

ASRS Database Report Set

Checklist Incidents

Report Set Description.....	A sampling of reports from all aviation arenas referencing checklist issues (design, procedures, distraction, etc.).
Update Number.....	13.0
Date of Update	March 10, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	3
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: 767230 (1 of 50)

Synopsis

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

ACN: 766861 (2 of 50)

Synopsis

AN MD80 PILOT REPORTS A FUEL BOOST PUMP FAILED IN A TANK WITH AN OPERATING QTY GAUGE WHILE THE TANK WITH THE INOP QTY GAUGE IS FUELING BOTH ENGS. EMER DECLARED WITH A DIVERSION TO THE NEAREST ARPT.

ACN: 758696 (3 of 50)

Synopsis

ALT OVERSHOOT OCCURS FOR MD88 FLT CREW WHEN LATE CHANGES IN STAR ASSIGNMENT INBOUND TO ATL RESULT IN A BREAKDOWN IN PROGRAMMING SOP.

ACN: 751296 (4 of 50)

Synopsis

AFTER DEP AN A320 ECAM DISPLAYED FLT CTL WITH THE FLAPS LOCKED AT 1 DEG. AN EMER WAS DECLARED WITH A RETURN TO LNDG.

ACN: 739079 (5 of 50)

Synopsis

PLT LANDS WITH GEAR UP ON LAST OF SEVERAL PRACTICE LANDINGS.

ACN: 736826 (6 of 50)

Synopsis

FLT DECK AND CABIN CREWS OF B777-222 TAKE PRECAUTIONS FOR ELECTRICAL ODORS PERCEIVED IN THE CABIN. FUMES DISSIPATE AND THE FLT CONTINUES TO DEST.

ACN: 736744 (7 of 50)

Synopsis

TRAFFIC CONFLICTS AND MALFUNCTIONING NAV SYSTEMS OVERLOAD B737-300 FLT CREW ON APCH. FAIL TO COMPLETE BEFORE LANDING CHECKLIST AND HAVE TO GAR DUE TO LANDING FLAPS NOT SELECTED.

ACN: 736703 (8 of 50)

Synopsis

MD80 ENCOUNTERS GRADUAL LOSS OF CABIN PRESSURE. DESCEND IN STAGES TO 10000 MSL AND CONTINUE TO DESTINATION.

ACN: 736645 (9 of 50)

Synopsis

E145 FLT CREW EXPERIENCES AIR/GROUND SWITCH RELATED ANOMALIES AFTER TKOF. FOLLOW QRC PROCEDURES AND DIVERT.

ACN: 736119 (10 of 50)

Synopsis

CHECK AIRMAN AND NEW FIRST OFFICER ABOARD CARJ EXPERIENCE RUNAWAY STAB TRIM. FOLLOW CHECKLIST AND RETURN TO DEP ARPT FOR SAFE LANDING.

ACN: 735822 (11 of 50)

Synopsis

FAILURE TO VERIFY 'A' HYDRAULIC PUMPS OFF PRIOR TO PUSH BACK AND ENGINE START RESULTS IN A BROKEN TOW BAR SHEAR BOLT ON A B737-700.

ACN: 731633 (12 of 50)

Synopsis

A310 RETURNS FOR IMMEDIATE LNDG AFTER EXPERIENCING A CARGO COMPARTMENT SMOKE WARNING ACCOMPANIED BY ACRID ODORS ON THE FLT DECK SHORTLY AFTER TKOF.

ACN: 731570 (13 of 50)

Synopsis

B737-500 CAPT RPTS DIFFICULTY RETRACTING LNDG GEAR AFTER TKOF. QRH PROC FAILS TO DIRECT CREW TO CHK CIRCUIT BREAKER THAT IF CHKED MIGHT SOLVE THE PROB.

ACN: 731397 (14 of 50)

Synopsis

ACR DISPATCHER REPORTS SENDING A CRJ200 BACK TO JAX WITH FLAPS FAILED AT 30 DEGREES. A TYPO IN THE QRH LED HIM TO THE WRONG CHECKLIST. THE ACFT SHOULD HAVE DIVERTED TO THE NEAREST SUITABLE ARPT.

ACN: 730976 (15 of 50)

Synopsis

B737-400 SUFFERS LEFT ENGINE DRIVEN HYDRAULIC PUMP FAILURE ON TKOF. COMPLETED QRH PROCEDURES AND LANDED SAFELY.

ACN: 730876 (16 of 50)

Synopsis

SF34 FLT CREW ENCOUNTER GEAR UNSAFE CONDITION AFTER RETRACTION. CONDUCT QRH PROCEDURES AND RETURN FOR SAFE LANDING.

ACN: 730793 (17 of 50)

Synopsis

A300-600 SUFFERS LOSS OF FUEL COMPUTER, THUS NEGATING FUEL MANAGEMENT. FLT CREW DECLARES EMERGENCY AND RETURNS TO LAND OVERWT AT DEP ARPT.

ACN: 730780 (18 of 50)

Synopsis

B737-800 FLT CREW EXPERIENCES PRESSURIZATION FAILURE LIKELY RELATED TO WATER SPILL IN AFT CABIN OVER PRESSURIZATION OUTFLOW VALVES DURING PREFLT IN VERY COLD CONDITIONS. CRM AND SOP ISSUES ARE MAGNIFIED DURING PERFORMANCE OF CHECKLISTS AND EMERGENCY DESCENT.

ACN: 730776 (19 of 50)

Synopsis

CARJ FLT CREW EXPERIENCES FLAP FAILURE ON DEPARTURE. FOLLOW QRH AND LAND OVERWEIGHT AT DEP ARPT.

ACN: 729915 (20 of 50)

Synopsis

A CRJ200 CREW RECEIVED A 'FLAPS FAIL' CAS AT FLAPS 8 WHILE PREPARING TO LNDG. AN EMERGENCY WAS DECLARED FOLLOWED BY A NORMAL LNDG.

ACN: 727829 (21 of 50)

Synopsis

B757-200 SUFFERS LOSS OF LEFT SYSTEM HYDRAULIC QUANTITY. DECLARES EMERGENCY AND DIVERTS FOR REPAIRS.

ACN: 727525 (22 of 50)

Synopsis

B737-400 LANDS SAFELY FOLLOWING A LOSS OF B SYSTEM HYDRAULIC SYSTEM.

ACN: 725902 (23 of 50)

Synopsis

LACK OF PROACTIVE FLT CREW RESPONSE TO APPARENTLY FALSE INDICATION OF A CARGO COMPARTMENT FIRE ABOARD A DHC8 TRIGGERS POST FLT REEVALUATION BY FIRST OFFICER.

ACN: 725485 (24 of 50)

Synopsis

CRJ-200 FLT CREW HAS A PRESSURIZATION ANOMALY, DECLARES AN EMER, DESCENDS AND DIVERTS FOR LNDG.

ACN: 724696 (25 of 50)

Synopsis

A300 FLT CREW EXPERIENCES TOTAL LOSS OF GREEN SYS HYD FAILURE.

ACN: 724234 (26 of 50)

Synopsis

BE19 FLT CREW DEPARTS WITH TAIL STAND STILL IN PLACE.

ACN: 723544 (27 of 50)

Synopsis

AN A320 CREW TURNED AN OVERHEATED BLUE HYD ELECTRIC PUMP ON PREMATURELY BEFORE LNDG BECAUSE OF CHKLIST AMBIGUITY AND CONFUSION.

ACN: 723285 (28 of 50)

Synopsis

B757-200 FLT CREW HAS NOSEWHEEL DAMAGED DURING PUSHBACK FOR ENG START.

ACN: 723269 (29 of 50)

Synopsis

B737-300 FLT CREW HAS AN ENG MALFUNCTION, DECLARES AN EMER AND LANDS.

ACN: 723256 (30 of 50)

Synopsis

BEECH BE1900B FLT CREW HAS GEAR MALFUNCTION ON APCH TO MCI.

ACN: 722038 (31 of 50)

Synopsis

AN EMB145 DEVELOPED A BLEED AIR LEAK AT FL200 IN ICING CONDITIONS AFTER TKOF. AN EMER WAS DECLARED AND THE ACFT RETURNED TO LAND.

ACN: 721265 (32 of 50)

Synopsis

WDB CAPT FEELS IT IS INAPPROPRIATE TO DISPATCH AN ACFT WITHOUT THE QUICK REF HANDBOOKS ABOARD.

ACN: 721124 (33 of 50)

Synopsis

AN A320 AVIONICS VENT FAULT ECAM ACCOMPANIED BY ELECTRICAL SMELL CAUSED AN EMER RETURN SHORTLY AFTER TKOF.

ACN: 720578 (34 of 50)

Synopsis

AN MD80 PLT RPTS DISCOVERING A FUEL IMBALANCE DURING DSCNT FOR APCH AT 10000 FT.

ACN: 716055 (35 of 50)

Synopsis

A DA20'S ALTERNATOR FAILED ON A FLT FOLLOWING A 100 HR INSPECTION. A DECISION TO RETURN TO DEP ARPT WAS MADE, FOLLOWED BY A SAFE LNDG.

ACN: 716037 (36 of 50)

Synopsis

RUSHED FLT CREW OF CRJ FAIL TO NOTE FLAPS NOT SET TO TKOF POS. REJECT TKOF WHEN CONFIG WARNING RESULTS.

ACN: 715199 (37 of 50)

Synopsis

IMPROPER GEAR SAFE AND OR UNSAFE LIGHTS ALERT B737-300 FLT CREW TO A TRIPPED CIRCUIT BREAKER.

ACN: 714994 (38 of 50)

Synopsis

THE FLT CREW OF AN E120 EXPERIENCE DEGRADED OIL PRESSURE ON THE R (#2) ENGINE. FOLLOWING QRH PROCS, POWER ON THE AFFECTED ENGINE IS REDUCED, BUT THE ENGINE IS NOT SHUT DOWN. THEY ATTEMPT TO RETURN TO THE DEP ARPT, BUT ELECT A DIVERSION TO A CLOSER ARPT UPON ENCOUNTERING UNANTICIPATED DRAG FROM THE R ENGINE.

ACN: 714936 (39 of 50)

Synopsis

A320 FLT CREW DEPARTS RWY FROM THE WRONG INTXN WHILE THE FO IS HEADS DOWN ATTEMPTING TO FINISH PROCS AND CHKLST PRIOR TO DEP.

ACN: 714427 (40 of 50)

Synopsis

A B737-300'S TKOF WARNING HORN SOUNDED CAUSING A REJECTED TKOF. A SLIGHT TRIM CHANGE WAS MADE TO A TAIL HVY ACFT THAT SILENCED THE HORN.

ACN: 713207 (41 of 50)

Synopsis

A BE20 CREW FAILED TO SELECT THE GENERATORS ON FOLLOWING A GPU START. AFTER TKOF AN EMER WAS DECLARED BECAUSE OF LOST COM AND ELECTRICAL PWR.

ACN: 711960 (42 of 50)

Synopsis

AN ACR PLT COMMENTS ABOUT CHKLST PROC CHANGES RESULTING IN LESS PLT SITUATIONAL AWARENESS AND A GREATLY DECREASED SAFETY MARGIN.

ACN: 709361 (43 of 50)

Synopsis

PLT OF PA24 FAILS TO VERIFY GEAR DOWN AND LOCKED. GOES AROUND WHEN ACFT SETTLES LOWER THAN NORMAL. AFTER SUBSEQUENT LNDG DISCOVERS SIGNIFICANT PROP STRIKE DAMAGE AND SOME DAMAGE TO THE ACFT ITSELF.

ACN: 706066 (44 of 50)

Synopsis

LOSS OF OIL PRESSURE IN L ENG RESULTS IN AN ENG SHUTDOWN AND SUBSEQUENT DIVERT AND LNDG AT THE NEAREST SUITABLE ARPT.

ACN: 705371 (45 of 50)

Synopsis

A320 LANDS FOLLOWING LOSS OF GREEN SYS HYD FLUID.

ACN: 705115 (46 of 50)

Synopsis

AM MD88 PLT DESCRIBES AN INOP HORIZ STABILIZER TRIM EVENT AND STABILIZER TRIM INOP CHKLIST CONFUSION. AN EMER WAS DECLARED WITH A RETURN TO LAND.

ACN: 703770 (47 of 50)

Synopsis

A PLT RPTS THAT HIS ACR INSTITUTED NEW CHKLIST PROCS WITHOUT ISSUING PLTS THE NECESSARY EXPANDED CHKLIST EXPLANATION MATERIAL.

ACN: 703063 (48 of 50)

Synopsis

A B757-200 L ENG BLEED OFF LIGHT ILLUMINATED. THE CREW DECLARED AN EMER FOR WX AVOIDANCE AND DIVERTED TO AN ENRTE ARPT.

ACN: 702111 (49 of 50)

Synopsis

A B737-900 FLT CREW IN CRUISE FLT NOTICED THE WINDSHIELD HEAT SWITCHES HAD BEEN TURNED OFF BY MAINT AND HAD NOT BEEN TURNED ON.

ACN: 701379 (50 of 50)

Synopsis

AN MD83 CREW EXPERIENCED A RUNAWAY STAB TRIM. FLT CREW PULLED THE INCORRECT ALTERNATE STAB CIRCUIT BREAKERS DURING THE QRH PROC REMOVING ALL STAB TRIM AND MAKING CTLED FLT VERY DIFFICULT.

