARE ON THE EICAS SECONDARY DISPLAY, CENTER INSTRUMENT PANEL. THE EICAS STAB POSITION INDICATION DOESN'T ALWAYS REFLECT REAL TIME POSITION OF THE STAB TRIM. THE STAB PITCH TRIM ARE SPLIT ROCKER TYPE SWITCHES, SO BOTH MUST 'GO' (ENGAGE) BEFORE ANY

COMMAND IS INITIATED TO THE STAB. THIS DESIGN IS THE SAFETY FEATURE OF THE PITCH TRIM. THE STAB TRIM CHANNEL 1, CHANNEL 2 AND THE MACH TRIM ARE PUSH BUTTON SWITCHES ON THE CENTER PEDESTAL. RPTR ALSO STATES HE HAS EXPERIENCED UNCOMMANDED DISENGAGING OF THE STAB TRIM CHANNELS 1 AND 2 WITH A MASTER CAUTION COMING ON ON MORE THAN A FEW OCCASIONS. MAINT INFORMED HIM (RPTR), THEY FOUND THE CO-PILOT'S PITCH TRIM SPLIT ROCKER SWITCHES ON THE CONTROL WHEEL HAD SHORTED AND APPEARED CORRODED AND THE SAFETY FUNCTION WASN'T EVEN WORKING. RPTR CONCLUDED WITH HIS CONCERNS WITH THE SAFETY FEATURE DESIGN IF THIS SPLIT ROCKER SWITCH CAN STILL SUBJECT THE ACFT TO UNCOMMANDED PITCH TRIM INPUTS.

Synopsis

A CRJ-200 CAPT RPTS OF A UNCOMMANDED MOVEMENT OF THE HORIZ STAB TRIM TO THE NOSE DOWN POSITION ON CLBOUT AND AGAIN AFTER LEVELING OFF AT 4000 FT.

ACN: 766708

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B777 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 766708

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

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

Narrative

ZLA CLRED US DIRECT GRAMM, CROSS GRAMM AT FL180. PASSING GRAMM, WITHOUT FURTHER CLRNC, WE QUERIED ZLA, WHOSE RESPONSE WAS TO CONTACT SOCAL ON XXX FREQ. WE SWITCHED, WERE CLRED FOR THE CIVET PROFILE, NO RWY SPECIFIED. AS WE ASSUMED WE WOULD GET THE FLT PLAN

REQUEST, WE FLEW THE RWY 25L TRANSITION. INSIDE CIVET, NOW IN AN EXPEDITED DSCNT TO MAKE TAROC BELOW 9700 FT DUE TO THE LATE HDOF BY ZLA, WE WERE SWITCHED TO YET ANOTHER SOCAL FREQ, WHO ASKED US WHY WE WERE NOT TRANSITIONING TO RWY 24R. AS PF, I HDG SELECTED TO THE R, AWAY FROM RWY 25L, AND BROUGHT UP THE RWY 24R TRANSITION ON THE FMC. DURING THIS TRANSITION TO RWY 24R, I ALLOWED THE ACFT TO DSND BELOW 9000 FT AT DECOR. UPON RECOGNIZING THE DEV, I DISCONNECTED THE AUTOPLT AND MANUALLY CORRECTED BACK TO 9000 FT. I SUBSEQUENTLY REENGAGED THE AUTOPLT FOR AN UNEVENTFUL APCH AND LNDG. ATC DID NOT COMMENT ON THE ALTDEV, WHICH WAS AROUND 1200 FT. IT IS COMMON TO RECEIVE A VERY LATE CLRNC FOR THE PROFILE FROM ATC, BUT IT SEEMS THERE WAS A MISSED HDOF BY CTR THIS TIME WITH NO OTHER INSTRUCTIONS. AS THE NEXT CTLR CLRED US FOR THE PROFILE (WITHOUT SPECIFYING RWY), AND SUBSEQUENTLY WE WERE SWITCHED TO ANOTHER FREQ, WHO OBVIOUSLY EXPECTED US TO BE ON A DIFFERENT TRACK AND EXPRESSED SO WITH URGENCY, I RUSHED TO COMPLY AND SUBSEQUENTLY MISSED THE SIMILAR ALT OFF THE N SIDE. ABOUT THE ONLY THING I WILL DO NEXT TIME IS TO ASK WHICH TRANSITION TO EXPECT PRIOR TO ARRIVING OVER GRAMM. DON'T FEEL WE RECEIVED MUCH OF ANY SVC FROM EITHER SOCAL OR ZLA, AND FORTUNATELY CONDITIONS WERE VMC.

Synopsis

AN ACR CAPT REPORTS RUNWAY ASSIGNMENT CONFUSION ON ARRIVAL TO LAX.

ACN: 765547

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival.STAR : LA GRANGE

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 765547

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 765528

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Situations

Chart.STAR : LA GRANGE

Narrative

I WAS THE NON FLYING PILOT. WE WERE ON THE LA GRANGE ARRIVAL INTO ATL. WE THOUGHT WE WERE GIVEN A CROSSING RESTRICTION OF TIROE AT 12,000 FEET AND 250 KNOTS. THIS IS WHAT IS SHOWN TO EXPECT ON THE ARRIVAL CHART. APPROACHING HONIE INTERSECTION THE CONTROLLER ASKED US IF WE WERE GOING TO MAKE HONIE AT 12,000 FEET. HE ADVISED US THAT WE WERE GIVEN HONIE AT 12,000 FEET AND 250 KNOTS. THE CONTROLLER THEN HANDED US OFF TO ATL APPROACH. ATL APPROACH THEN GAVE US A CLEARANCE TO DESCEND TO 12,000 FEET, WHICH WE COMPLIED WITH. BASED ON THE ARRIVAL CHART, THE 'EXPECT' CLEARANCE IS TIROE AT 12,000 FEET. THIS WAS OUR MINDSET APPROACHING ATL. THIS CROSSING POINT HAS BEEN CHANGED IN A NOTAM BUT I HAVE BEEN GIVEN THE CROSSING RESTRICTION AT BOTH INTERSECTIONS SEVERAL DIFFERENT TIMES. THIS NOTAM IS ALSO BURIED IN THE MIDDLE OF ABOUT 3 PAGES OF VERY MEANINGLESS NOTAMS. A PERSONAL PET PEEVE OF MINE HAS BEEN THE INORDINATE AMOUNT OF TRIVIAL NOTAMS WE RECEIVE THAT ACTUALLY SURROUND THE VERY IMPORTANT ONES, SUCH AS NEW CROSSING RESTRICTIONS AND RUNWAY CLOSURES. THIS NEW CROSSING RESTRICTION SHOULD HAVE BEEN PUT INTO THE NEW CHART REVISION CYCLE ABOUT 2 MONTHS AGO IF IT WAS INTENDED TO BE USED. PLEASE DO NOT PLAN NEW CROSSING RESTRICTIONS AND/OR PUT THEM INTO USE UNTIL THEY ARE POSTED IN THE CHARTS. THIS MAKES THINGS VERY CONFUSING WHEN A NEW RESTRICTION IS BEING USED THAT CONFLICTS WITH THE CHART. SUPPLEMENTAL INFO FROM RPTR ACN 765528: WE WERE GIVEN CROSS TIROE AT FL140. NEXT WE WERE CLEARED DIRECT HONIE AND THE LGC ARRIVAL. AS WE CROSSED HONIE THE CONTROLLER SAID SINCE YOU DID NOT MAKE HONIE AT FL140 CROSS TIROE AT FL120. I REPLIED THAT WE WERE TO CROSS TIROE AT FL140 AND WOULD EXPIDITE TO FL120. THE LGC ARRIVAL IN ATL STATES EXPECT TIROE AT FL140 FOR WEST LANDINGS. CALLBACK CONVERSATION WITH RPTR 765547 REVEALED THE FOLLOWING INFO: THE CAPTAIN FELT THIS WAS PRIMARILY A FAILED COMMUNICATION ISSUE. HE STATED THAT THE FLT CREW KNEW THERE WAS A NOTAM BUT HAD FORGOTTEN TO PROGRAM THE FMC IN CONCERT WITH THE NOTAM CHANGES. THE CAPTAIN ALSO STRESSED THE DIFFICULTY IN RETRIEVING PERTINENT INFORMATION FROM THE VOLUMINOUS AND DATED NOTAM PRESENTATION.