Report Narratives

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: 766861

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
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.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 766861

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

TOOK OFF WITH MEL: RIGHT FUEL QUANTITY INOP. AT CRUISE AFTER FUEL IN CENTER TANK DEPLETED, CROSSED CHECKED FUEL BURN AND QUANTITY IN LEFT TANK, READ 9300 LBS. WHEN LEFT TANK GETS TO 8000 LBS, THE QUANTITY INDICATOR STOPS BUT THE FUEL USED CONTINUE. INDICATING THAT WE WERE BURNING FROM THE RIGHT TANK AND THAT GAUGE IS INOP. CALCULATING THE FUEL BURNED AGAINST THE FUEL USED MINUS THE LEFT TANK FUEL THAT WE COULD NOT GET, IT WAS ESTIMATED THAT WE HAD ABOUT 40 MINUTES OF USEABLE FUEL. ACTIONS TAKEN: CHECKED THE BOOST PUMPS ON -FUEL HEAT - CHECKLIST FOR FUEL QUANTITY INDICATOR -ABNORMAL TEST -CHECKLIST FOR

FUEL LEAK/ABNORMAL FUEL USAGE. HERE THE CHECKLIST CALLS FOR TURNING OFF THE BOOST PUMPS ON THE RIGHT ENGINE. I CHOSE NOT TO EXERCISE THIS BECAUSE OF THE WEATHER, TURB, CLOUDS, AND NOT WANTING TO BE IN A POSITION OF A FLAMEOUT. HAD DISPATCH ON THE RADIO. EVERYONE AGREES WE NEED TO LAND AS SOON AS POSSIBLE. ZZZ WAS THE CLOSEST AND BEST AIRFIELD. DECLARED THE EMERGENCY WITH ATC. PROCEED TO ZZZ. IT TOOK 4 1/2 DEGREES ON RIGHT AILERON TRIM TO HOLD HEADING. UNEVENTFUL OTHERWISE. WE DID NOT GET A FUEL LEVEL LOW LIGHT BUT MAINT CONFIRMED THAT WE WERE BELOW 2500 LBS IN THE RIGHT TANK. NOT SURE. WOULD LIKE TO KNOW WHAT MAINT FINDS WITH AIRCRAFT AND A LOOK AT THE FUEL LEAK/ABNORMAL FUEL USAGE CHECKLIST WHICH CALL FOR TURNING OFF THE BOOST PUMPS ON WHAT COULD BE YOUR GOOD ENGINE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT HE HAD NOT BEEN TOLD BY HIS ACR MAINT WHAT THE MALFUNCTION WAS.

Synopsis

AN MD80 PILOT REPORTS A FUEL BOOST PUMP FAILED IN A TANK WITH AN OPERATING QTY GAUGE WHILE THE TANK WITH THE INOP QTY GAUGE IS FUELING BOTH ENGS. EMER DECLARED WITH A DIVERSION TO THE NEAREST ARPT.

ACN: 758696

Time / Day

Date : 200710
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ATL.Airport
State Reference : GA
Altitude.MSL.Bound Lower : 10650
Altitude.MSL.Bound Upper : 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 : Intermediate Altitude
Route In Use.Arrival.STAR : PECHY

Component : 1

Aircraft Component : Altitude Alert

Person : 1

Affiliation.Company : Air Carrier
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 : 212
Experience.Flight Time.Total : 12300
Experience.Flight Time.Type : 6847
ASRS Report : 758696

Events

Anomaly.Altitude Deviation : Overshoot
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 : Flight Crew Human Performance

Narrative

ON FLT TO ATL, INITIALLY ASSIGNED THE FALCON1 ARR. DURING DSCNT, WE WERE SWITCHED TO APCH CTL AND TOLD TO EXPECT THE PECHY ARR. AT THIS POINT WE WERE CLRED TO 14000 FT. THE FO WAS FLYING AND BEING FAIRLY NEW TO THE ACFT BEGAN TO DISCUSS SWITCHING TO THE NEW ARR AND BEGAN TO EXPLORE THE FMS. THIS INTERRUPTED MY COMPLETION OF THE DSCNT CHK FOR A FEW MOMENTS. WE LEVELED AT 14000 FT. SHORTLY THEREAFTER WE WERE CLRED DIRECTLY TO THE FIX 'DOEVR' AND NOW CLRED FOR THE PECHY ARR. ABOUT THIS SAME TIME, OR SLIGHTLY THEREAFTER, WE WERE ASKED TO SLOW 20 KTS (WHICH WAS 300) AND DSND TO 11000 FT. AT THIS POINT, I MADE MY FIRST MISTAKE AS THE PLT MONITORING. I ATTEMPTED TO MONITOR THE SELECTION, ACTIVATION, AND EXECUTION OF THE NEW ARR IN THE FMS, THEN COMPLETE THE INTERRUPTED CHKLIST, AND I DID NOT CONFIRM AND POINT AT 11000 FT IN THE ALT WINDOW. THE FO THOUGHT HE HEARD DSND TO 10000 FT AND SET THAT IN THE ALT WINDOW. AS I GOT CAUGHT UP, I LOOKED UP TO SEE US DSNDING THROUGH 11000 FT. I MADE A QUICK CALL TO APCH CTL AND THEY CONFIRMED 11000 FT. THEN I PUSHED THE ALT HOLD BUTTON ON AUTOPLT PANEL AT 100 BELOW 11000 FT. THEN I CLICKED OFF THE AUTOPLT TO CORRECT MANUALLY DUE TO SLOW AUTOPLT RESPONSE. WE DSND TO APPROX 300-350 FT BELOW 11000 FT MOMENTARILY AND QUICKLY RETURNED TO 11000 FT. APCH CTL MADE NO COMMENT OF ANY KIND AND GAVE NO AMENDED OR NEW CLRNC. AS FAR AS I KNOW THERE WAS NO CONFLICT OR LOSS OF SEPARATION. AFTER REACHING 11000 FT AGAIN, I TURNED THE AUTOPLT ON AND THE FO RESUMED FLYING. A CLASSIC SET UP OF MULTIPLE TASKS, DSCNT, CHKLISTS, FREQ CHANGES, NEW ARR AND THE SAME TIME AS ALT CHANGES AND SPD CHANGES. THIS TASK SATURATION LED MY FO TO MISUNDERSTAND THE CLRNC (NORMAL CLRNC DSCNT IN ATL IS FROM 12000 FT TO 10000 FT) AND I LET THE TASK SATURATION AFFECT MY NORMAL PROC OF VERIFYING THE ALT WINDOW AND POINTING AT IT. FIRST LESSON IS NEVER MISS BOTH PLTS CONFIRMING AND DOUBLE POINT OF AN ASSIGNED ALT. SECOND LESSON IS WHEN IN DOUBT, LEVEL OFF, THEN QUICKLY CONFIRM CLRNC WITH APCH CTL, IE LEVEL FIRST FOR SAFETY, THEN CONFIRM. ALSO, ABANDON AUTOMATION SOONER. IT IS TOO SLOW FOR THIS TYPE OF QUICK LEVELOFF. LAST LESSON, MAXIMIZE PREPARATION TIME AT CRUISE (IE DISCUSS ARR SWITCH OPTION) ESPECIALLY WHEN A CREW MEMBER IS NEW/LOW TIME ON ACFT.

Synopsis

ALT OVERSHOOT OCCURS FOR MD88 FLT CREW WHEN LATE CHANGES IN STAR ASSIGNMENT INBOUND TO ATL RESULT IN A BREAKDOWN IN PROGRAMMING SOP.

ACN: 751296

Time / Day

Date : 200708
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Trailing Edge Flap

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 22000
Experience.Flight Time.Type : 6800
ASRS Report : 751296

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 10700
Experience.Flight Time.Type : 3500
ASRS Report : 751299

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Situations

Narrative

AFTER TKOF AND INITIAL POWER REDUCTION, WE GOT AN ECAM F/CTL CAUTION WITH THE FLAPS LOCKED. UPON SELECTING FLAPS UP, THE TRAILING EDGE FLAPS REMAINED AT F1. SLATS RETRACTED NORMALLY. ADVISED ATC AND FLT ATTENDANTS. CAPTAIN FLEW ACFT AND HANDLED ATC. FO RAN CHECKLISTS AND TALKED TO DISPATCH AND MAINT. ACFT CHECKLISTS COULD NOT SOLVE PROBLEM. MAINT AGREED WITH CAPT TO RETURN TO FIELD. APPROPRIATE APPROACH AND LANDING CHECKLISTS AND CHARTS WERE REFERENCED. ACFT WEIGHT WAS WELL UNDER LANDING WEIGHT. A FLAPS 3 APPROACH AND LANDING WERE MADE. SLATS WERE IN 3 POSITION. FLAPS REMAINED LOCKED AT THE FLAPS 1 POSITION. LANDED SAFELY WITHOUT INCIDENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER STATED THAT THE ACFT HAD COME FROM OVERNIGHT MAINTENANCE PRIOR TO HIS FLT. AFTER THE ECAM ANNUNCIATION INFLT, DISCUSSIONS WITH MAINTENANCE HAD THE CREW CYCLING THE FLAPS WHICH DID NOT CLEAR THE PROBLEM. THE SLATS OPERATED NORMALLY INFLT BUT THE FLAPS REMAINED LOCKED AT 1 DEG. AFTER LANDING, THE CREW CYCLED THE FLAPS WITH THE SAME RESULTS. ONCE THEY WERE AT THE GATE, MAINTENANCE CYCLED THE YELLOW HYDRAULIC SYSTEM, AND AS THE FLAPS WERE CYCLED, THE FLAPS LOCKED ECAM WAS CLEARED. THE CREW REFUSED THE ACFT.

Synopsis

AFTER DEP AN A320 ECAM DISPLAYED FLT CTL WITH THE FLAPS LOCKED AT 1 DEG. AN EMER WAS DECLARED WITH A RETURN TO LNDG.

ACN: 739079

Time / Day

Date : 200705
Day : Wed
Local Time Of Day : 1201 To 1800

Place

State Reference : MT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 50
ASRS Report : 739079

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters : Gear Up Landing
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

I WAS PRACTICING LNDGS AND TKOFS AT COLUMBUS ARPT. PREVAILING WINDS FAVORING RWY 10. AFTER PERFORMING 5 SUCCESSFUL FULL STOP LNDGS, PERFORMING THE 6TH AND LAST LNDG, ON APCH I THOUGHT I HAD PERFORMED THE LNDG CHKLIST. I APPARENTLY FORGOT TO LOWER THE LNDG GEAR. ACFT SETTLED ON CTRLINE OF RWY AND CAME TO A STOP. MINOR DAMAGE TO WING FLAPS AND PROP. ACFT WAS THEN JACKED UP AND GEAR WAS LOWERED. ACFT THEN TOWED TO HANGAR.

Synopsis

PLT LANDS WITH GEAR UP ON LAST OF SEVERAL PRACTICE LANDINGS.

ACN: 736826

Time / Day

Date : 200704
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZMP.ARTCC
State Reference : MN
Altitude.MSL.Single Value : 36000

Environment

Aircraft : 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 17500
Experience.Flight Time.Type : 4500
ASRS Report : 736826

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot

Person : 4

Affiliation.Company : Air Carrier
Function.Oversight : Flight Attendant In Charge

Person : 5

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Person : 6

Affiliation.Company : Air Carrier
Function.Oversight : Coordinator

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Anomaly : Fumes
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Cabin Crew Human Performance

Narrative

I WAS THE CAPT OF A FLT, B777 OPERATING FROM LONDON. APPROX 8 HRS INTO THE FLT AT XA30Z WE WERE NOTIFIED BY THE PURSER THAT NUMEROUS PAX WERE DETECTING THE SMELL OF ELECTRICAL SMOKE IN THE BUSINESS CABIN. THIS ODOR WAS ALSO DETECTED BY THE FLT ATTENDANTS IN THE AFT CABIN. WE DID NOT NOTICE ANY COCKPIT INDICATION OF A PROB BUT AS A PRECAUTION WE REVIEWED THE SMOKE AND FUME ILLUMINATION CHKLIST AND REMOVED PWR FROM THE RECIRCULATION FANS, GASPER FANS, ALL GALLEY PWR AND PAX ENTERTAINMENT SYS. THE OVERHEAD FLUORESCENT LIGHTING WAS ALREADY OFF AND WE INSTRUCTED THE PURSER TO KEEP THESE LIGHTS OFF. WE CONSULTED WITH DISPATCH AND MAINT CTLR REGARDING THE ISSUE AND JOINTLY DETERMINED THAT SINCE THE ODOR WAS DISSIPATING AFTER THE REMOVAL OF THE PWR FROM THE SYS IT WAS SAFE TO CONTINUE THE FLT. WE ADVISED ATC OF THE ISSUE AND DSNDED TO A LOWER ALT AS A PRECAUTIONARY MEASURE AS WE CONTINUED ON TO DEST FOR AN UNEVENTFUL ARR. AFTER DEPLANING, WE CONDUCTED A JOINT DEBRIEF ON BOARD THE ACFT WITH THE CABIN CREW AND MAINT.

Synopsis

FLT DECK AND CABIN CREWS OF B777-222 TAKE PRECAUTIONS FOR ELECTRICAL ODORS PERCEIVED IN THE CABIN. FUMES DISSIPATE AND THE FLT CONTINUES TO DEST.

ACN: 736744

Time / Day

Date : 200704
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport
State Reference : DC
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : IAD.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : IAD.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Autoflight System

Person : 1

Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 218
Experience.Flight Time.Type : 4000
ASRS Report : 736744

Person : 2

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

Person : 3

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative

ATC SLOWED US TO 160 KTS ON A 20 MI R BASE. ACFT AHEAD BLEW THROUGH FINAL FORCING ATC TO PULL US OFF THE APCH AT APPROX 4 MI OUTSIDE OF OM. AFTER RE-INTERCEPTING FINAL AND GS CAPTURE, CAPT'S AIRSPD INDICATOR BUG FROZE, MODE WENT TO TOGA, AND WOULDN'T RE-ENGAGE FOR THE APCH. HE CONVERTED TO RAW DATA APCH MINIMUM SEPARATION BTWN US AND ACFT AHEAD. FAILED TO ACCOMPLISH THE BEFORE LNDG CHKLIST. AFTER BREAKING OUT, THE 'TOO LOW FLAPS' WARNING WENT OFF AND WE EXECUTED A GAR. SET UP AND FLEW AN ILS APCH TO RWY 19L AND LANDED FINE. SHOULD HAVE GONE AROUND SOONER WHEN EVERYTHING STARTED TO HAPPEN AT THE SAME TIME. ATC CRAMMED US AND WE SHOULD HAVE INSISTED ON RE-SPACING.

Synopsis

TRAFFIC CONFLICTS AND MALFUNCTIONING NAV SYSTEMS OVERLOAD B737-300 FLT CREW ON APCH. FAIL TO COMPLETE BEFORE LANDING CHECKLIST AND HAVE TO GAR DUE TO LANDING FLAPS NOT SELECTED.

ACN: 736703

Time / Day

Date : 200704
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SAT.Airport
State Reference : TX
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : IMC
Light : Dawn

Aircraft : 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Air Conditioning Distribution Ducting, Clamps, Connectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 11500
Experience.Flight Time.Type : 1500
ASRS Report : 736703

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Press Wing System
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

LEVELED OFF AT FL370, HAVING JUST AVOIDED A LINE OF WX E OF SAT, ENRTE TO ATL. NOTICED 'FLOW' LIGHT ILLUMINATED ON OVERHEAD PANEL, ALONG WITH A SMALL CLB RATE ON CABIN VSI. TURNED OFF ENG ANTI-ICE AND GOT SMALL IMPROVEMENT, BUT CABIN CONTINUED TO CLB SLOWLY. DSNDED TO FL330, AND CABIN BEGAN MUCH GREATER CLB WHEN PWR REDUCED FOR DSCNT. LEVEL AT FL330, STILL SLOW CABIN CLB. RAN THROUGH LOSS OF CABIN PRESSURIZATION MEMORY ITEMS AND THEN CHKLIST, WHICH INCLUDED DONNING OXYGEN MASKS. THOUGHT WE MAY HAVE A PACK FAIL, SO DSNDED TO FL250. CABIN CONTINUED TO CLB AND WAS APCHING 10000 FT. GOT CLRNC DOWN TO 11000 FT, THEN 10000 FT AND INITIATED EMER DSCNT PROFILE. GOT TO 10000 FT QUICKLY AND UNEVENTFULLY, WITH MAX CABIN ALT APPROX 11500 FT. PAX MASKS DID NOT DEPLOY. AT 10000 FT, SMALL DIFFERENTIAL PRESSURE WAS MAINTAINED AND CABIN WAS COMFORTABLE AT ABOUT 4000 FT MSL. MADE SURE NO STRUCTURAL DAMAGE WAS EVIDENT, CONFERRED WITH DISPATCH AND MAINT CTL. THANKFULLY, WE HAD A LOT OF FUEL AND WERE ABLE TO CONTINUE TO ATL WITH LEGAL FUEL RESERVES. ON CHKING WITH MAINT AFTERWARDS, SEEMED LIKE A DUCT HAD PARTIALLY RUPTURED DOWNSTREAM OF 1 AC PACK.

Synopsis

MD80 ENCOUNTERS GRADUAL LOSS OF CABIN PRESSURE. DESCEND IN STAGES TO 10000 MSL AND CONTINUE TO DESTINATION.

ACN: 736645

Time / Day

Date : 200704
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IAD.Airport
State Reference : VA
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure : On Vectors

Component : 1

Aircraft Component : Switch

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 736645

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1500
ASRS Report : 736646

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : CAS
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft

Narrative

DURING TKOF, LNDG GEAR DID NOT RETRACT. FOLLOWED QRH AND RETRACTED LNDG GEAR. AFTER TURN OUTBOUND AT APPROX 5000 FT, LNDG GEAR AIR-GND FAILURE CAS MESSAGE ILLUMINATED. LESS THAN 1 MIN LATER, ENG #1 AND #2 REVERSER DISAGREEMENT MESSAGE ILLUMINATED. FOLLOWED QRH AND EXECUTED DIVERSION TO IAD. CONTACTED DISPATCH AND MAINT CTL TO ADDRESS OPERATIONAL ISSUES. NORMAL LNDG IN IAD.

Synopsis

E145 FLT CREW EXPERIENCES AIR/GROUND SWITCH RELATED ANOMALIES AFTER TKOF. FOLLOW QRC PROCEDURES AND DIVERT.

ACN: 736119

Time / Day

Date : 200704
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSP.Airport
State Reference : MN
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : M98.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Horizontal Stabilizer Trim

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 736119

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Observation : Company Check Pilot
Function.Oversight : PIC

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

I WAS FLYING THE CRJ AS AN FO UNDERGOING LAST DAY OF LINE TRAINING. THE CAPT WAS A CHK AIRMAN. WE DEPARTED RWY 12L IN MSP, TURNED L ON A HDG ASSIGNMENT, AND CLBED THROUGH 1000 FT. WE RETRACTED FLAPS PER THE SCHEDULE AND LEVELED ON AN APPROPRIATE HDG OF 070 DEGS. AIRSPD WAS ACCELERATING THROUGH 200 KTS, I SELECTED 250 KTS ON THE SPD BUG (AUTOPLT ON) AND WITHIN SECONDS, AS THE PITCH WAS DECREASING, THE AUDIBLE CLACKER SOUNDED. I DID NOT IMMEDIATELY IDENT THE CAUSE, BUT THE CAPT RECOGNIZED IT AS A STABILIZER TRIM RUNAWAY. HE DISCONNECTED THE AUTOPLT (OR IT CLICKED OFF BY ITSELF -- NOT SURE) AND PUSHED THE STABILIZER TRIM DISCONNECT SWITCH. WE BOTH PUSHED FORWARD, AND THEN I MAINTAINED CTL, PUSHING FORWARD AGAINST A NOSE-UP FORCE. FORCE REQUIRED WAS FIRM BUT NOT EXCESSIVE. THE STABILIZER TRIM INDICATOR READ 6.0 AT TIME OF DISCONNECT. THE CAPT BEGAN THE NON-NORMAL CHKLIST. WE TRADED ACFT CTL WHERE CALLED FOR, AND I DISCONNECTED CIRCUIT BREAKERS FOR STABILIZER CH1 AND CH2 HSTCU AS DIRECTED BY THE PROC. THESE HAD TO BE PERFORMED BY THE FO, DUE TO THE CIRCUIT BREAKER LOCATION. WE COMPLETED THE CHKLIST, AND PREPARED FOR A RETURN TO MSP AS DIRECTED, LNDG FLAPS 20 DEGS ON RWY 12R. WX, RWY LENGTH, AND BRAKING CONDITIONS WERE EXCELLENT FOR THIS APCH. UPON RETURN TO GATE, THE TECHNICIANS WERE UNABLE TO DETERMINE THE FAULT CODES, DUE TO OUR PULLING THE NOTED CIRCUIT BREAKERS AS DIRECTED.

Synopsis

CHECK AIRMAN AND NEW FIRST OFFICER ABOARD CARJ EXPERIENCE RUNAWAY STAB TRIM. FOLLOW CHECKLIST AND RETURN TO DEP ARPT FOR SAFE LANDING.

ACN: 735822

Time / Day

Date : 200704
Day : Sat
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Ground : Pushback

Component : 1

Aircraft Component : Hydraulic Main System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 187
Experience.Flight Time.Type : 1400
ASRS Report : 735822

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

DURING THE TURNAROUND, I LEFT THE ACFT TO GET US BOTH COFFEE. CAPT STARTED TAKING CARE OF THE TURNAROUND DUTIES, ATIS, ETC. DESPITE THE LAST LEG OF THE TRIP AND RUNNING JUST A FEW MINS LATE, NEITHER ONE OF US WAS SUFFERING FROM ANY GET HOME ITIS. NEITHER ONE OF US WAS RUSHING OR HURRIED. IT WAS A GOOD TRIP, NO CREW CONFLICTS OF ANY KIND. I RETURNED TO THE ACFT AND WE SOON RAN THE BEFORE START CHKLIST. CAPT HAD THE ELECTRIC 'A' HYD PUMP ON AND I DIDN'T NOTICE IT DURING THE CHKLIST, DESPITE PHYSICALLY LOOKING RIGHT AT THE SWITCHES. PUSHBACK BEGAN AND A LOUD 'CLUNK' WAS HEARD. CAPT REALIZED IMMEDIATELY WHAT HAD HAPPENED -- SHEAR BOLT/PIN IN TOW BAR HAD BROKEN. I'M REALLY DISAPPOINTED THAT I DIDN'T CATCH THIS ERROR WHEN WE RAN THE CHKLIST. I MAKE A CONSCIOUS EFFORT EVERY TIME I RUN A CHKLIST TO NOT FALL INTO THE TRAP OF JUST READING THE LIST. I NEVER HURRY IT AND I LOOK AT THE SWITCH OR SYS TO MAKE SURE THINGS ARE SET CORRECTLY. BUT, SOMEHOW, I GOOFED. I REMEMBER LOOKING RIGHT AT THE SWITCHES -- DON'T KNOW HOW I COULD HAVE MISSED IT. LESSON LEARNED: BEFORE I CALL FOR PUSHBACK, INSTEAD OF JUST ENSURING THE DOORS ARE SHUT AND THE GND PWR IS DISCONNECTED, I AM GOING TO MAKE A CONSCIOUS EFFORT TO DOUBLECHK THE 'A' HYD SYS PRESSURE IS READING '0' LIKE IT SHOULD BE. ONE MORE WAY FOR ME TO XCHK OUR OURSELVES IN CASE WE MISS THE INCORRECT SWITCH POS. I NEED TO VERIFY THAT 'A' SYS HYD PRESSURE IS READING '0' BEFORE CALLING THE BEFORE PUSH CHKLIST COMPLETE. EVEN THOUGH THAT'S NOT PART OF THE CHKLIST, I THINK THAT'S A GOOD LOGICAL PLACE FOR ME TO TRY AND CATCH THIS MISTAKE BEFORE THE PUSHBACK TUG GETS UNDER WAY. THIS STEP WOULD HAVE CAUGHT THE MISTAKE WE MADE.

Synopsis

FAILURE TO VERIFY 'A' HYDRAULIC PUMPS OFF PRIOR TO PUSH BACK AND ENGINE START RESULTS IN A BROKEN TOW BAR SHEAR BOLT ON A B737-700.

ACN: 731633

Time / Day

Date : 200703

Day : Tue

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : A310

Operating Under FAR Part : Part 121

Flight Phase.Climbout : Takeoff

Route In Use.Departure.SID : N/S

Component : 1

Aircraft Component : Escape Slide

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 : 19700

Experience.Flight Time.Type : 3500

ASRS Report : 731633

Person : 2

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 : 110

Experience.Flight Time.Total : 3861

Experience.Flight Time.Type : 806

ASRS Report : 731629

Person : 3

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

Events

Anomaly.Other Anomaly : Fumes
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM
Resolatory Action.Aircraft : Evacuated
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

THE CAPT AND FO COMPLETED A NORMAL PREFLIGHT INSPECTION. THE ACFT WAS RELATIVELY CLEAN WITH NO MELS OR CDLS. ACFT LOADING, PUSHBACK, ENGINE START, AND TAXI WERE ALL NORMAL. ACFT CLRED TO TAXI. THE FO WAS FLYING THE LEG. AT TAKEOFF POWER APPLICATION, CAPT NOTICED A SLIGHT, UNIDENTIFIABLE ODOR. AT 100 KNOTS PLUS, THE ODOR WAS STILL PRESENT AND INTENSIFYING BUT NO OTHER WARNINGS. ROTATION AND GEAR RETRACTION WERE NORMAL WITH ODOR BECOMING VERY INTENSE. AT APPROXIMATELY 400 FT, THE CRC SOUNDED WITH A RED ECAM INDICATING MAIN DECK CARGO SMOKE. CAPT INSTRUCTED THE FO TO CONTINUE TO FLY THE ACFT WHILE THE CAPT COMPLETED THE CHKLIST. THE FO DECLARED AN EMER WITH TOWER. AFTER DOWNING AN OXYGEN MASK, CAPT TOOK THE ACFT AND TOLD THE FO TO DON HIS OXYGEN MASK. CREW ESTABLISHED COMS AND REQUESTED AN IMMEDIATE RETURN. THE TOWER OFFERED TWO RWYS. CAPT CHOSE, TURNED DOWNWIND AND BASE, AND TUNED THE ILS FREQUENCY AND COURSE. CAPT INSTRUCTED THE FO TO PUT THE GEAR DOWN AND COMPLETE THE BEFORE LNDG CHKLIST. THE CHKLIST WAS COMPLETE AND ACFT STABLE AT 1000 FT. NORMAL LNDG WITH ACFT COMING TO STOP AT INTERSECTION WITH TXWY CHARLIE. CAPT TEMPORARILY REMOVED HIS OXYGEN MASK TO CHECK FOR FUMES AND NOTED THE CONTINUING PRESENCE OF VERY STRONG FUMES. WE CONTACTED GROUND AND THE FIRE TRUCKS AND INFORMED THEM THAT WE WERE EVACUATING THE ACFT. CAPT REVIEWED THE EVACUATION CHKLIST AND INSTRUCTED THE FO TO BLOW THE SLIDES. THE L SLIDE DID NOT COMPLETELY DEPLOY (DOOR BLEW OPEN BUT THE SLIDE DID NOT DEPLOY). THE R SLIDE DEPLOYED NORMALLY. WE COMPLETED THE EVACUATION AND GAVE THE FIRE DEPARTMENT THE PAPERWORK AND ACFT. REGARDING THE ECAM DESCRIBED ABOVE, THE LEFT ECAM INITIALLY GAVE US A RED 'MAIN DECK CARGO SMOKE' INDICATION THAT IMMEDIATELY CHANGED TO THE AMBER ECAMS. IT FLASHED BACK AND FORTH FROM RED TO AMBER THROUGH SEVERAL CYCLES AND THEN REMAINED ON THE AMBER ECAM PAGE.