Synopsis

MISCOMMUNICATION AND UNFAMILIARITY WITH FDC NOTAMS FOR ATL RESULT IN ALT DEV ON LA GRANGE STAR FOR ACR FLT CREW.

ACN: 764558

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1920

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citationjet, C525/C526
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 14900
Experience.Flight Time.Type : 3600
ASRS Report : 764558

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Birds
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100

Assessments

Problem Areas : Environmental Factor

Narrative

I WAS CLRED TO TAKE OFF FROM TEB ON RWY 24 AND MY CLRNC WAS TO CLB AND MAINTAIN 3000 FT VIA THE TEB 5 DEP. THE TWR TOLD ME TO TURN R IMMEDIATELY AFTER TAKEOFF TO A HDG OF 270 DEGS AND RESUME THE TEB 5 DEP. THE PROC CALLS FOR THE PLT TO MAINTAIN 1500 FT UNTIL REACHING 4.5 DME AND THEN CLB TO 3000 FT. WHEN I REACHED 1500 FT A LARGE FLOCK OF BIRDS APPEARED IN OUR WINDSCREEN AND I HAD TO TAKE EVASIVE ACTION BY PULLING BACK ON THE YOKE AND HOP-SCOTCHING OVER THE TOP OF THEM. I SAW MY ALT GO UP TO 1920 FT AND I IMMEDIATELY PUSHED THE YOKE FORWARD AND DUMPED THE EXCESS ALT AND LEVELED AT 1500 FT. ABOUT THAT TIME, DEP CALLED AND TOLD US TO CLB TO 4000 FT AND CALL NY DEP AND FLY HDG OF 290 DEGS. TEB DEP AND NY DEP DID NOT MENTION THE ALT DEV TO ME NOR DID I TO THEM.

Synopsis

A C525 PLT LEVEL AT 1500 FT ON A TEB 5 DEP CLBED RAPIDLY TO 1920 FT AVOIDING FLOCK OF BIRDS. HE DSNDDED BACK TO 1500 FT WITH NO COMMENT FROM ATC.

ACN: 764388

Time / Day

Date : 200712

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.MSL.Bound Lower : 1500

Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON

Operator.General Aviation : Corporate

Make Model Name : Citation III, VI, VII

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Initial

Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Total : 5000

Experience.Flight Time.Type : 600

ASRS Report : 764388

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative

DURING THE TEB 5 DEP I LEVELED AT THE INITIAL ALT OF 1500 FT, MADE THE TURN THEN MISREAD THE DME AND CLBED TO 2000 FT APPROX 3 MILES EARLY. LACK OF SLEEP THE NIGHT BEFORE MIGHT HAVE BEEN A FACTOR, BUT I WOULD NOT SWEAR TO THAT.

Synopsis

A C650 PILOT DEPARTED ON THE TEB 5 AND AFTER MISREADING DME CLBED TO 2000 FT 3 MILES EARLY.

ACN: 764023

Time / Day

Date : 200712
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport
State Reference : MI
Altitude.MSL.Single Value : 4100

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : D21.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 21L
Navigation In Use.Other.VORTAC
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 235
Experience.Flight Time.Type : 1005
ASRS Report : 764023

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 242
Experience.Flight Time.Type : 5000
ASRS Report : 764028

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Airport
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance
Problem Areas : Navigational Facility

Situations

Chart.Approach : DTW ILS 21L

Narrative

THE CAPT WHO WAS THE PF BRIEFED TO FLY THE ILS RWY 21L. WE EVEN DISCUSSED AT LENGTH THE LACK OF AN ASSOCIATED DME WITH THE ILS AND HOW WE BOTH FELT ALL ILS'S SHOULD HAVE AN ASSOCIATED DME. THE STEP-DOWN FIXES ON THE APCH WERE PREDICATED ON A VOR DME. WE DID NOT BRIEF WHICH VOR. IN SETTING UP FOR THE APCH THE CAPT HAD HIS RADIO SET UP ON THE ILS FREQ. MY RADIO WAS TUNED TO THE DETROIT VOR FOR SITUATIONAL AWARENESS PURPOSES IN IMC CONDITIONS AS IT IS LOCATED ON THE FIELD. WE WERE BEING VECTORED AT 5000 FT AND WERE CLRED FOR THE APCH. THE DME SHOWED APPROX 22 MI OUT. THE CAPT, BELIEVING WE WERE INSIDE OF ROBBI (25.2 DME) STARTED DOWN TO 4000 FT INSTEAD OF WAITING FOR THE GS TO CAPTURE. AT 4100 FT ATC QUERIED OUR ALT AND INFORMED US WE SHOULD BE AT 5000 FT. I RESPONDED THAT WE WERE INSIDE OF ROBBI. THE CTLR SAID WE WERE STILL 2 MI OUTSIDE OF ROBBI. NOW CERTAIN SOMETHING WAS WRONG, THE CAPT STARTED A CLB BACK UP TO 5000 FT. I LOOKED AT THE APCH PLATE AND REALIZED THAT THE STEP-DOWN FIXES WERE PREDICATED ON THE CARLETON VOR, NOT ON THE DETROIT VOR. I DIALED IN THE CORRECT VOR FREQ AND THE APCH WAS CONTINUED WITHOUT FURTHER EVENT. SPECIAL ATTN NEEDS TO BE PAID TO BRIEFING AND AGREEING ON EXACTLY WHICH NAVAID THE DME IS PREDICATED ON. ADDITIONALLY, FOR SOME REASON THE PLT GROUP OF THIS AIRLINE IS VERY FOND OF USING THE 'DIVE AND DRIVE' METHOD AND STEPPING DOWN PRIOR TO THE FAF EVEN ON PRECISION APCHS (VERSUS JUST CAPTURING THE GS FROM THE ALT THEY WERE CLRED FOR THE APCH ON). WHILE CERTAINLY SOMETIMES APPROPRIATE, DOING SO IS OFTEN DE-STABILIZING, UNNECESSARY, ADDS WORKLOAD, AND OBVIOUSLY CAN BE PROBLEMATIC AS WITH THIS SITUATION. SUPPLEMENTAL INFO FROM ACN 764028: WE COMPLETED THE ARR AND LNDG WITH NO FURTHER PROBS. ATC DID NOT APPEAR TO BE CONCERNED WITH THE DEV. WE THANKED THEM PRIOR TO SWITCHING TO TWR. USE ON-FIELD DME FOR ARR FIXES, NOT OFF-FIELD VOR. IF FOR TERPS REASONS OR OTHER MINUTIA, MAKE IT MORE NOTICEABLE THAT DME IS TO OFF-FIELD VOR (LIKE 250 KT RESTR AT LAX ON DEP PLATES). I TAKE THE HIT FOR THIS. WE BRIEFED IT WELL AND THOUGHT WE HAD A GOOD PLAN, HOWEVER, IT WAS BASED ON BAD INFO AND THE GOOD INFO WAS AVAILABLE -- WE JUST MISSED IT.

Synopsis

A B737-300 CREW REPORTS DESCENDING EARLY ON THE DTW ILS 21L AFTER USING THE INCORRECT VOR DME TO IDENTIFY ROBBI.