Synopsis

A310 RETURNS FOR IMMEDIATE LNDG AFTER EXPERIENCING A CARGO COMPARTMENT SMOKE WARNING ACCOMPANIED BY ACRID ODORS ON THE FLT DECK SHORTLY AFTER TKOF.

ACN: 731570

Time / Day

Date : 200703
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Landing Gear

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 216
Experience.Flight Time.Type : 20000
ASRS Report : 731570

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Person : 4

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication

Situations

Publication : QRH Handbook

Narrative

AS THE PF, I MADE THE TAKEOFF. AT A POSITIVE RATE OF CLIMB, I COMMANDED, 'LANDING GEAR UP.' THE FO MOVED THE GEAR LEVER TO THE NEUTRAL POSITION ONLY AND SAID HE WAS HAVING TROUBLE GETTING THE GEAR UP. I GLANCED OVER AND SAW 3 RED AND 3 GREEN LANDING GEAR LIGHTS. ABOUT THE SAME TIME HE MOVED THE GEAR HANDLE TO THE UP POSITION AND THE GEAR RETRACTED NORMALLY. HE STATED THAT HE HAD HAD TO PULL THE LANDING GEAR LEVER OVERRIDE TRIGGER TO GET THE GEAR HANDLE UP. SINCE ALL INDICATIONS WERE NORMAL AT THIS POINT AND IT WAS A VERY BUSY/DYNAMIC PHASE OF FLIGHT, I DECIDED TO CONTINUE TO FLY A NORMAL DEPARTURE AND GET AWAY FROM THE BUSY AIRPORT TRAFFIC AREA BEFORE WE REFERENCED THE QRH. THE FO THEN REVIEWED THE APPROPRIATE CHECKLIST ON PAGE X-X OF THE QRH, NOTED THAT IT WAS COMPLETE AND ADVISED THAT IT DIRECTED CONTACT WITH DISPATCH ABOUT A POSSIBLE RETURN TO ZZZ. CONTROL OF THE ACFT WAS TRANSFERRED WHILE I REVIEWED THE QRH MYSELF. WE DID INITIATE A RADIO PATCH WITH DISPATCH AND ADVISED THEM OF OUR NON-NORMAL LANDING GEAR RETRACTION. WE ASKED THAT THEY CONTACT MAINTENANCE FOR ANY POSSIBLE IDEAS OR SUGGESTIONS. MX ASKED THAT WE CYCLE THE GEAR AGAIN TO SEE IF THE GEAR REQUIRED ANOTHER OVERRIDE TO RETRACT. THIS WAS DONE AND ONCE AGAIN, THE GEAR DID NOT RETRACT NORMALLY. AT THAT POINT DISPATCH DIRECTED US TO RETURN TO ZZZ AT THE REQUEST OF MX CONTROL. WE INITIATED A RETURN TO ZZZ. AFTER WE HAD COMMITTED TO THE RETURN, WE FOUND THAT THE LG LATCH AND PRESS WARN CIRCUIT BREAKER WAS OUT. SINCE THE RETURN FLIGHT HAD BEEN INITIATED AND WE WEREN'T CERTAIN OF THE CAUSE OF THE POPPED CIRCUIT BREAKER, WE WENT AHEAD WITH AN UNEVENTFUL ARRIVAL AND LANDING IN ZZZ. AN APPROPRIATE LOGBOOK ENTRY WAS MADE WITH THE ABOVE FACTS. I THINK THAT ANY QRH ITEM THAT MAY HAVE BEEN CAUSED BY A TRIPPED CIRCUIT BREAKER SHOULD DIRECT YOU TO CHECK THAT SPECIFIC CIRCUIT BREAKER.

Synopsis

B737-500 CAPT RPTS DIFFICULTY RETRACTING LNDG GEAR AFTER TKOF. QRH PROC FAILS TO DIRECT CREW TO CHK CIRCUIT BREAKER THAT IF CHKED MIGHT SOLVE THE PROB.

ACN: 731397

Time / Day

Date : 200703
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

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.Descent : Approach

Component : 1

Aircraft Component : Flap Control (Trailing & Leading Edge)

Person : 1

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher
ASRS Report : 731397

Person : 2

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 734264

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Company Review

Assessments

Problem Areas : Aircraft
Problem Areas : Company

Narrative

I RECEIVED A RADIO CALL FROM MY FLT THAT WAS HOLDING DUE TO THE CEILING BELOW MINIMUMS FOR RWY 26, WHICH WAS THE BEST AVAILABLE WITH

EQUIP OUT AT THE ARPT. THE CREW HAD A FLAPS FAIL AT 30 DES AND I REFERRED THE QRH ABNORMAL WHICH TOOK ME TO FLAPS TWIST PAGE INSTEAD OF THE FLAPS FAIL PAGE WHICH WHEN LOOKING OVER THE PAGE, SAID NOTHING TO DIVERT TO NEAREST SUITABLE ARPT. THEREFORE, I HAD THE CREW DIVERT BACK TO JAX DUE TO THE LACK OF MAINT PERSONNEL AS ADVISED BY MAINT CTL. AS IT TURNED OUT, I SHOULD HAVE TURNED TO THE NEXT PAGE AND IT DOES STATE TO DIVERT TO NEAREST SUITABLE. AFTER CONFERRING WITH THE PROGRAM MGR ABOUT THE MIS-REF, HE STATED IT WAS A TYPO AND WILL BE FIXED IN THE NEXT REVISION. SUPPLEMENTAL INFO FROM ACN 734264: I WAS CONFERENCED IN ON A RADIO CALL WITH THIS FLT AND THE DISPATCHER FOR THIS FLT. THE FLT CREW RPTED THAT THEY HAD A FLAPS FAILURE AT 30 DEGS AND THEY WERE HOLDING DUE TO WX. I INFORMED THE CREW THAT THERE WASN'T ANY RE-SET PROC THAT COULD BE DONE INFLT. CREW INFORMED US THEY WERE DIVERTING TO TLH. I CHKED OUR MAINT DATABASE TO SEE IF WE HAD MAINT IN TLH, UNAWARE THAT THE QRH PROC WAS TO DIVERT TO NEAREST SUITABLE. INFORMED DISPATCH THAT THERE WASN'T ANY MAINT IN TLH. DISPATCHER, UNAWARE OF QRH PROC ALSO, INSTRUCTED CREW TO DIVERT BACK TO JAX.

Synopsis

ACR DISPATCHER REPORTS SENDING A CRJ200 BACK TO JAX WITH FLAPS FAILED AT 30 DEGREES. A TYPO IN THE QRH LED HIM TO THE WRONG CHECKLIST. THE ACFT SHOULD HAVE DIVERTED TO THE NEAREST SUITABLE ARPT.

ACN: 730976

Time / Day

Date : 200703
Day : Mon
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-400
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Hydraulic System Pump

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 800
ASRS Report : 730976

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Narrative

#1 ENG HYD PUMP FAILED DURING TKOF. WE WERE VECTORED AROUND THE BAY AREA WHILE WE COORD WITH DISPATCH AND RAN CHKLISTS. UNEVENTFUL LNDG.

Synopsis

B737-400 SUFFERS LEFT ENGINE DRIVEN HYDRAULIC PUMP FAILURE ON TKOF.
COMPLETED QRH PROCEDURES AND LANDED SAFELY.

ACN: 730876

Time / Day

Date : 200703
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Saab-Scania Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 730876

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Gear Unsafe Light
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Narrative

DURING GEAR RETRACTION, THE GEAR UNSAFE LIGHT REMAINED ON WITH THE HYD PUMP RUNNING CONTINUOUSLY. I CONTINUED WITH THE NORMAL PROCS

AND AFTER THE COMPLETION OF THE AFTER TKOF CHKLIST, PROCEEDED WITH THE QRH. FOLLOWING QRH PROCS WE CYCLED THE GEAR ONCE AND HAD THE SAME RESULT. SO WE PUT THE GEAR DOWN (3 GREEN) AND RETURNED FOR NORMAL LNDG AS THE QRH STATES A LNDG AT NEAREST ARPT. CFR WAS REQUESTED AND PRESENT FOR OUR LNDG BUT NOT USED AS A NORMAL LNDG AND TAXI TO GATE WAS ACCOMPLISHED.

Synopsis

SF34 FLT CREW ENCOUNTER GEAR UNSAFE CONDITION AFTER RETRACTION. CONDUCT QRH PROCEDURES AND RETURN FOR SAFE LANDING.

ACN: 730793

Time / Day

Date : 200703
Day : Thu
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A300
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Fuel Quantity-Pressure Indication

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 730793

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

AFTER TKOF CLBING THROUGH APPROX 2000 FT WITH SLATS JUST RETRACTED, THE TRIM TANK SYS FAULT MESSAGE CAME ON. WE TRIED CYCLING THE SLATS AND CYCLING THE L AND R INNER FUEL TANK PUMPS FOR THE AUTO FUEL FEED

LOGIC, NEITHER WORKED. WE FOLLOWED THE ECAM MESSAGE TO TURN OFF THE TRIM TANK PUMP SWITCHES AND THE TRIM TANK MODE FORWARD. THE NEXT PROB WHILE WE WERE CONTINUING OUR CLB WAS, WE LOST ALL FUEL INDICATIONS AND QUANTITIES. FUEL PAGE WENT TO ALL XXX'S ON QUANTITIES, PUMPS WENT AMBER AND ALL FUEL LINES TO EVERY TANK WAS ALSO AMBER. THE L SCREEN CTR OF GRAVITY XX'S GROSS WT XX'S AND THE FUEL TOTAL WENT XXXX'S. THE OVERHEAD FUEL QUANTITY INDICATORS WENT BLACK/BLANK. WE HAD NO INDICATION OF WHICH TANKS/TANK WAS FEEDING THE ENGS. I IMMEDIATELY WENT FUEL XFEED. WE WERE STILL CLBING SO I REQUESTED TO LEVEL AT FL250, WE WERE CLBING THROUGH IT AND NOW DSNING BACK DOWN TO FL250. THERE IS NO PROC FOR LOSS OF FUEL QUANTITY INDICATION. WE NOW COULD ONLY ASSUME WE HAD WING TANK FUEL GRAVITY FEEDING. I ALSO CHKED OUR FUEL BURN ON THE ENG GAUGES WHICH WAS 11000 LBS PER HR. WE WERE AIRBORNE 25 MINS. THAT GAVE US APPROX 1 HR OF FLT TIME. I WAS USING THE 16000 LBS WE HAD IN OUR WINGS AS ALL THE FUEL WE HAD. WE ASKED TO RETURN TO ZZZ FOR A LNDG AND DECLARED AN EMER/PAN TO ATC. THIS WAS DECLARED BECAUSE I KNEW WE WERE GOING TO BE OVERWT FOR LNDG, OUR TKOF WT WAS 375000 LBS. WE ALSO ASKED CFR TO ROLL OUT FOR POSSIBLE HOT BRAKES. THE DSCNT AND APCH WAS COMPLETED ALONG WITH TELLING THE FLT ATTENDANTS AND PAX OF OUR SITUATION. THE TOUCHDOWN WAS VERY SMOOTH WITH A DSCNT RATE OF 200 FT OR LESS, AIRSPD 153 KTS AND FOUND OUT LATER THE WT WAS APPROX 365000 LBS. BRAKES WERE SET TO MEDIUM AND THE TEMPS REACHED A MAX OF 355 DEGS. OUR FLT ATTENDANT #1 DID AN EXCELLENT JOB OF REVIEWING HER PROCS IF AN EVAC WERE NECESSARY AND INFORMED THE OTHER FLT ATTENDANT. THE LNDG TAXI BACK WAS UNEVENTFUL WITH THE CFR FOLLOWING. THE FLT ATTENDANTS HELPED THE PAX DEPLANE AT A HARD STAND AND THE CREW GET BACK INTO THE COUNTRY. MAINT FOUND THE FUEL QUANTITY COMPUTER BAD AND NEEDED REPLACED.