ACN: 763906

Time / Day

Date : 200712
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Bound Lower : 1500
Altitude.AGL.Bound Upper : 2000

Environment

Flight Conditions : IMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Charter
Make Model Name : Beechjet 400
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : Horizontal Stabilizer Trim

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 6300
Experience.Flight Time.Type : 2000
ASRS Report : 763906

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

A THOROUGH BRIEFING FOR THE TEB 5 DEP FOR RWY 24 WAS CONDUCTED PRIOR TO DEP. I, THE CAPT, WAS THE PF AND HAVE FLOWN THIS PROCEDURE MANY TIMES AND AM VERY FAMILIAR WITH THE SID. 1500 FT WAS PLACED INTO THE ALTITUDE PRESELECT. THE FLT DIRECTOR WAS ENGAGED AT THE TIME. OUR ACFT WAS CLRED FOR TAKEOFF. THE SID REQUIRES ONE TO CLB ON RWY HEADING AS RAPIDLY AS POSSIBLE TO 1500 FT THEN TURN R HEADING 280 DEGS WHILE MAINTAINING THAT ALTITUDE. AT THE 4.5 DME OFF THE TEB VOR ONE CAN THEN CLB AND MAINTAIN 2000 FT. THE ALTITUDE DEVIATION OCCURRED AT THE 1500 FT LEVEL OFF AND TURN TO HEADING 280 DEGS. I BEGAN TO TRIM AND PUSH FORWARD ON THE YOKE FOR THE LEVEL OFF. I USED BOTH HANDS TO PUSH FORWARD AND ANNOUNCED TO THE FO THAT I HAD NO PITCH TRIM. THE FO CHKED THE PITCH TRIM TOGGLE AND NOTICED IT WAS PLACED IN THE EMER POSITION. THE FO THEN PLACED THE PITCH TRIM TOGGLE INTO THE NORMAL POSITION AND I HAD REGAINED PITCH TRIM. BY THAT TIME OUR ALTITUDE HAD DEVIATED 500 FT. AS SOON AS I REGAINED PITCH TRIM I DSNDDED BACK TO 1500 FT. ATC NOTICED OUR DEVIATION AND THE FO ACKNOWLEDGED OUR PITCH TRIM PROBLEM. ATC SAID IT WAS NO PROBLEM AND CLRED OUR ACFT HIGHER. FOLLOWING OUR ARR AT DEST A POST FLT DEBRIEFING WAS CONDUCTED. I KNOW THE FO FELT BAD ABOUT THE MISTAKE. THE PREFLIGHT COCKPIT CHECK IN THE ACFT REQUIRES THE PITCH TRIM TO BE CHKED IN THE NORMAL, DISCONNECT AND EMER POSITION. THIS IS WHERE THE OVERSIGHT WAS MADE, WHEN IT WAS NOT RETURNED TO THE NORMAL POSITION FOLLOWING THE EMER POSITION CHECK. I RECOMMENDED TO THE FO THAT DURING THE TAXI CHECK, WHEN THE TRIM POSITION INDICATORS ARE VERIFIED, ALSO MAKE ONE LAST CHECK OF ALL TRIM TOGGLE SWITCHES AND ANNOUNCE TRIM SWITCHES SET BOTH, NORMAL AND NORMAL. THIS MISTAKE OR OVERSIGHT I BELIEVE WAS CAUSED BY THE COLD WEATHER AND NO HEAT IN THE ACFT DURING THE COCKPIT PRE FLT CHECK LEADING TO RUSHING OR BEING IN A HURRY TO GET OUT OF THE ELEMENTS.

Synopsis

BEECH JET FLT CREW ATTEMPTING TO LEVEL OFF AT 1500 FT ON THE TEB 5 DISCOVERS PITCH TRIM IS NOT FUNCTIONING AND OVERSHOOTS BEFORE THE PROBLEM IS CORRECTED.

ACN: 763892

Time / Day

Date : 200711
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Gulfstream IV
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 1500
Experience.Flight Time.Type : 900
ASRS Report : 763892

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

THIS WAS A PASSENGER TRIP FROM TEB WITH A SCHEDULED DEPARTURE TIME OF XA:00 LOCAL. NORMAL PREFLIGHT, START, AND AFTER STARTING ENGINES CHECKLISTS WERE COMPLETED TO INCLUDE A DETAILED DEPARTURE BRIEF BY THE CAPTAIN. DURING THE AFTER STARTING CHECKLIST IT WAS DETERMINED THAT OUR #1 AOA SYSTEM WOULD NOT TEST PROPERLY. AFTER CHECKING WITH OUR MAINTENANCE DEPARTMENT IT WAS DETERMINED THAT WE COULD NOT DISPATCH WITH THIS AIRCRAFT. ANOTHER AIRCRAFT WAS BROUGHT ON LINE AND WE DID A QUICK SWAP OF AIRCRAFT WITH PASSENGERS, BAGS, CATERING, AND REFUELING. AFTER THE CAPTAIN SUBMITTED HIS PAPERWORK TO THE MAINTENANCE DEPARTMENT ON THE BROKEN AIRCRAFT HE AGAIN BRIEFED THE DEPARTURE AND SET THE NAVAIDS FOR THE DEPARTURE. WE TAXIED OUT AND TOOK OFF ABOUT XB:40. WE HAD A TEB 5 RADAR VECTORS BREZY DEPARTURE CLEARANCE WHICH REQUIRES US TO STAY AT 1500 FEET UNTIL 4.5 DME FROM TEB VOR AND THEN CLIMB TO 2000 FEET ON A 280 HEADING. AS WE MADE OUR TURN IN THE DEPARTURE TO A 280 DEGREE HEADING I NOTICED THAT THE CAPTAIN WAS APPROACHING 1700 FEET AND CLIMBING. HAVING FLOWN THIS DEPARTURE NUMEROUS TIMES, AND WITHOUT REFERENCING THE CURRENT DME DISTANCE, I TOLD THE CAPTAIN THAT I FELT WE SHOULD STILL BE HOLDING 1500 FEET. IT WAS A CLEAR DAY AND I FELT WE HAD NOT TRAVELED THE REQUIRED DISTANCE IN ORDER TO CLIMB TO 2000 FEET. THE CAPTAIN SEEMED A BIT CONFUSED AT THAT MOMENT AS HE HAD NOTICED THE DME IN EXCESS OR THE 4.5 NM REQUIRED TO CLIMB TO 2000 FEET. JUST AFTER I SPOKE, DEPARTURE CONTROL ADVISED US THAT WE SHOULD BE AT 1500 FEET. DEPARTURE CONTROL MADE A SECOND TRANSMISSION ALMOST IMMEDIATELY FOLLOWING THE FIRST TELLING US TO GO DOWN TO 1500 FEET. WE DESCENDED BACK DOWN TO 1500 FEET AND I ADVISED ATC THAT WE WERE CORRECTING. VERY SHORTLY THEREAFTER DEPARTURE CLEARED US TO 6000 FEET AND THE REST OF THE FLIGHT PROCEEDED NORMALLY TO DESTINATION. IT WAS AT THAT TIME THAT I NOTICED THAT OUR VOR NAVAIDS WERE AUTO TUNED TO 116.6. THIS IS THE DME THAT THE CAPTAIN HAD USED TO CLIMB FROM 1500 TO 2000 FEET AND NEITHER ONE OF US HAD NOTICED THIS UNTIL THIS MOMENT. HOW THE SYSTEM HAD AUTO TUNED ITSELF FROM THE TEB VOR FREQUENCY, 108.4 TO 116.6 IS STILL UNKNOWN. IN HINDSIGHT I WOULD ADVISE THAT THE ALTITUDE OF 1500 FEET BE SET IN THE ALTITUDE SELECT WINDOW AND THAT WE CONFIRM TOGETHER THAT WE HAVE INDEED MET THE REQUIREMENTS TO CLIMB BY VERIFYING THE VOR FREQUENCY AND THE DISTANCE DISPLAYED BY THE DME.

Synopsis

G-IV FLT CREW EXCEEDS 1500 FT ALTITUDE RESTRICTION ON THE TEB 5 WHEN FMC AUTO TUNES A NEW VOR.

ACN: 763755

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Corporate
Make Model Name : MU-2
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 7200
Experience.Flight Time.Type : 2100
ASRS Report : 763755

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Aircraft

Situations

Narrative

VERTICAL DEVIATION FROM ASSIGNED 5000 FT ALT DEPARTING ZZZ WHILE DEALING WITH A PITCH FAILURE. SITUATION: THE DEP WAS A FLT INTO AN UNRESTRICTED VFR SKY, PART 91, COMPANY OWNED, LIGHTLY LOADED, 1979 MITSUBISHI MU-2 SOLITAIRE, IFR. THE PLANE HAD NOT FLOWN FOR 3 MONTHS, WAITING FOR AN ENG OVERHAUL. THIS WAS THE RETURN LEG OF THE FIRST CROSS COUNTRY FLT, WITH NO PAX ABOARD. RELEVANT HISTORY: THE ACFT HAS DOCUMENTED HISTORY OF INTERMITTENT UN-COMMANDED PITCH EXCURSIONS FROM A 27-YEAR-OLD BENDIX M4D AUTOPLT. HOWEVER, THE FD/AUTOPLT HAS BEEN EXPENSIVELY MAINTAINED BY THE MOST RESPECTED M4D SHOP IN THE USA. AND FOR SEVERAL MONTHS (PRIOR TO BEING TAKEN OUT OF SERVICE FOR THE LEFT ENG OH), THE PITCH EXCURSIONS HAD STOPPED OCCURRING.

INCIDENT: THE DAY OF THIS INCIDENT WAS THE FIRST FLT AFTER 3 MONTHS OF DOWNTIME. APCHING 5000 FT IN A FAST 2500 FPM PLUS CLB, THE FD/AP STUCK PITCHED UP. PITCH SYNC BECAME INOPERATIVE. DISCONNECT: I FIRST ATTEMPTED TO STOP THE CLB ON AUTOPLT, USING THE AUTOPLT COMMAND CTL HEAD. UNABLE TO DO SO, I THEN HIT THE EMER AUTOPLT DISCONNECT WHILE RAPIDLY PASSING THROUGH 5600 FT ALT, WHILE PUSHING THE WHEEL (WITH NO PAX), FIRMLY FORWARD. ATC CAUGHT THIS MANEUVER ON RADAR AS A DEVIATION, BUT WITHOUT LOSS OF SEPARATION. STUCK V-BARS: AFTER THE INCIDENT, THE V-BARS NEVER RETURNED TO NORMAL, REMAINING LOCKED IN AN UP POSITION FOR THE REMAINDER OF THE FLT, AS WELL AS AFTER LNDG, AS WITNESSED BY TWO MECHANICS FROM TWO SEPARATE COMPANIES ON THE GND AT ZZZ1. PITCH SYNC REMAINED INOPERATIVE THROUGHOUT THE FLT AND ON THE GND AFTER LNDG, WHICH IS THE ONLY PRIMARY LEVELING CONTROL FOR THE V-BARS. ADDITIONALLY, AFTER TURNING THE FD COMPLETELY OFF INFLT, THE V-BARS REMAINED ABNORMALLY IN VIEW AT THE BOTTOM OF THE ADI. BOTH INOPERATIVE PITCH SYNC AND ABNORMAL STOW WERE ALSO WITNESSED ON THE GND. HARD FAILURE. WE FURTHER DETERMINED ON THE GND THAT DE-POWERING AND RE-POWERING THE ACFT DID NOT CLEAR ANY FAULTS. IT NOW APPEARS WE NO LONGER HAVE AN INTERMITTENT SITUATION -- BUT A SOLID FAILURE THAT CAN NOW FINALLY BE TRACED AND RESOLVED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THIS IS A BENDIX M4D AUTOPILOT. HE WAS NOT ABLE TO STOP THE UNCOMMANDED CLIMB WHILE USING THE AUTOPILOT COMMAND CONTROL HEAD, REQUIRING HIM TO HIT THE EMERGENCY AUTOPILOT DISCONNECT. THIS UNCOMMANDED VERTICAL PITCH LOCK PROBLEM HAS HAPPENED TO HIS ACFT APROX 9 TIMES. EIGHT OF THOSE INCIDENTS COULD NOT BE DUPLICATED BY MAINT TROUBLESHOOTING. AFTER THE NINTH EVENT OF UNCOMMANDED AUTO PITCH-UP AND WITH THE MAINT BENCH TESTS AGAIN NOT BEING ABLE TO DUPLICATE THE UNCOMMANDED PITCH LOCK, REPORTER STATED HE HAPPENED TO MENTION TO THE AVIONICS TECHS, THE PITCH LOCK APPEARS TO HAPPEN WHEN THE ACFT IS FLYING IN COOL TO COLD WEATHER, ESPECIALLY FALL AND WINTER. THIS PROMPTED THE MAINT TECH TO PLACE THE AUTOPILOT IN A VERY COOL REFRIGERATOR AND THEN SUBJECTED THE UNIT TO THEIR BENCH TESTS. THE AUTOPILOT UNIT IMMEDIATELY DUPLICATED THE UNCOMMANDED PITCH LOCK IN THE PITCH-UP AND PITCH-DOWN MODES. THE AUTOPILOT COMPUTER CONTROL CARDS ARE LOCATED IN THE TAIL CONE AND SUBJECT TO WHATEVER TEMPERATURE IS OUTSIDE. THIS BENDIX M4D HAS A HISTORY OF INTERMITTENT UNCOMMANDED PITCH EXCURSIONS. HONEYWELL HAD TAKEN OVER REPAIRS OF

THE BENDIX M4D AUTOPILOT AND THE MAGNETIC TYPE CLUTCH SERVOS USED FOR AUTOPILOT CONTROL OF THE RUDDER, ELEVATORS AND SPOILERONS. THAT IS, UNTIL RECENTLY, WHEN HONEYWELL ANNOUNCED THEY WOULD NO LONGER PROVIDE REPAIR SERVICE ON THE BENDIX M4D AUTOPILOT OR SERVOS. REPORTER FURTHER STATES HIS FLIGHT DIRECTOR ADI IS A SPERRY HZ454 UNIT. THE FAA HAS ALSO ISSUED SFAR-2006-24981 #108, REQUIRING A FUNCTIONAL AUTOPILOT UNDER IMC CONDITIONS.

Synopsis

A MITSUBISHI MU-2-SOLITAIRE PILOT EXPERIENCED AN UNCOMMANDED VERTICAL DEVIATION DUE TO UN-SELECTED PITCH LOCK OF HIS BENDIX M4D AUTOPILOT.

ACN: 763598

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Gulfstream IV
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 10100
Experience.Flight Time.Type : 6000
ASRS Report : 763598

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE DEPARTED FROM RWY 24 AND WE PLANNED ON FLYING THE PUBLISHED SID AS CLEARED. WE MAINTAINED RUNWAY HEADING UNTIL 1500 FT AND TURNED RIGHT TO A HEADING OF 280 DEGREES. WE WERE HANDED OFF TO THE NEXT CONTROLLER AT THIS TIME. WHEN I CHECKED IN WE WERE LEVELING AT 2000 FT. THE CONTROLLER TOLD US THAT WE SHOULD NOT BE AT 2000 FT YET BECAUSE OF ARRIVALS INTO NEWARK. I BRIEFLY EXPLAINED THAT WE WERE FLYING THE PUBLISHED SID AND HE HANDED US OFF TO NEW YORK CENTER. WE WERE THEN TOLD TO CLIMB TO 6000 FT. LOOKING BACK AT THIS EVENT WE HAD CLIMBED TO 2000 FT TOO SOON. WE SHOULD NOT HAVE CLIMBED TO 2000 FT UNTIL 4.5 DME. I WAS THE PILOT NOT FLYING. WHEN THE PILOT FLYING MADE THE TURN TO 280 DEGS HE DID NOT LEVEL AT 1500 FT AND INADVERTENTLY CLIMBED TO 2000 FT. THE ALTITUDE PRESELECTOR SHOULD HAVE BEEN SET TO 1500 FT AND NOT 2000 FT WHICH IS WHAT WE HAD. ALSO THE DEPARTURE WAS HAND FLOWN AND IF THE AUTOPILOT HAD BEEN USED THIS EVENT COULD HAVE BEEN AVOIDED. THE PF IS RETURNING TO FLYING AFTER AN EXTENDED PERIOD (3 YEARS) OF NON FLYING. BEFORE THE DEPARTURE THE SID WAS THOROUGHLY BRIEFED AND DISCUSSED. AS THE CAPTAIN OF THE FLIGHT I FELT COMFORTABLE LETTING THE FIRST OFFICER FLY THE DEPARTURE BECAUSE HE WAS FAMILIAR WITH THE PROCEDURE. SUGGESTION: 'DO NOT CLIMB ABOVE 1500 FT UNTIL INSTRUCTED TO DO SO.' WE ARE TAKING ACTIONS WITHIN OUR DEPARTMENT TO PREVENT THIS FROM HAPPENING AGAIN, IE, IN HOUSE TRAINING, AND DISCUSSIONS TO PUT PREVENTATIVE MEASURES IN PLACE.