Synopsis

A300-600 SUFFERS LOSS OF FUEL COMPUTER, THUS NEGATING FUEL MANAGEMENT. FLT CREW DECLARES EMERGENCY AND RETURNS TO LAND OVERWT AT DEP ARPT.

ACN: 730780

Time / Day

Date : 200703
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Make Model Name : B737-800
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Pressurization Outflow Valve

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 186
Experience.Flight Time.Total : 6906
Experience.Flight Time.Type : 6906
ASRS Report : 730780

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Cabin Altitude Indicator/Warning Horn
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

PREFLT IN ZZZ. WX VERY COLD AND CLR. OUTSIDE AIR TEMP 7 DEGS F. DURING WALKAROUND, I NOTED PRESSURIZATION OUTFLOW VALVE CLOSED PER COLD WX PROCS. IT WAS THE FIRST TIME I RECALL SEEING THAT CONDITION ON MY WALKAROUND. CAPT DID COCKPIT PREFLT, SETTING PRESSURIZATION SELECTOR TO AUTO AFTER I RETURNED FROM WALKAROUND. SHORTLY BEFORE PUSHBACK A WATER LINE IN AFT GALLEY SPLIT, GUSHING WATER IN AFT GALLEY AREA. MAINT SECURED LEAK AND DEFERRED THE FIX. WATER TO AFT GALLEY WAS SHUT OFF. CLEANERS CLEANED UP WATER IN AFT GALLEY AREA. FLT ATTENDANTS INDICATED WE HAD OVER 1 INCH OF WATER IN THE REAR OF THE ACFT. WE DEPARTED THE GATE 2 MINS LATE. I WAS THE PF. CLB WAS NORMAL. AT LEVELOFF, FL350, CAPT NOTICED CABIN RATE OF CHANGE FLUXING +/-800-1000 FT, CABIN ALT AT 8000 FT. THE CABIN OUTFLOW VALVE WAS APPROX AT THE FIRST TIC MARK ABOVE FULL CLOSED. ALL SWITCHES WERE CHKED AND INDICATIONS APPEARED NORMAL. CAPT DIRECTED ME TO SWITCH CABIN CONTROLLER TO ALTERNATE CABIN, RATE OF CHANGE CONTINUED TO FLUX AND BEGAN TO SHOW A VERY SLOW CLB. NEXT, HE DIRECTED ME TO SWITCH CONTROLLER TO MANUAL, ATTEMPTED TO GAIN CTL OF CABIN ALT AT 9000 FT OUTFLOW VALVE WOULD NOT INDICATE FULL CLOSED. OUTFLOW VALVE WOULD STOP APPROX AT THE SAME SPOT AS IN AUTO AND ALTERNATE MODE. THE CABIN CONTINUED TO A SLOW CLB. I TOLD THE CAPT TO GET CLRNC TO 10000 FT AND I DONNED MY OXYGEN MASK. LET HIM WORK IMPENDING EMER. THAT PRETTY MUCH COVERED THE AUTO FAIL/UNSCHEMULED PRESSURIZATION CHKLIST. CAPT REQUESTED FL290, AND I STARTED DOWN WITH THE PWR UP, HOPING TO KEEP CABIN PRESSURE BELOW 10000 FT AND WONDERING WHY WE WERE DSNDRNG TO ONLY FL290. CAPT WAS STILL ON RADIO DISCUSSING RADAR COVERAGE AND FREQS IN CASE ATC CONTACT WAS LOST. AT APPROX FL300 CABIN ALT WARNING HORN WENT OFF. CAPT DONNED HIS MASK, EXTINGUISHED THE HORN, GOT CLRNC TO 10000 FT, A TURN TO ZZZ, AND BEGAN WORKING CHKLISTS WHILE STILL COORDINATING FREQS AND RADAR CONTACT WITH ATC, AS WE WERE OVER THE WATER AND ABOUT TO EXIT ATC COVERAGE. RADIOS WERE NEVER RELINQUISHED TO ME. DURING THE TURN I SWITCHED OFF THE AUTOPLT. CAPT DIRECTED THE AUTOPLT BE ENGAGED AND THEN HE SELECTED LEVEL CHANGE DSCNT (PWR AT IDLE) ON THE MCP, APPARENTLY, ABANDONING THE PWR ON DSCNT. SHORTLY AFTER LEVEL CHANGED WAS ENGAGED, THE MASTER CAUTION LIGHT ILLUMINATED. I NOTED PAX OXYGEN LIGHT ILLUMINATED INDICATING WE HAD FAILED TO KEEP THE CABIN ALT BELOW 14000 FT AND THE LEVEL CHANGE DSCNT HAD APPARENTLY ACCELERATED OUR DEPRESSURIZATION WITH THE PWR BACK. PASSING THROUGH APPROX FL180, I NOTED THE SPD BRAKE WAS NOT DEPLOYED INDICATING WE HAD NEVER REALLY ACCOMPLISHED THE EMER DSCNT CHKLIST. NOR DO I RECALL THE COMPLETION OF THE CABIN ALT WARNING HORN OR RAPID DEPRESSURIZATION CHKLIST. ALTHOUGH THE CAPT INDICATED HE HAD ACCOMPLISHED THE CHKLISTS. AT 10000 FT, I NOTED THE PRESSURIZATION CONTROLLER IN AUTO AND OUTFLOW VALVE FULL OPEN. I SWITCHED THE CONTROLLER TO MANUAL AND CLOSED OUTFLOW VALVE TO MAINTAIN 7000 FT (APPROX FIRST TIC). I DID NOT ATTEMPT TO SEE IF OUTFLOW VALVE WOULD FULLY CLOSE. DSNDRNG OUT OF 10000 FT THE CAPT POSITIONED THE CONTROLLER BACK TO AUTO. THE CAPT CHKED WITH THE BACK TO ENSURE EVERYONE WAS OK AND HAD EVERYONE REMOVE THEIR MASKS AT 10000 FT. THE FLT ATTENDANTS INDICATED SOME OF THE MASKS DID NOT WORK AND I HAD A

DISCUSSION ABOUT IT WITH THEM. LNDG WAS UNEVENTFUL. MAINT RPTED SEEING SOME ICE AROUND THE OUTFLOW VALVE AT THE GATE AND SUGGESTED THAT POSSIBLY WATER FROM THE EARLIER LEAK HAD FLOWED BACK DOWN AND FROZE DURING CLBOUT NOT ALLOWING FULL CLOSURE OF THE OUTFLOW VALVE AT ALT. HUMAN PERFORMANCE CONSIDERATIONS: PF SHOULD DO ATC COM, FREEING UP PNF TO FOCUS ON CHKLISTS. IF AUTOPLT IS WORKING FINE, DO NOT SHUT IT OFF -- IT FREES ONE UP ENOUGH TO STAY IN THE LOOP BETTER. ALT WARNING HORN IS TOO LOUD AND DISTRACTING, THEY SHOULD BE CHANGED TO A VOICE TELLING YOU TO DON OXYGEN MASK (LIKE MANY OTHER WARNINGS), IT IS IMPOSSIBLE TO COMMUNICATE WITH IT GOING OFF. IN HINDSIGHT IT APPEARS FULL COMPLETION OF THE CHKLIST MAY HAVE TAKEN BACK SEAT TO ACT/CABIN COM, IN A RAPIDLY CHANGING ENVIRONMENT WITH COM HAMPERED BY THE FULL FACE OXYGEN MASKS. ALSO THE TRANSITION FROM A PWR ON DSCNT TO AN EMER DSCNT WAS NOT REAL CLR CUT, ALTHOUGH IT SHOULD HAVE BEEN ONCE THE CABIN REACHED 14000 FT. HAD WE FOCUSED MORE ON THE 3 EMER CHKLISTS, WE WOULD HAVE ENSURED ALL ITEMS WERE COMPLETED. HOWEVER, THE ULTIMATE OUTCOME I DO NOT BELIEVE WOULD HAVE BEEN ANY DIFFERENT.

Synopsis

B737-800 FLT CREW EXPERIENCES PRESSURIZATION FAILURE LIKELY RELATED TO WATER SPILL IN AFT CABIN OVER PRESSURIZATION OUTFLOW VALVES DURING PREFLT IN VERY COLD CONDITIONS. CRM AND SOP ISSUES ARE MAGNIFIED DURING PERFORMANCE OF CHECKLISTS AND EMERGENCY DESCENT.

ACN: 730776

Time / Day

Date : 200703
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Light : Dawn

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 125
Flight Phase.Climbout : Initial
Route In Use.Departure : On Vectors

Component : 1

Aircraft Component : Flap/Slat Control System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 5900
ASRS Report : 730776

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Flap Fail
Message
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON CLBOUT 'FLAPS FAIL' CAUTION FROM 20 DEGS TO 8 DEGS. THEY WERE STUCK AT 20 DEGS. WE NOTIFIED DEP AND ASKED FOR A COUPLE OF MINS TO RUN CHKS BEFORE LNDG BACK AT ZZZ. QRH FOLLOWED AND NORMAL CHKLISTS COMPLETED. OVERWT LNDG AT ABOUT 47500 LBS. BEFORE APCH, CONFIRMED LNDG DISTANCE WITH COMPANY AND FSM. MAINT WAS NOTIFIED.

Synopsis

CARJ FLT CREW EXPERIENCES FLAP FAILURE ON DEPARTURE. FOLLOW QRH AND LAND OVERWEIGHT AT DEP ARPT.

ACN: 729915

Time / Day

Date : 200703
Day : Tue
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Flap/Slat Control System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 729915

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : CAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

CRJ 100/200 FLAP FAIL GREMLIN. FLT WAS OPERATED NORMALLY WITHIN ALL FAA/ACR STANDARDS ON A CLR DAY. WE WERE ON ZZZ FINAL APCH, INSTRUCTED TO EXPECT RWY 17L. WE WERE ON AN EXTENDED DOWNWIND FOR RWY 17L AND ABOUT TO BE CLRED FOR VISUAL APCH WHEN THE FO CALLED FOR FLAPS 8 DEGS. I VERIFIED THE ACFT SPD (200 KIAS) AND SELECTED FLAPS 8 DEGS. AFTER THE FLAPS REACHED 8 DEGS WE REVIEWED A 'FLAPS FAIL' AMBER CAS MESSAGE WITH THE AURAL CHIME. I ELECTED TO DECLARE AN EMER AND REQUESTED RWY 17R AND TIME TO RUN OUR CHKLIST. I WORKED THROUGH THE FLAPS FAIL QRH AND BRIEFED THE FLT ATTENDANT, COMPANY VIA ACARS, AND THE PAX. I THEN ASSUMED MY PLT MONITORING DUTIES AND CLOSELY OBSERVED THE FO MAKE THE FLAP 8 DEG LNDG TO PERFECTION. FLT ARRIVED AT THE GATE WITH NO FURTHER PROBS AND DEPLANED AS USUAL. FLAP FAIL CAS MESSAGE. FOLLOWED QRH, THEN PROCEEDED TO LAND. UNSURE, MAINT EVENT. CRJ 100/200 ISSUE.

Synopsis

A CRJ200 CREW RECEIVED A 'FLAPS FAIL' CAS AT FLAPS 8 WHILE PREPARING TO LNDG. AN EMERGENCY WAS DECLARED FOLLOWED BY A NORMAL LNDG.

ACN: 727829

Time / Day

Date : 200702
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 32000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Enroute : Other Oceanic

Component : 1

Aircraft Component : Hydraulic Fluid

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 727829

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 727828

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Aircraft

Narrative

CLBING THROUGH FL320 ENRTE TO FL380, THE L HYD QUANTITY EICAS MESSAGE, L SYS 'RES' LIGHT ILLUMINATED ON OVERHEAD PANEL, AND L HYD QUANTITY INDICATED ZERO AND BOTH OTHER HYD SYS WERE INDICATING NORMAL. CAPT DECLARED AN EMER, DISPATCH WAS NOTIFIED, AND WE DIVERTED. ALL APPROPRIATE PROCS AND CHKLISTS WERE ACCOMPLISHED. NO FURTHER PROBS NOTED.

Synopsis

B757-200 SUFFERS LOSS OF LEFT SYSTEM HYDRAULIC QUANTITY. DECLARES EMERGENCY AND DIVERTS FOR REPAIRS.

ACN: 727525

Time / Day

Date : 200702
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-400
Operating Under FAR Part : Part 121
Navigation In Use.Other.VORTAC
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Component : 1

Aircraft Component : Hydraulic System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 19000
Experience.Flight Time.Type : 6000
ASRS Report : 727525

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON VECTOR TO LAND AT ZZZ, WE LOST SYS B HYD FLUID AND THUS HAD TO DECLARE AN EMER AND LAND AT ZZZ WITH FIRE EQUIP STANDING BY IN CASE SYS A WAS LOST. I WAS THE PF, AND THE CAPT DID AN EXCELLENT JOB OF RUNNING THE LENGTHY CHKLISTS REQUIRED. THE LNDG WAS UNEVENTFUL, WITH LIMITED LOSS OF REQUIRED SYS, DUE TO SYS A MAINTAINING NORMAL PRESSURE. SYS B LOSS WAS DUE TO A RUPTURED LINE.

Synopsis

B737-400 LANDS SAFELY FOLLOWING A LOSS OF B SYSTEM HYDRAULIC SYSTEM.