Synopsis

G IV FLT CREW FAILED TO LEVEL OFF AT 1500 FT ON THE TETERBORO FIVE DEP AS DEPICTED.

ACN: 763511

Time / Day

Date : 200711
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.ARTCC : ZBW.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Arrival.STAR : GDM

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 763511

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 763757

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

WE WERE DSNDRG TO BOS ON THE GARDNER ARR, WITH A RESTR TO CROSS BRONC INTXN AT 11000 FT. THIS WAS PLACED IN THE FMC AS A CONSTRAINT. LATER IN THE DSCNT WE BECAME AWARE OF A RWY CHANGE. WHEN THAT WAS PROGRAMMED, THE CONSTRAINT AT BRONC WAS DELETED. WE BECAME AWARE OF THIS AS WE APCHED BRONC WITH NO TIME LEFT TO CORRECT THE DIFFERENCE. WE CROSSED BRONC HIGHER THAN THE RESTR. THERE WAS NO COM WITH ATC REGARDING THIS. THE FLT CONTINUED WITH NO FURTHER INCIDENT. WITH THE DIFFERENT TYPE OF MCDU'S WE HAVE, COMBINED WITH THE HOUR OF THE DAY AND THE HIGH WORKLOAD APCHING THE TERMINAL AREA. IT WAS EASIER THAN IT SHOULD BE TO HAVE MISSED THIS. ASIDE FROM THE FACT THAT WE ARE ULTIMATELY RESPONSIBLE FOR WHERE THE ACFT SHOULD HAVE ENDED UP AT BRONC, TO ME, THE CONCEPT OF THE AUTOMATION IS TO HELP IN REDUCING OUR WORKLOAD. THE FACT THAT ONCE WE PLACED THE CONSTRAINT IN THE FMC AND THEN HAD TO REMEMBER TO DO IT AGAIN AFTER THE RWY CHANGE MITIGATES THAT PURPOSE.

Synopsis

A BRONC ALT CONSTRAINT ON THE BOS GARDNER SID WAS MISSED BECAUSE THE FIX DROPPED OUT FOLLOWING A RWY CHANGE AND AN MCDU REPROGRAM TO THE NEW RWY.

ACN: 763168

Time / Day

Date : 200711

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : BAe 125 Series 800
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 300
ASRS Report : 763168

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

THE DEPARTURE OUT OF TEB IS CHALLENGING AT BEST, ESPECIALLY WITH WEATHER DOWN TO MINIMUMS. THE DEPARTURE WAS BRIEFED BY BOTH PILOTS MORE THAN ONCE TO ENSURE COMPLIANCE AND STAY OUT OF EWR'S AIRSPACE. UPON ROTATION AND SUBSEQUENT ENTERING OF IMC WITH PIC FLYING, ATC INFORMED US THAT A WRONG SQUAWK CODE HAD BEEN ENTERED. THIS COMPLETELY FRAZZLED THE SIC WITH CURSING, SLAMMING OF FLIGHT CAN ETC. TO LOCATE PROPER CODE FROM CLEARANCE. PIC WAS DISTRACTED BY THE COMMOTION IN THE RIGHT SEAT AND UPON REACHING 1500 FT ASKED SIC FOR DEPARTURE INSTRUCTIONS. IS IT 280 DEGS (HEADING) AND 2000 FT (ALTITUDE) WHILE NOT THE BEST PHRASED QUESTION AS A PILOT IT THE MESSAGE WAS QUITE CLEAR WITH THE TEB 5 DEPARTURE INSTRUCTIONS, ALTHOUGH INCORRECT BY FORGETTING THE 4.5 DME RESTRICTION. SIC DID NOT LOOK AT THE DEPARTURE AND SAID YES, FLY IT WITH THE TURN TO 280 CORRECT THE ALTITUDE WAS NOT TO BE CLIMBED TO UNTIL 4.5 DME FROM THE TEB VOR. THIS EARLY ASSENT LED TO ATC INSTRUCTING US TO CLIMB TO 10000 FT THRU EWR'S AIRSPACE EARLY TO AVOID INCOMING TRAFFIC. NO FURTHER INCIDENTS HAPPENED ON FLIGHT.

Synopsis

A HS125-800 PILOT ON THE TEB 5 SID WAS DISTRACTED BY HIS FO'S SQUAWK ERROR AND WITHOUT BACKUP BEGAN CLB EARLY TO 2000 FT. ATC CLEARED FLT TO 10000 FT.

ACN: 762841

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IAH.Airport
State Reference : TX
Altitude.MSL.Bound Lower : 5000
Altitude.MSL.Bound Upper : 5700

Environment

Flight Conditions : IMC
Weather Elements : Rain
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : IAH.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 8R
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Component : 1

Aircraft Component : Approach Coupler

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 500
ASRS Report : 762841

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

AT LEVEL FLT AT 5000 FT AUTOPLT ON. LOC CAPTURED. GS WAS INTERMITTENT AND AUTOPLT MADE AGGRESSIVE CLB TO CAPTURE GS. THE GS WAS ABOVE OUR ALT. FO WAS FLYING ACFT. HE TURNED OFF THE AUTOPLT AND RECOVERED THE ACFT. ACFT CLBED TO 5700 FT. THE GS SUBSEQUENTLY CAME IN STRONG AND WE MONITORED AND CONTINUED THE APCH WITH NO OTHER PROBS. THE AUTOPLT APPEARED TO BE WORKING PROPERLY WHEN GS SIGNAL WAS STRONG (NOT RED). I AM NOT SURE IF THE RAIN OR PERHAPS SOMEONE MOMENTARILY BLOCKING THE SIGNAL CAUSED THIS. OR PERHAPS IT WAS THAT WE WERE VERY FAR OUT ON THE APCH. TWR DID NOT MENTION THE DEV TO US. IT OCCURRED AS A FLAP SETTING WAS APPLIED WHICH MAY HAVE INCREASED THE BALLOON EFFECT.

Synopsis

CL600 CAPT RPTS AUTOPLT CLBING AGGRESSIVELY 700 FT TO CAPTURE GS AT 5700 FT.

ACN: 762830

Time / Day

Date : 200711

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RYY.Airport

State Reference : GA

Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : Mixed

Weather Elements : Fog

Weather Elements : Rain

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : RYY.Tower

Operator.General Aviation : Personal

Make Model Name : M-20 J (201)

Operating Under FAR Part : Part 91

Navigation In Use.Other.VORTAC

Flight Phase.Descent : Approach

Route In Use.Approach : Instrument Non Precision

Component : 1

Aircraft Component : ILS/VOR

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 1500

Experience.Flight Time.Type : 50

ASRS Report : 762830

Person : 2

Affiliation.Other : Contracted Service

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

I WAS BEING VECTORED FOR THE VOR/DME RWY 9 APCH INTO RYY, WHEN I WAS VECTORED THROUGH THE FINAL APCH COURSE, WHICH WAS INDICATED ON MY VOR COURSE NEEDLE. ATL APCH ASKED, WHICH APCH I WAS DOING, AND I RESPONDED THAT I WANTED THE VOR APCH, AND THEY RESPONDED BY SAYING, 'SORRY, I JUST SENT YOU THROUGH FINAL, BUT I GUESS YOU SEE THAT.' I REPLIED THAT I DID SEE IT. THEY TURNED ME TO A HDG OF 090 DEGS, AND INTERCEPTED THE FINAL APCH COURSE. THEN I WAS CLRED FOR THE VOR/DME RWY 9 APCH, MAINTAIN 3000 FT UNTIL ESTABLISHED. APCH CAME BACK ON, AND SAID THAT I APPEARED TO BE L OF COURSE, AND ASKED IF I CONCURRED. MY COURSE NEEDLE WAS CTRED, SO I DID NOT CONCUR. THEY ASKED ME TO TURN R, WHICH I DID, AND MY NEEDLE DIDN'T CHANGE, EVEN THOUGH APCH TOLD ME I WAS ON COURSE. I HAD A VFR-ONLY GPS ON BOARD, SO I BEGAN TO LOOK TO THAT FOR BACKUP GUIDANCE, SINCE I NO LONGER FULLY TRUSTED MY VOR. I WAS PAST THE FAF, ON COURSE, SO I BEGAN MY DSCNT TO THE MDA. I BEGAN TO BREAK OUT AT AROUND 1900 FT MSL, WHICH IN HINDSIGHT WAS MY MDA, BUT I HAD LOOKED OVER THE ILS OR LOC APCH INTO RWY 27 ALSO, AND I HAD 1540 FT MSL IN MY HEAD AS THE MDA. SINCE I THOUGHT I HAD PLENTY OF ALT ROOM TO GO, I CONTINUED TO DSND FROM 1900 FT TO 1540 FT, SO I COULD BE COMPLETELY CLR OF CLOUDS. AT THAT POINT, I HAD BEEN SWITCHED TO RYY TWR, AND THE CTLR SAID, 'MOONEY X, ALT ALERT, DO YOU HAVE THE RWY IN SIGHT?' I STATED THAT I DID NOT, BUT THAT I HAD VERT CONTACT. HE ASKED ME IF I MEANT THAT I HAD THE GND IN SIGHT, AND I REPLIED THAT I WAS IN THE CLR, WITH THE GND IN SIGHT, AND THAT I COULD SEE THE ARPT. I COULDN'T YET MAKE OUT THE RWY, BUT I DID SEE THE BEACON, AND THE ARPT ENVIRONMENT. I QUICKLY DID ACQUIRE THE RWY, AND I RPTED IT IN SIGHT. I WAS THEN CLRED TO LAND. I CONTINUED TO LAND WITHOUT INCIDENT. MY MAJOR MISTAKE WAS TO CONTINUE THE APCH WHEN I WAS HAVING AN INDICATION PROB WITH MY VOR/OBS. I WAS CONFIDENT IN MY POS GIVEN THE GPS, BUT SINCE IT WAS NOT IFR CERTIFIED, I SHOULD NOT HAVE TRUSTED IT. UNFORTUNATELY, THE CLOUDS AT MY POS WERE LOWER THAN ADVERTISED, AND I WENT BELOW THE PUBLISHED MDA ATTEMPTING TO STAY CLR OF CLOUDS ONCE I COULD SEE THE GND. CONTRIBUTING TO THE INCIDENT WAS THE FACT THAT I HAD LOOKED OVER THE RWY 27 APCH AS WELL, AND HAD GOTTEN THE RWY 27 MDA IN MY MIND, WHICH WAS OVER 300 FT LOWER THAN THE MDA FOR THE APCH I WAS ON. FACTORS AFFECTING MY PERFORMANCE WERE A NERVOUSNESS ABOUT BEING IFR ON 'ROUND DIALS' GIVEN THAT I WORK AT A REGIONAL AIRLINE FLYING IN A GLASS COCKPIT. I HAVEN'T SHOT A TRUE VOR APCH WITHOUT AN FMS OR MFD IN 2 YRS, AND I SHOULD GET MORE PRACTICE DOING SO BEFORE I GO OUT AND SHOOT APCHS IN ACTUAL DOWN TO MINIMUMS. MY

THEORY ON THE VOR IS THAT THE VOR RECEIVER INSTALLED ON THIS ACFT IS OLD, AND ISN'T SENSITIVE ENOUGH TO PICK UP THE VOR FROM WHERE THE RMG VOR IS. SINCE IT HAD BEEN WORKING INFLT, I BELIEVE THAT IF I HAD COME AROUND FOR THE LOC RWY 27 APCH, IT WOULD HAVE WORKED FINE GIVEN THAT THE SIGNAL WOULD HAVE BEEN STRONG AND MORE PRECISE. I SHOULD HAVE GONE MISSED, AND GOTTEN VECTORS FOR THE LOC RWY 27, CIRCLE TO LAND RWY 9, WHICH THE ARPT HAD THE MINIMUMS FOR. EVEN A TAILWIND LNDG WOULD HAVE BEEN SAFER THAN WHAT I DID. I LEARNED A LOT FROM THIS FLT, AND I APPRECIATE THE OPPORTUNITY TO CONTRIBUTE MY SCENARIO TO HELP AVIATION SAFETY.

Synopsis

M20 PILOT REPORTS VOR RECEIVER MALFUNCTION AND DESCENT BELOW MDA DURING VOR DME RWY 9 APPROACH TO RYY.

ACN: 762812

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 21
Experience.Flight Time.Total : 880
Experience.Flight Time.Type : 462
ASRS Report : 762812

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Narrative

I WAS FLYING FROM ZZZ TO ZZZ1 AT 3000 FT, DSNDING TO 1500 FT ALONG THE HUDSON RIVER CORRIDOR AFTER OBTAINING A CLASS B CLRNC. WX AT ZZZ WAS

CLR BELOW 4000 FT. FORECAST FOR ZZZ1 WAS 3000 FT CEILINGS. XING NEW YORK HARBOR, VISIBILITY WAS 5 MI IN HAZE, AS FORECAST IN MY PREFLT BRIEFING. AFTER REACHING APPROX MIDPOINT OF HUDSON RIVER RTE (VERRAZANO BRIDGE TO TAPPAN ZEE BRIDGE), I FOUND THAT A LOW LAYER OF FOG HAD FORMED UNDER ME, AND THE CEILINGS ABOVE ME HAD DROPPED TO MY ALT. BECAUSE I COULD NO LONGER MAINTAIN VISUAL CONTACT WITH ENVIRONMENT, AND BECAUSE NARROWNESS OF CORRIDOR PRECLUDED A SAFE 180 DEG TURN, I INITIATED AN IMMEDIATE CLB TO 2500 FT AND INFORMED ATC, SAYING THAT I WAS UNABLE TO MAINTAIN VFR. ATC TOLD ME THAT MY RADAR SVCS WERE TERMINATED, TO DSND TO VFR CONDITIONS, AND TO SQUAWK VFR. BECAUSE OF UNCERTAINTY OF NEARBY TERRAIN (BUILDINGS AND BRIDGES) I SAID I WAS UNABLE. I ASKED FOR AN IFR CLRNC TO ZZZ1. ATC ASKED, 'WHY DID YOU TAKE OFF?' I REPLIED, 'WELL, I'M HERE NOW,' AND AGAIN REQUESTED AN IFR CLRNC TO ZZZ1. ATC SAID THEY WERE UNABLE TO GIVE CLRNC TO ZZZ1 BECAUSE IT WAS NOW BELOW MINIMUMS, SO I ASKED FOR AND RECEIVED A CLRNC TO ZZZ2. (LATER I CHANGED DEST TO ZZZ3 AND LANDED THERE WITHOUT DIFFICULTY.) FIRST, THE FLT CONDITIONS TURNED OUT TO BE WORSE THAN FORECAST. SECOND, I DID NOT APPRECIATE THE RAPIDITY WITH WHICH THE CONDITIONS WERE DETERIORATING. THIRD, ATC TRIED A COUPLE OF TIMES TO 'SLAM DUNK' ME OFF THEIR RADAR SCREENS WITHOUT APPRECIATING THE DEVELOPING DANGER. IN THE FUTURE, I WILL TRY TO MAKE BETTER USE OF INFLT WX ADVISORIES (ATIS'S ENRTE, FLT WATCH, ETC) AND TERMINATE FLT IF CONDITIONS ARE DETERIORATING RAPIDLY. SECOND, IF CONDITIONS ARE MARGINAL, I WILL TRY TO WORK OUT WITH ATC IN ADVANCE WHAT I SHOULD DO IF I LOSE VMC. THIRD, I WILL USE THE WORDS 'DECLARE AN EMER' IF I FEEL I NEED MORE IMMEDIATE HANDLING FOR SAFETY.