ACN: 725902

Time / Day

Date : 200701
Day : Mon
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : Marginal
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8 Series Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Fire/Overheat Warning

Person : 1

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 : 50
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 1750
ASRS Report : 725902

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Master
Warning/Smoke Light

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

THE FIRST TIME THIS ISSUE OCCURRED WAS DURING DEP, AFTER CLB POWER HAD BEEN SET AND THE AFTER TAKEOFF CHKLIST HAD BEEN COMPLETED. FOR ABOUT 2 TO 3 SECONDS, THE MASTER WARNING AND SMOKE LIGHT ILLUMINATED, THEN EXTINGUISHED ON ITS OWN. THE CAPT LOOKED AT THE APPROPRIATE CHKLIST TO SEE WHAT THE APPROPRIATE ACTIONS SHOULD BE IF THE SMOKE LIGHT ILLUMINATED AGAIN AND REMAINED ILLUMINATED. OUR COMPANY'S CHKLIST CALLS FOR THE FLT ATTENDANT TO OPEN THE DOOR TO THE BAGGAGE COMPARTMENT AND CHK FOR A FIRE. IF THERE IS A POSITIVE INDICATION OF FIRE, THE AIRPLANE IS TO BE LANDED AS SOON AS POSSIBLE. AS A CREW, WE DETERMINED THAT THERE WAS NOT A POSITIVE INDICATION OF A FIRE, BEING THAT THE WARNING LIGHT DID NOT REMAIN ILLUMINATED, AND WE CONTINUED ON WITH THE FLT. ABOUT 10 MINS LATER, THE SMOKE AND MASTER WARNING LIGHTS ILLUMINATED, AGAIN FOR ABOUT 3 SECONDS, THEN EXTINGUISHED ON THEIR OWN. BEING THAT THERE IS NO PROC AT OUR COMPANY FOR A WARNING LIGHT THAT EXTINGUISHES ON ITS OWN, WE USED OUR OWN THOUGHT PROCESS TO DETERMINE THE PROB. THE CAPT TESTED THE SMOKE WARNING SYSTEM, AND THE TEST SWITCH WOULD NOT RETURN TO THE NEUTRAL POSITION THE RIGHT WAY. WE DETERMINED THAT THE TEST SWITCH WAS CAUSING AN INDICATION MALFUNCTION AND CONTINUED ON WITH THE FLT. LOOKING BACK ON THIS ISSUE, I BELIEVE THAT WE MADE THE RIGHT DECISION, BUT THAT WE COULD HAVE USED OUR RESOURCES BETTER TO ENHANCE SAFETY. I BELIEVE THAT WE SHOULD HAVE FOLLOWED THE CHKLIST, JUST IN CASE THERE WAS AN ACTUAL FIRE. WE SHOULD HAVE COM WITH THE FLT ATTENDANT AND HAD HER CHK THE BAGGAGE COMPARTMENT FOR SIGNS OF A FIRE. AFTER SHE WOULD HAVE DISCOVERED THAT THERE WAS NO FIRE, WE WOULD HAVE BEEN ABLE TO CONTINUE THE FLT WITH NO QUESTION OF SAFETY LINGERING AT ALL.

Synopsis

LACK OF PROACTIVE FLT CREW RESPONSE TO APPARENTLY FALSE INDICATION OF A CARGO COMPARTMENT FIRE ABOARD A DHC8 TRIGGERS POST FLT REEVALUATION BY FIRST OFFICER.

ACN: 725485

Time / Day

Date : 200701
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Component : 1

Aircraft Component : Pressurization System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 2500
ASRS Report : 725485

Person : 2

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

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Cabin Alt Warning

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft

Narrative

WHILE OPERATING ACFT AS FLT FROM ZZZ TO ZZZ1 WE OBSERVED A CABIN ALT CAUTION MESSAGE ON ED1. WE HAD JUST LEVELED AT FL210. I INITIATED A DSCNT AND REQUESTED LOWER FROM ATC WHILE COPLT ATTEMPTED TO EXECUTE THE APPROPRIATE CHKLIST. MOMENTS LATER WHILE DSNding THROUGH FL190 WE OBSERVED THE CABIN ALT MASTER WARNING. WE DECLARED THE EMER, EXECUTED THE EPC AND DSNDED TO 10000 FT. WE PERFORMED THE EXPANDED CHKLIST AND RETURNED TO ZZZ AT 8000 FT. A CELL CALL WAS MADE TO DISPATCH. MINIMUM FUEL WAS DECLARED AND WE WERE VECTORED FOR A VISUAL APCH TO RWY 1R IN ZZZ. WX CONDITIONS WERE CLR AND VISIBILITY WAS GREATER THAN 10 MI THROUGHOUT THE EVENT. NO CFR WAS REQUIRED OR REQUESTED. WE TAXIED TO THE GATE AND DEPLANED WITHOUT FURTHER INCIDENT.

Synopsis

CRJ-200 FLT CREW HAS A PRESSURIZATION ANOMALY, DECLARES AN EMER, DESCENDS AND DIVERTS FOR LNDG.

ACN: 724696

Time / Day

Date : 200701
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A300
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Hydraulic Main System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 724696

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM Wing
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

LOSS OF GREEN HYD PRESSURE ON ARR INTO ZZZ. DECLARED AN EMER AND MANUALLY LOWERED THE GEAR. TOWED OFF OF THE RWY. ALL CHKLISTS WERE PERFORMED. FO DID A GREAT JOB AND MAINT TOWED US OFF IN A TIMELY MANNER.

Synopsis

A300 FLT CREW EXPERIENCES TOTAL LOSS OF GREEN SYS HYD FAILURE.

ACN: 724234

Time / Day

Date : 200701
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : Beech 1900
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Supplemental Landing Gear

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 724234

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Company Policies
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

I BELIEVE I FAILED TO PROPERLY SECURE THE TAIL STAND BECAUSE I RUSHED TO COMPLETE MY DUTIES. HAD I TAKEN MORE TIME TO ENSURE THAT THE TAIL STAND WAS IN PLACE AND THAT THE CARGO WAS PROPERLY SECURED, THE INCIDENT WOULD NOT HAVE OCCURRED. CONTRIBUTING TO THE INCIDENT WAS THAT THE 'AFTER START' CHKLIST WAS NOT COMPLETED IN THE PRESENCE OF BOTH COCKPIT CREW MEMBERS IN AN ATTEMPT TO SAVE TIME. HAD THE CHKLIST BEEN COMPLETED WITH BOTH CREW MEMBERS PRESENT, THE MISTAKE WOULD HAVE BEEN CAUGHT AND THE TAIL STAND WOULD HAVE BEEN PROPERLY SECURED PRIOR TO DEP. ALSO CONTRIBUTING TO THE INCIDENT WAS THE PACE REQUIRED TO MAINTAIN AN ON TIME SCHEDULE. PLANNED GND TIMES ARE OFTEN INADEQUATE TO COMPLETE FUELING AND ACFT LOADING. THUS A FAST PACE MUST BE MAINTAINED TO REMAIN ON SCHEDULE AND OFTEN MAKE UP TIME. I, THE FO, WAS FINISHING LOADING CARGO. CAPT STARTED THE R ENG. WE HAD BEEN KEEPING A VERY EFFICIENT PACE ON THE GND AND UPON HEARING THE ENG START, I BEGAN TO RUSH. I QUICKLY CLOSED THE AFT CARGO DOOR AND WALKED FORWARD TO ENTER THE CABIN. UPON FINISHING MY PREFLT CABIN DUTIES, I ENTERED THE COCKPIT AND WAS INFORMED THAT THE 'AFTER START' CHKLIST HAD BEEN COMPLETED BY THE CAPT. THIS HAD OCCURRED ONCE BEFORE THAT DAY AND I THOUGHT NOTHING OF IT. I THEN CONTINUED WITH MY 'BEFORE TKOF' CHK. THE FLT CONTINUED NORMALLY TO DEST. UPON LNDG I CLBED OUT OF THE COPLT'S STATION AND INSTRUCTED THE PAX TO REMAIN SEATED UNTIL THE TAIL STAND WAS IN PLACE. I THEN BEGAN LOOKING FOR THE TAIL STAND PIN, WHICH I USUALLY STOW IN THE COPLT SEATBACK POCKET. NOT FINDING THE PIN, I OPENED THE FORWARD DOOR AND I LOOKED UNDER THE TAIL. I SAW THE TAIL STAND STILL IN PLACE. I THEN INFORMED THE CAPT THAT THE TAIL STAND HAD BEEN LEFT IN PLACE DURING FLT AND WALKED OUTSIDE TO OPEN THE AFT CARGO HATCH. I EXAMINED THE TAIL STAND, PIN, AND ATTACHMENT POINT FOR DAMAGE. I OBSERVED NO DAMAGE OR DEFORMITY AT THAT POINT OR DURING THE POST FLT WALKAROUND. I INSPECTED THE TAIL STAND TO ENSURE SECURITY AND FOR DAMAGE. TO AVOID REPEATING THE INCIDENT, I WILL REFRAIN FROM RUSHING MYSELF WHILE SECURING COCKPIT DOORS. A VISUAL CHK COULD BE DONE BEFORE CLOSING THE CABIN DOOR TO MAKE SURE THAT THE PIN IS IN THE ACFT. MOST IMPORTANTLY, THE 'AFTER TKOF' CHKLIST MUST BE COMPLETED IN THE PRESENCE OF BOTH COCKPIT CREW MEMBERS TO ENSURE THAT EACH ITEM IS PROPERLY COMPLETED. THE ADDITIONAL TIME REQUIRED TO COMPLETE THE CHKLIST IS MINIMAL AND DOES NOT OUTWEIGH THE SAFETY BENEFITS ACHIEVED BY BOTH COCKPIT CREW MEMBERS COMPLETING THE CHKLIST.

Synopsis

BE19 FLT CREW DEPARTS WITH TAIL STAND STILL IN PLACE.

ACN: 723544

Time / Day

Date : 200701
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 32000

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Hydraulic System Pump

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 4500
ASRS Report : 723544

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Person : 4

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Weather

Narrative

WE SAT FOR ABOUT 1 HR WAITING FOR THE WX AT ZZZ TO IMPROVE. DISPATCH DID NOT WANT US TO TAKE OFF BECAUSE THEY HAD SNOW AND ICE PELLETS MIXED. HE WAS AFRAID WE WOULD GET STUCK THERE. FINALLY, IT CHANGED TO SNOW SO OFF WE WENT. THIS WAS AFTER SITTING AROUND FOR OVER 1 HR WAITING FOR OUR ACFT TO COME IN (IT WAS LATE). I BELIEVE WE WERE AT OUR CRUISE ALT WHEN WE RECEIVED A HYD BLUE PUMP OVERHEAT MESSAGE. WE FOLLOWED THE ECAM AND TURNED THE PUMP OFF WHICH OF COURSE MADE OUR BLUE SYS PRESSURE GO TO ZERO. WE GOT THE BOOK OUT AND READ THE FLT MANUAL CHKLIST AS WELL. BOTH OF US LOOKED AT IT AND FELT WE HAD DONE EVERYTHING. WE THEN HAD DISPATCH CALL US AND HE WANTED US TO RETURN TO ZZZ1 BECAUSE OF THE PROB AND THE WX AT ZZZ HAD GONE BACK TO SNOW AND ICE PELLETS. I HAD ALREADY FIGURED THAT I WASN'T GOING TO ZZZ. I QUESTIONED HIM WHEN HE DIDN'T SEEM TO WANT TO CALL MAINT IN ON THIS ONE AND HE GOT THEM TO COME ON THE LINE. COM WAS DIFFICULT AND I THOUGHT POOR. WE REALLY DIDN'T LEARN ANYTHING NEW. MAINT DID NOT TALK WITH US BUT JUST THE DISPATCHER. AS IT TURNED OUT, MAINT DID NOT UNDERSTAND WHAT REALLY WAS WRONG WITH THE AIRPLANE. I TALKED WITH THE FLT ATTENDANTS AND JUST ISSUED A WEAK CABIN ADVISORY (I WAS TEMPTED TO NOT EVEN DO THAT). THE REASON IS THAT I KNEW IF WE HAD FURTHER PROBS WE COULD ALWAYS DEPLOY THE RAT AND GET THE BLUE SYS BACK. DISPATCH EXITED BEFORE I WAS REALLY DONE TALKING WITH HIM SO I ACARS'ED HIM TO MAKE SURE HE DID NOT HAVE EMER TRUCKS CALLED. AGAIN AT THIS POINT IT DID NOT SEEM NECESSARY. I, OF COURSE, ALSO TOLD THE PEOPLE WHAT WAS GOING ON. ONCE WE GOT EVERYTHING DONE I WENT BACK TO THE BOOK AGAIN TO MAKE SURE WE DID NOT MISS ANYTHING. AS I LOOKED AT IT AGAIN IT SAYS 'IF BLUE OVERHEAT OUT' TO PUT IT BACK IN THE AUTO POS. THE LIGHT HAD BEEN OUT FOR SOME TIME SO WE BOTH AGREED THAT WE COULD PUT IT BACK ON AND RECOVERED THE BLUE SYS. WE DID AND DID NOT HAVE ANOTHER OVERHEAT. ON THE GND WITH ALL THE PRESSURE OFF, I LOOKED AT IT AGAIN AND FOUND THE BOOK PROC CONFUSING. IT HAS 2 CHKLISTS ON THE SAME PAGE. THE PART ABOUT TURNING THE PUMP BACK ON IS UNDER APCH PROC HYD LOW PRESSURE. WE NEVER GOT THIS ECAM MESSAGE (OF COURSE WE DID TURN IT ON BEFORE THE APCH PHASE AND DON'T KNOW IF IT WOULD HAVE COME UP THEN OR NOT). I THINK THIS CHKLIST NEEDS TO BE MADE MORE CLR. OTHERWISE THE FO DID A GREAT JOB AS WELL AS THE FLT ATTENDANTS. FATIGUE WAS AN ISSUE IN THAT SITTING AROUND FOR THAT LONG AND THE FACT THAT WE WERE ON DAY #4 OF A LONG 4-DAY TRIP (THE DAY BEFORE WE DEADHEADED TO ZZZ2 AND FLEW BACK) MEANT WE WERE TIRED IN OUR DECISION MAKING. THOUGH I WOULD SAY I DON'T THINK I WOULD HAVE DONE ANYTHING DIFFERENTLY.

Synopsis

AN A320 CREW TURNED AN OVERHEATED BLUE HYD ELECTRIC PUMP ON
PREMATURELY BEFORE LNDG BECAUSE OF CHKLIST AMBIGUITY AND CONFUSION.

ACN: 723285

Time / Day

Date : 200701
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SEA.Airport
State Reference : WA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft : 1

Controlling Facilities.Tower : SEA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Pushback

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 19500
Experience.Flight Time.Type : 2000
ASRS Report : 723285

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 151
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 3000
ASRS Report : 723286

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel : Ramp Guidance

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative

PARTIAL PUSHBACK FOR DEICING IN SEA. NOT NORMAL IN SEA. VERBIAGE WAS NORMAL FOR INITIAL PUSHBACK, PUSHED ABOUT 60-80 FT BACK THEN STOPPED TO DEICE. TUG OPERATOR SAID 'SET BRAKES AND CONFIGURE.' I REPLIED THAT BRAKES WERE SET AND PRESSURE WAS NORMAL. FO ADVISED THAT WE WERE CONFIGURED AND I TOLD TUG DRIVER WE WERE CONFIGURED. TUG DRIVER CAME BACK ON AND ADVISED DEICE COMPLETE AND START TIME AND FLUID TYPE. I TOLD FO THIS INFO AND HE PROCEEDED TO GET PUSHBACK CLRNC FOR ENG START. FO ADVISED THAT WE WERE CLRED TO PUSH, TAIL W. ALL THIS VERBIAGE IS NOT EXACT AND I AM NOT EXACT ON MY RECOLLECTION OF MY WORDS TO THE TUG DRIVER. I SAID SOMETHING LIKE WE WERE READY TO GO AND CLRED TO PUSH TAIL W OR READY TO GO TAIL W. TUG DRIVER QUESTIONED WITH SOMETHING LIKE YOU'RE READY TO GO? AND I SAID YES. I DID NOT SAY BRAKES SET, THOUGH I AM VERY CONSCIOUS OF SAYING THAT WHEN I REPLY TO PUSHBACK CREW. TUG DRIVER THEN PROCEEDED TO TRY TO PUSH AIRPLANE BACK WITH BRAKE SET. I WAS VERY SURPRISED AT THIS, BUT BEFORE I HAD THE PRESENCE OF MIND TO REACT ON THE INTERPHONE THE TUG DRIVER HAD GIVEN ONE PUSH FOLLOWED IMMEDIATELY BY ANOTHER VERY HARD PUSH (COULD HEAR TUG MOTOR STRAIN) FOLLOWED IMMEDIATELY BY A LOUD BANG. I HIT THE BRAKE PEDALS TO RELEASE THE BRAKES AS I REALIZED WHAT WAS HAPPENING BUT NEVER GOT THEM RELEASED. I ASKED WHAT HAD HAPPENED AND TUG DRIVER SAID TOW BAR WAS MESSED UP BIG TIME. HE CAME BACK ON AND ASKED IF BRAKES WERE SET AND I SAID NO BUT I WOULD SET THEM. NEVER GOT MY FEET OFF THE BRAKES AND ACFT DID NOT MOVE. TUG DRIVER DID NOT ASK ME TO RELEASE BRAKES PRIOR TO TRYING TO PUSH BACK THE AIRPLANE. AFTER DETERMINING THAT NO ONE WAS INJURED ON THE GND, I TALKED TO FLT ATTENDANTS AND FOUND THAT CABIN WAS OK. THEN MECH CAME ON INTERPHONE AND SAID THAT A BRACKET HAD BROKEN OFF NOSE GEAR AND WE SHOULD START UP AN ENG AND TAXI BACK TO GATE FOR A QUICK FIX BY CANNIBALIZING THE ACFT NEXT DOOR. L ENG WOULD NOT START, GOT #1 ENG FUEL VALVE EICAS AND ENG VALVE LIGHT ON CONSOLE. RAN QRC FOR ABNORMAL START AND THEN STARTED R ENG AND TAXIED IN TO GATE. DECISION WAS MADE TO SWITCH TO SPARE ACFT ON NEXT GATE. FO WAS RIGHT ON SOP THROUGHOUT AND A GREAT HELP WITH COM WITH OPS WHILE I COORD WITH GND PERSONNEL.

Synopsis

B757-200 FLT CREW HAS NOSEWHEEL DAMAGED DURING PUSHBACK FOR ENG START.

ACN: 723269

Time / Day

Date : 200701
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 17000

Environment

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival.STAR : N/S

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 6000
ASRS Report : 723269

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 144
Experience.Flight Time.Total : 9300
Experience.Flight Time.Type : 6300
ASRS Report : 723266

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft

Narrative

AS THE ACFT WAS LEVELING AT 17000 FT OVER THE INTXN, LOUD BANGING AND AIRFRAME VIBRATION WERE EXPERIENCED. ENG INST SCAN REVEALED #1 ENG N1 WAS LOW RELATIVE THE #2 ENG AND ALL OTHER PARAMETERS WITHIN APPROPRIATE LIMITS. AN ENG COMPRESSOR STALL WAS DIAGNOSED AND THE PF, THE FO, PERFORMED THE MEMORY ITEMS FOR THE ENG LIMIT, SURGE, OR STALL, WHILE THE CAPT CONFIRMED THE IMMEDIATE ACTION ITEMS WITH THE CHKLIST. A CALL FROM THE FLT ATTENDANT ADVISED US OF THE BANGING AND VISIBLE FLAMES FROM THE REAR OF THE ENG. AS THE THROTTLE APCHED IDLE, THE BANGING STOPPED AND THE FLT ATTENDANTS CONFIRMED NO MORE FLAMES FROM THE ENG. AN EMER WAS DECLARED, THE DSCNT WAS INITIATED, AND THE REF ITEMS FROM THE FLT MANUAL ACCOMPLISHED. DISPATCH WAS NOTIFIED VIA ACARS. DUE TO THE CLOSE PROX OF THE ARPT, THE CREW DECIDED NOT TO ADVANCE THE THROTTLE ON THE #1 ENG BECAUSE THE POSSIBILITY OF RECURRING TAILPIPE FLAMES CAUSING ADDITIONAL PAX CONCERN. A CABIN ADVISORY WAS GIVEN TO THE FLT ATTENDANTS AND THE PAX ADVISED THE SITUATION WAS UNDER CTL AND TO EXPECT FIRE TRUCKS TO MEET THE AIRPLANE UPON OUR ARR IN ZZZ. THE CAPT BECAME THE PF ON BASE AND FLEW A FLAPS 15 DEG APCH AND LNDG ON RWY 16L. THE ACFT CLRED THE RWY AND SHUT DOWN THE #1 ENG. FIRE TRUCKS CONFIRMED NO VISIBLE DAMAGE OR SMOKE AND THE ACFT CONTINUED TO THE GATE TO DEPLANE PAX.

Synopsis

B737-300 FLT CREW HAS AN ENG MALFUNCTION, DECLARES AN EMER AND LANDS.

ACN: 723256

Time / Day

Date : 200701
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Beech 1900
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Indicating and Warning - Landing Gear

Person : 1

Affiliation.Company : Air Carrier
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 : 200
Experience.Flight Time.Total : 1700
Experience.Flight Time.Type : 1400
ASRS Report : 723256

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 : 50
Experience.Flight Time.Total : 700
Experience.Flight Time.Type : 50
ASRS Report : 723257

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Landing Gear
Indicator Lights
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Narrative

LNDG GEAR WAS SELECTED DOWN, BUT DOWN AND LOCKED LIGHTS FOR THE L
MAIN GEAR FAILED TO ILLUMINATE. THE LIGHTS WERE TESTED AND FOUND TO
BE WORKING. THE GEAR UNSAFE LIGHTS WERE NOT ILLUMINATED. WE
FOLLOWED OUR CHKLIST THEN DECLARED AN EMER, LANDED SAFELY, AND SHUT
DOWN THE ENGS. DEPLANED THE PAX AND WERE TOWED TO THE GATE. WE HAD
CONFLICTING INFO FROM THE GEAR LIGHTS, SO WE HAD TO ASSUME THAT THE
GEAR WAS NOT LOCKED DOWN.

Synopsis

BEECH BE1900B FLT CREW HAS GEAR MALFUNCTION ON APCH TO MCI.

ACN: 722038

Time / Day

Date : 200612
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : IMC
Weather Elements : Ice
Weather Elements : Rain
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Engine Air

Person : 1

Affiliation.Company : Air Carrier
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 : 100
Experience.Flight Time.Total : 5859
Experience.Flight Time.Type : 3375
ASRS Report : 722038

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Weather
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Weather

Narrative

ON CLBOUT GOING THROUGH ABOUT FL200 WE GOT #2 ENG BLEED LEAK. WE RAN THE QRH AND THE LEAK INSCRIPTION CLRED. AT THE TIME WE WERE IN AND OUT OF ICING AND WE KNEW THAT WE WOULD NOT BE ABLE TO CONTINUE TO ZZZZ. WE THEN NOTIFIED ATC AND ASKED TO RETURN BACK TO ZZZ. THEY CLRED US DIRECT AND IN THE MEANTIME WE DECIDED TO DECLARE AN EMER. WE THEN BRIEFED THE FLT ATTENDANT AND MADE A PA TO THE PAX. ONCE ON APCH WE ASKED IF WE COULD SLOW TO 180 KTS SO THAT WE COULD EXTEND GEAR AND FLAPS TO TRY TO HELP AND BURN AS MUCH FUEL AS WE COULD PRIOR TO LNDG. WE MADE AN OVERWT LNDG AT 45800 LBS ABOUT 1700 LBS OVER MAX LNDG WT. WE CLRED THE RWY AND THE EMER EQUIP LOOKED OVER OUR ACFT AND CLRED US TO TAXI TO THE GATE.

Synopsis

AN EMB145 DEVELOPED A BLEED AIR LEAK AT FL200 IN ICING CONDITIONS AFTER TKOF. AN EMER WAS DECLARED AND THE ACFT RETURNED TO LAND.

ACN: 721265

Time / Day

Date : 200612
Day : Sat
Local Time Of Day : 1801 To 2400

Place

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

Environment

Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : DC-10 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Checklists

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Total : 15000
ASRS Report : 721265

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Company

Narrative

WE HAVE A QRH THAT HAS ALL EMER AND ABNORMAL CHKLISTS AS WELL AS SOME OPERATIONAL INFO AND CHKLISTS. OUR ACFT TYPICALLY HAVE TWO ABOARD ALONG WITH AN ACFT COMPANY FLT MANUAL (CFM). LAST EVENING BOTH OUR QRH'S WERE MISSING AND PUT ON AN OPEN ITEM LIST, NOT REALLY DEFERRED UNDER MEL AUTH, JUST LISTED TO KEEP TRACK OF. THIS LEFT US WITH THE CFM. QUICK THINKING ON MY PART ALLOWED US TO 'BORROW' ONE FROM ANOTHER ACFT ON THE RAMP AS THEY HAD TWO. CHKLIST CRITICAL TO THE OP OF THE ACFT SHOULD BE REQUIRED EXCEPT FOR DIRE SITUATIONS. LACK OF PLANNING OR GOOD HEADWORK SHOULD NOT BE GROUNDS FOR PERMITTING LACK OF THIS EASY TO USE, VITAL INFO. THUMBING THROUGH 3 LARGE CFM BINDERS (OVER 1000 PAGES) TO FIND CRITICAL INFO IS NOT AN ACCEPTABLE SAFETY SITUATION IN MY VIEW. THIS PARTICULAR EVENING WE HAD A HYD TEST FAIL THAT REQUIRED A MANUAL PROC AND ALSO THE BRIEFING OF A MONITORED APCH INTO MEM WITH WX AT 200/1 MI. BOTH OF THESE ITEMS WERE EASILY ACCESSIBLE IN THE QRH.

Synopsis

WDB CAPT FEELS IT IS INAPPROPRIATE TO DISPATCH AN ACFT WITHOUT THE QUICK REF HANDBOOKS ABOARD.