Synopsis

PA32 PILOT ATTEMPTS TO NEGOTIATE THE HUDSON RIVER VFR CORRIDOR AT 1500 FEET AND ENCOUNTERS IFR CONDITIONS. A CLIMB TO 2500 FEET AND REQUEST FOR IFR CLEARANCE IS INITIATED, MUCH TO THE CHAGRIN OF AN N90 CONTROLLER.

ACN: 762711

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 2000
Altitude.MSL.Bound Upper : 2600

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Falcon 2000
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : Flight Director

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 550
ASRS Report : 762711

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WHILE DEPARTING RWY 1 AT TEB IN IMC, WE WERE ON THE TEB DEP TURING L AT 1500 FT TO OUR LEVEL OFF ALT OF 2000 FT, WITH THE AUTOPLT ON AND USING VNAV AND NAV MODES. IMMEDIATELY AFTER REACHING 1500 FT. MY FLT DIRECTOR WAS SOMEHOW DEACTIVATED AND THEREFORE THE AUTOPLT DID NOT COMPLY WITH LEVELING OFF AT 2000 FT. I KICKED OFF AUTOPLT, HAND FLEW ACFT AS IT HAD ALREADY GONE THROUGH 2000 FT. BY THE TIME I RECOVERED WE HAD REACHED APPROX 2600 FT MSL AND I QUICKLY DSNDED BACK DOWN TO 2000 FT. TEB DEP SAID ACFT X, YOU WERE SUPPOSED TO STAY AT 2000 FT. HE GAVE US A NEW FREQUENCY AND NO OTHER CONVERSATION HAPPENED REGARDING THE SLIGHT ALT DEV. I WAS NOT ASKED TO COPY DOWN A PHONE NUMBER AND EXPECT NO FURTHER ACTION REGARDING THIS OCCURRENCE.

Synopsis

F2TH FAILS TO LEVEL AT 2000 FT PER THE TEB SID FROM TEB RWY 1.

ACN: 762652

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citationjet, C525/C526
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 800
ASRS Report : 762652

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

AFTER AN EXTENSIVE WAIT ON THE GND FOR DEP FROM TEB ARPT WHILE #3 FOR DEP THE ARPT WAS TURNED AROUND AND WE TRANSITIONED TO THE OPPOSITE RWY FOR TAKEOFF. I HAD ALL INSTRUMENTS, FMS, ETC, SET UP FOR THE TEB 5 DEP TO THE N. WITH A TRANSITION TO A SOUTHERLY TAKEOFF. I SWITCHED MY FMS TO THE DIFFERENT DEP PROC (STILL THE TEB 5) AND PREPARED FOR TAKEOFF. THE WIND WAS A NEAR DIRECT CROSSWIND 20 GUSTING TO 30 WITH WINDSHEAR RPTED BY MULTIPLE ACFT. I TOOK OFF, WHEN CLRED, AND FOLLOWED THE DEP PROC. THE PROC PRESCRIBED A CLB TO 1500 FT WITH A TURN TILL REACHING 4.5 DME, THEN CLBING TO 2000 FT. INSTEAD OF CORRECTLY FOLLOWING THE PROC, I CLBED TO 2000 FT WHEN I STARTED THE TURN WHICH IS THE PROC FOR TAKING OFF TO THE N, NOT THE S. APCH CTL TOLD ME TO DSND BACK DOWN TO 1500 FT, THE CORRECT ALTITUDE, WHICH I DID. THE ALTITUDE DEV WAS DUE TO MY CONFUSION BETWEEN THE N AND S DEP PROC. I HAD BEEN ALL READY FOR THE N PROC, BUT ALTHOUGH I GOT THE FMS ETC, PROGRAMMED FOR THE S PROC, MY BRAIN WAS STILL PROGRAMMED FOR THE N PROC. CONTRIBUTING FACTORS WERE THE DIFFICULT WX CONDITIONS AND WINDSHEAR THAT I ENCOUNTERED ON TAKEOFF, THAT WE WERE RUNNING LATE AFTER A 50 MINUTE GND DELAY, THE SWITCHING OF TAKEOFF RWYS RIGHT BEFORE MY DEP, AND THAT I WAS FLYING THE JET ACFT SINGLE PLT IN THE VERY BUSY AND COMPLEX AIRSPACE AND COMPLEX DEP PROC.

Synopsis

A CORPORATE JET CAPT FAILED TO OBSERVE THE 1500 FT ALT RESTR ON THE TEB 5 PROC .

ACN: 762643

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1800

Environment

Flight Conditions : VMC
Weather Elements : Windshear
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Charter
Make Model Name : HS 125 Series
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 280
Experience.Flight Time.Total : 18000
Experience.Flight Time.Type : 40
ASRS Report : 762643

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative

ON DEP WE WERE CLRED FOR THE TEB 5 DEP. THE DEP FOR RWY 19 IS ON ONE SIDE OF THE PAGE AND THE DEP FOR RWY 24 IS ON THE OPPOSITE SIDE OF THE SAME PAGE. THE FMS WAS SET FOR THE PROPER DEP. THE PF EXCEEDED THE 1500 FT RESTR AS DEPICTED ON THE TEB 5 DEP FOR RWY 24. THE CONFUSION WAS THAT THE TEB 5 BEING PRINTED ON BOTH SIDES OF THE PAGE MADE IT EASY TO CONFUSE THE VARIOUS RWYS' DEP SPECIFICS. THIS COUPLED WITH A 2.5 HR DELAY IN THE AIRPLANE FOR TFC CONGESTION CAUSED US TO BE TIRED AND INATTENTIVE. THE DEP SPECIFICS ARE ALSO PRINTED ON A LARGE PAGE REQUIRING 3 FOLDS TO MAKE IT FIT THE BINDER FORMAT, SO WHEN LOOKING AT ONE DEP SOME OF THE OTHER CAN SHOW.

Synopsis

A CORPORATE JET CAPT FAILED TO OBSERVE THE 1500 FT ALT RESTR ON THE TEB 5 PROC.

ACN: 762561

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 2000
Altitude.MSL.Bound Upper : 2300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 15870
Experience.Flight Time.Type : 170
ASRS Report : 762561

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTING TEB ON THE SID FOR RWY 1, CAPT WAS FLYING. HE MADE THE R TURN AFTER DEP AND AT 1500 FT STARTED L TURN MISSING THE 2000 FT ALTITUDE LIMIT. HE ARRESTED THE CLB AT ABOUT 2250 - 2300 FT CORRECTED BACK TO ALTITUDE. AT ABOUT THE SAME TIME NY DEP CLRED US UP TO 4000 FT MSL. CONTRIBUTING FACTOR WAS CAPT NEW ON AIRPLANE, FIRST TIME IN TEB. WE BRIEFED DEP PRIOR TO DEP. BASICALLY NEW CAPT AT NEW ARPT AT NIGHT AFTER A LONG DAY OF FLYING. CORRECTIVE ACTION WOULD BE TO LIMIT DUTY HOURS AND FLY A BETTER DEP.

Synopsis

AN ACFT DEPARTING TEB FAILED TO ADHERE TO THE 2000 FT RESTR, CLBING TO 2300 FT BEFORE CORRECTING BACK TO 2000 FT.

ACN: 762519

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SNA.Airport
State Reference : CA
Altitude.MSL.Single Value : 16500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.General Aviation : Personal
Make Model Name : Citation I
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Intermediate Altitude
Route In Use.Arrival.STAR : KAYOH 4

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 26
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 2400
ASRS Report : 762519

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

I WAS THE PF ON A NIGHT ARR TO SNA ON THE KAYOH4 ARR, HECTOR TRANSITION. WE WERE ON A PROFILE DSCNT WHEN THE CTRLRS WERE STEPPING US DOWN IN INCREMENTS AS WE PASSED HECTOR VOR TOWARD DAWNA INTXN. WE WERE CLRED TO CROSS DAWNA AT 13000 FT REQUIRING A HIGH RATE OF DSCNT VIA 'STEP HOLDING.' EVERYTHING WAS ROUTINE AS WE DSNDED OUT OF 19000 FT FOR 17000 FT (ASSIGNED) DIRECT TO DAWNA, AT JUST BELOW VNE, I EXPERIENCED AN AUTOPLT 'HARD-OVER/UPSET,' ROLLING WINGS ABRUPTLY IN STEEP L TURN, (PAST 35 DEGS) IN A NOSE DOWN CONDITION. I IMMEDIATELY DISENGAGED THE AUTOPLT AS WE WERE STILL IN A STEEP DSCNT, CORRECTING TO RECOVER ALT WITHOUT OVERSTRESSING G'S ON A PULL-UP. A CTRLR CAUTIONED US ASKING FOR ALT, THE SIC RESPONDED 16500 FT RETURNING TO 17000 FT ASSIGNED. (NEITHER OF US HEARD THE 1000 FT ABOVE CHIME) BECAUSE OF HI-BLOWER HEATING AND THE SUDDENNESS OF THIS VIOLENT TURN AND UPSET. AFTER THIS EVENT, THE AUTOPLT SEEMED TO WORK NORMALLY, HOWEVER, I HAND FLEW MOST OF THE ARR, JUST MOMENTARILY CHKING THE AUTOPLT. WE SQUAWK THE FMS-AUTOPLT TO ASCERTAIN THE POSSIBLE CAUSE FOR THE ABRUPT L-NOSE DOWN TURN. AS A SLOW TURBOJET IN THE HIGH ALT SYS, WE ARE OFTEN SIDE-STEPPED, OR REQUIRE HIGH RATE OF DSCNTS TO MEET FIXED-PT ALTS, TO COORDINATE WITH THE FAST TFC, FACTORS CONTRIBUTING TO THIS EVENT WERE: HIGH RATE OF DSCNT, NEAR VNE, NOISY ENVIRONMENT AND A DISORIENTING LATERAL MANEUVER VIOLENT ENOUGH TO THROW THE CREW SIDEWAYS. IT MIGHT HAVE HELPED IF I HAD REQUESTED A SLOWER SPD TO LESSEN THE UPSET SHOCK? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE PROBLEM HAS BEEN TRACED TO A FAULTY CONNECTION BETWEEN THE ACFT'S ATTITUDE HEADING REFERENCE SYSTEM AND THE AUTOPILOT. THIS ACFT IS OVER 20 YEARS OLD AND HAS MOST OF THE ORIGINAL ELECTRONIC EQUIPMENT.

Synopsis

CE500 PILOT REPORTS AUTOPILOT HARD OVER DURING DESCENT TO 17000 FT. ACFT DESCENDS TO 16500 FEET BEFORE CONTROL CAN BE REGAINED.

ACN: 762262

Time / Day

Date : 200711
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : ZZZ.VORTAC
State Reference : US
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Citationjet, C525/C526
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 7800
Experience.Flight Time.Type : 1430
ASRS Report : 762262

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

ACFT WAS IN CRUISE FLT AT FL410. I HAD JUST RETURNED TO COCKPIT FROM A CONVENIENCE VISIT AT THE REAR OF THE ACFT. PUTTING MY SEAT BELT BACK ON AND LOOKED OVER AT PLT'S PFD AND NOTICED THE ALTITUDE ALERT FLASHING AND THE ACFT CLBING. ADVISED PLT FLYING TO ARREST ALTITUDE AND ASSISTED IN PUSHING CONTROLS OVER MYSELF. IT WAS APPARENT THAT THE AUTOPILOT WAS STILL ENGAGED AND RADICAL CLB, 1000 FPM, HAS ENSUED. PF KICKED OFF AUTOPILOT, PUSHED OVER NOSE AND RE-TRIMMED ACFT BACK TO FL410. MONITORED AUTOPILOT AND NO FURTHER PROBLEMS AROSE. UPON DEVIATION IMMEDIATELY ADVISED ATC OF ALTITUDE DEVIATION AND THEY ADVISED NO TFC CONFLICTS. AFTER THE DEVIATION WE WERE ATTEMPTING TO RECONCILE THE ISSUE OF WHY THE ACFT HAD DEVIATED FROM OUR ALTITUDE. ONLY POSSIBLE SOLUTION WAS THAT I MAY HAVE KNOCKED THE UNGUARDED PITCH CONTROL KNOB ON THE CENTER CONSOLE. THE PITCH CONTROL KNOB IS LOCATED REAR OF THE CONSOLE AND COULD HAVE BEEN BUMPED. AS A SOLUTION TO RECTIFY THIS I WOULD SUGGEST PUTTING SOMETHING OF A GUARD OVER THIS PITCH TRIP TO PREVENT MOVEMENT, OR RELOCATION OF THE SWITCH. SECONDLY, I WOULD HAVE NOTICED THE ALTITUDE DEVIATION EASIER IF WE HAD A SECONDARY PFD WITH ALTITUDE ALERTER IN THE R SIDE. I TEND TO MONITOR THE PRIMARY PFD AS A BETTER SOURCE OF INFORMATION AND LESS RELIANCE ON THE DISPLAY OF THE 'ROUND' GAUGES ON THE CO-PILOT'S SIDE. I WOULD HAVE CAUGHT THE ACTION A LITTLE SOONER. PF COULD HAVE BEEN A LITTLE MORE ASSERTIVE WITH RESPONSE. MAYBE THERE WAS A RELUCTANCE TO INPUT MAJOR CONTROL INPUT FOR PAX COMFORT! AS A COURSE OF ACTION WHEN I AM PF AND IN THE L SEAT I GUARD THE PANEL AND THROTTLE LEVERS TO PREVENT INADVERTENT INPUT FROM ANYONE THAT MAY BE LEAVING THE SEAT OR GETTING INTO THE SEAT FROM THE MAIN CABIN. THERE WAS NO DELAY IN CONTACTING ATC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT SINCE THE ACFT IS CERTIFIED SINGLE-PLT, THIS ACFT WAS DELIVERED WITH A PFD ONLY ON THE LEFT SIDE. THE R PLT DISPLAY CONSISTS OF A STANDARD INSTRUMENT DISPLAY. THE ONLY ALT ALERT FOR AN ALT DEVIATION IS THAT INCORPORATED INTO THE PFD. THE PITCH CONTROL KNOB IS FREQUENTLY USED AND IS LOCATED ON THE CENTER CONSOLE. THIS MULTIFUNCTION KNOB CONTROLS THE RATE SET FOR VERTICAL SPEED, WILL SET AN AIRSPEED FOR FLCH, OR IT WILL PITCH THE NOSE UP OR DOWN WITH THE AUTOPILOT ENGAGED. THIS FUNCTION WILL DEPART AN ALT SET IN THE ALT ALERT COMMAND DISPLAY. THE RPTR BELIEVES THAT THIS KNOB MAY HAVE BEEN BUMPED AS HE STEPPED OUT OF THE RELATIVELY SMALL COCKPIT.

Synopsis

C525 PLT RETURNED TO COCKPIT TO DISCOVER THE ACFT IN A CLIMB AWAY FROM THE ASSIGNED ALT. PLT BELIEVES THE PITCH CONTROL KNOB MAY HAVE BEEN INADVERTENTLY MOVED AS HE LEFT COCKPIT.