ACN: 721124

Time / Day

Date : 200612
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : N/S

Component : 1

Aircraft Component : Air Conditioning Distribution System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 225
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 6000
ASRS Report : 721124

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 2700
ASRS Report : 721121

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication

Narrative

WHILE TAKING THE ACTIVE FOR DEP, I NOTICED AN UNUSUAL SOUND THAT SEEMED LIKE IT WAS COMING FROM UNDER THE COCKPIT. IT SOUNDED LIKE AIR VIBRATING IN A DUCT. JUST AFTER BECOMING AIRBORNE, THE FO AND I NOTICED A FAIRLY STRONG, BURNING ELECTRICAL SMELL. I CALLED THE PURSER, AND HE STATED THAT HE COULD ALSO SMELL THE ODOR, ALTHOUGH THERE WAS NO VISIBLE SMOKE IN EITHER THE COCKPIT OR CABIN. THE FO (PF) LEVELED OFF AT ABOUT 6000 FT AND I DECLARED AN EMER WITH DEP. SHORTLY THEREAFTER, AN ECAM AVIONICS VENT FAULT APPEARED, WHICH I FOLLOWED. I ALSO COMPLETED THE QRH AND CHKLIST ITEMS FOR SMOKE IN THE COCKPIT/CABIN, AS WELL AS COORDINATED WITH THE PURSER AND DISPATCH. WE WERE VECTORED BACK TO THE ARPT, AND LANDED OVERWT AT 160000 LBS. WE TAXIED CLEAR OF THE RWY, AND SINCE THE ACRID ODOR HAD NOT BECOME WORSE, AND THERE WAS NO SMOKE, I ELECTED TO TAXI TO A GATE AND DEPLANE RATHER THAN RISK PAX INJURY WITH AN EVACUATION. ZZZ MAINT AND THE AARF MET US AT THE ACFT. I THINK THE AIRBUS FLEET TECHNICAL TEAM SHOULD TAKE A GOOD LOOK AT THE SMOKE QRH THOUGH. THE QRH REFERS YOU TO THE EMER SECTION OF THE FLIGHT MANUAL, WHICH IS FINE. HOWEVER, IF THE SOURCE OF THE SMOKE IS THE AVIONICS SYSTEM, YOU THEN HAVE TO GO TO THE IRREGULAR SECTION TO FIND THE NEXT STEPS. I FOUND THIS TO BE CUMBERSOME AND TIME CONSUMING, ESPECIALLY IN THE DYNAMIC, STRESSFUL ENVIRONMENT OF AN OVERWT, POSSIBLY BURNING ACFT. I WOULD HIGHLY RECOMMEND THAT THIS SECTION ON AVIONICS SMOKE ALSO BE INCLUDED IN THE CONTINUATION OF THE SMOKE QRH IN THE EMER SECTION.

Synopsis

AN A320 AVIONICS VENT FAULT ECAM ACCOMPANIED BY ELECTRICAL SMELL CAUSED AN EMER RETURN SHORTLY AFTER TKOF.

ACN: 720578

Time / Day

Date : 200612

Day : Wed

Place

Locale Reference.ATC Facility : ZNY.ARTCC

State Reference : NY

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZNY.ARTCC

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 : Intermediate Altitude

Component : 1

Aircraft Component : Fuel Distribution System

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

ASRS Report : 720578

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

WHILE INITIATING A FLT RPT OVER OR NEAR ABC (10K/250 KTS), I NOTICED A SIGNIFICANT FUEL IMBALANCE. THE L MAIN READ 9000 LBS, CTR AROUND 300

LBS, AND R MAIN READ 5000 LBS. I QUICKLY BROUGHT THIS TO THE CAPT'S ATTN, SOON FOLLOWED BY OUR USE OF THE QRH TO REMEDY THE PROB. PRIOR TO THIS, I HAD CHKED FUEL UP TO OR NEAR ABC. I RECORDED THE CTR TANK FUEL AND DID NOT NOTICE ANY WING TANK FUEL XFER PROB. IT APPEARED WE WERE RUSHED FROM LEVELOFF, WITH 2 WRITE-UPS, (L FUEL FLOW INOP), 130 KTS OF TAILWIND, NUMEROUS RADIO CHANGES, 4TH LEG OF DAY AND AN EARLY DSCNT FROM ATC DUE TO STRONG TAILWINDS. I COULD NOT SURMISE WHEN THE FUEL BEGAN TO FEED IMPROPERLY. NEVERTHELESS, WE HAD TO DEVIATE WITH ATC APCH HANDLE THE PROB, AND SUBSEQUENTLY HAD TO GO AROUND DUE TO STRONG WINDS (45 KTS) ON BASE LEG. HAD PLENTY OF FUEL AND EVENTUALLY CAME BACK AROUND TO LAND. WHILE I BELIEVE WE ARE FULLY RESPONSIBLE, I WAS CAUGHT OFF GUARD BY THE RAPID ONSET OF THIS FUEL IMBALANCE, AND HOW WE FAILED TO CATCH IT AT AN EARLIER TIME IN THE FLT.

Synopsis

AN MD80 PLT RPTS DISCOVERING A FUEL IMBALANCE DURING DSCNT FOR APCH AT 10000 FT.

ACN: 716055

Time / Day

Date : 200611
Day : Tue
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure : On Vectors

Component : 1

Aircraft Component : AC Generator/Alternator

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 180
Experience.Flight Time.Type : 3
ASRS Report : 716055

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

THIS WAS THE FIRST FLT AFTER THE 100 HR INSPECTION. THIS FLT WAS A TRAINING FLT IN WHICH WE PLANNED TO SHOOT 3 APCHS INTO ZZZ. AFTER DEP FROM RWY 4 AT ZZZ AND ADJUSTING THE PWR FOR OUR CLB WE HEARD SOME IRREGULAR ENG ROUGHNESS AND THE CABIN STARTED TO SMELL LIKE PAINT. BECAUSE OF THESE NOISES AND SMELL, WE DECIDED TO JUST FLY AN ILS BACK INTO ZZZ AND HAVE THE PROB LOOKED INTO. APCH WAS GIVING US VECTORS TO INTERCEPT THE FINAL APCH COURSE FOR THE ILS INTO RWY 4. AFTER LEVELING OFF AT 4000 FT ON THE ASSIGNED VECTOR, THE LOW VOLTAGE WARNING CAME ON, AND AFTER TROUBLESHOOTING THE PROB BY FOLLOWING THE CHKLISTS IN THE POH, WE CONCLUDED THAT THE ALTERNATOR HAD FAILED. MY INSTRUCTOR IMMEDIATELY NOTIFIED APCH OF THE SITUATION AND THEY CONTINUED VECTORING. WE FOLLOWED THE APPROPRIATE CHKLISTS AND MINIMIZED OUR ELECTRICAL LOAD. WE HADN'T HEARD FROM APCH FOR A MIN, AND WE WERE PAST THE POINT WHERE WE EXPECTED TO TURN TO INTERCEPT THE LOC. WE ATTEMPTED MULTIPLE RADIO CHKS WITH APCH, ALL OF THEM FAILED. AT THIS POINT WE SQUAWKED 7600 FOR LOST COMS AND TURNED TO INTERCEPT THE LOC. WE THEN SUCCESSFULLY CONTACTED TWR AND CONTINUED THE APCH AND SAFELY LANDED UNDER THEIR CTL.

Synopsis

A DA20'S ALTERNATOR FAILED ON A FLT FOLLOWING A 100 HR INSPECTION. A DECISION TO RETURN TO DEP ARPT WAS MADE, FOLLOWED BY A SAFE LNDG.

ACN: 716037

Time / Day

Date : 200609
Day : Sun
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Flap Control (Trailing & Leading Edge)

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 6300
Experience.Flight Time.Type : 3400
ASRS Report : 716037

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS

Assessments

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

Narrative

ALTHOUGH THE MORNING FLT WAS SCHEDULED TO DEPART AT XA00 EDT WE WERE NOT ABLE TO DUTY ON UNTIL XD37 EDT. I NOTED THAT DESPITE HAVING MINIMUM REDUCED REST OF 8 HRS I WAS NOT FEELING FATIGUED. I ALSO REALIZED THAT WITH THE FLT BLOCKED FOR 2 HRS WE WOULD LIKELY NOT ARRIVE IN XXX IN TIME FOR ME TO MAKE MY DEADHEAD FROM XXX TO YYY AT XG25 EDT. RATHER THAN ACCEPT THIS FACT I DECIDED TO TRY MY BEST TO MAKE IT IN TIME. THE FO DID NOT HAVE THIS SAME PREDICAMENT, BUT HAVING BEEN JUNIOR ASSIGNED ON HIS DAY OFF, HE HAD HIS OWN MOTIVATION FOR WANTING TO GET HOME. WE COMPLETED OUR PREFLT ACTIVITIES IN WHAT I FELT WAS NORMAL FASHION AND DEPARTED THE GATE AT XE05 EDT. PROC CALLS FOR THE FLAPS TO BE SET TO TKOF CONFIGN AT THE GATE AND INSPECTED AS PART OF THE PREFLT WALKAROUND. IT WAS NOT NOTICED AT THIS POINT THAT THE FLAPS WERE SET TO ZERO. DURING TAXI WE COMPLETED THE BEFORE TKOF CHKLST DURING WHICH THE FO IS TO CHK THE FLAP POS AND THE CAPT IS TO VERIFY THE FLAP POS. WE ACCOMPLISHED THIS CHK, BUT WE BOTH MISSED THE FACT THAT THE FLAPS WERE SET TO ZERO. AFTER WE WERE CLRED FOR TKOF WE COMPLETED THE 'BELOW THE LINE' PORTION OF THE BEFORE TKOF CHKLST IN WHICH THE FO IS TO NOTE THE 'TKOF CONFIGN OK' MESSAGE ON EICAS. AGAIN, WE MISSED THIS INDICATION OF THE INCORRECT FLAP SETTING. UPON ADVANCING THE THRUST LEVERS WE IMMEDIATELY RECEIVED AN EICAS WARNING OF 'CONFIGN FLAPS.' I RETARDED THE THRUST LEVERS TO IDLE AND ASKED THE FO TO INFORM THE TWR THAT WE NEEDED TO EXIT THE RWY. AFTER EXITING THE RWY WE SET THE FLAPS TO THE CORRECT POS. I NOTED THAT PER COMPANY POLICY IT WOULD BE NECESSARY TO SUBMIT AN OCCURRENCE RPT DESCRIBING THE INCIDENT, WHICH WAS COMPLETED LATER THAT DAY. I ALSO CONSIDERED MAKING AN ENTRY IN THE AFML AS IS REQUIRED FOR ANY ABORTED TKOF. HOWEVER FOR 3 REASONS I DID NOT ACCOMPLISH THIS ENTRY. FIRST, I FELT THAT THE TIME REQUIRED TO ACCOMPLISH THIS WOULD ENSURE THAT I WOULD MISS THE DEADHEAD AND THEREFORE MY TWO ADDITIONAL SCHEDULED FLTS LATER THAT DAY. SECOND, I RATIONALIZED THAT BECAUSE WE NEVER ACCELERATED THAT IT WAS NOT IN FACT AN ABORTED TKOF. THIRD, I CONVINCED MYSELF THAT BECAUSE IT WAS PLT ERROR RATHER THAN ACFT MALFUNCTION IT WASN'T NECESSARY TO RPT AS A DISCREPANCY AND THAT THE OCCURRENCE RPT WOULD SUFFICE. THIS INCIDENT WOULD NOT HAVE OCCURRED IF WE HAD FOLLOWED CORRECT PROCS INVOLVING CHKLISTS AND RPTING. I BELIEVE THAT THERE WERE 3 FACTORS INVOLVED WHICH LED TO DEP FROM PROC. FIRST, ALTHOUGH I NOTED THAT I WAS NOT 'FEELING' FATIGUED MY POOR DECISION MAKING PERFORMANCE INDICATED OTHERWISE. SECOND, MY ATTEMPT TO ARRIVE IN TIME FOR MY DEADHEAD EXHIBITED POOR JUDGEMENT DESPITE MY BETTER INTENTIONS OF SALVAGING THE SCHEDULE. THIRD, WAS POOR CRM, I WAS LULLED INTO COMPLACENCY BY THE FACT THAT I HAD A VERY EXPERIENCED FO AND DID NOT FEEL THE NEED TO XCHK HIM. IN RETROSPECT I HAVE LEARNED 3 VALUABLE LESSONS WHICH I HOPE WILL MAKE THIS UNFORTUNATE INCIDENT A LEARNING EXPERIENCE.

Synopsis

RUSHED FLT CREW OF CRJ FAIL TO NOTE FLAPS NOT SET TO TKOF POS. REJECT TKOF WHEN CONFIG WARNING RESULTS.

ACN: 715199

Time / Day

Date : 200610
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : Marginal
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Navigation In Use.Other.VORTAC
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Landing Gear Indicating System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 202
Experience.Flight Time.Total : 9501
Experience.Flight Time.Type : 3263
ASRS Report : 715199

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Lndg Gear
Safe Lights

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON DSCNT IT WAS NOTED THAT ONLY THE RED NOSE GEAR LIGHT ILLUMINATED WHEN THE THROTTLES WERE RETARDED TO IDLE (RED L GEAR AND R GEAR LIGHTS DID NOT ILLUMINATE). AN MRM WRITE-UP WAS SENT REFLECTING THIS PROB. SOCAL REQUESTED THAT THE SPD BE REDUCED TO 160 KIAS AFTER THE ACFT HAD PASSED SMO VOR AND WAS ON A 065 DEG HDG. THE GEAR HANDLE WAS LOWERED AND FLAPS EXTENDED TO 15 DEGS. THE GEAR SOUNDED AS THOUGH THEY HAD EXTENDED NORMALLY BUT NO GREEN LNDG GEAR DOWN LIGHTS ILLUMINATED. THERE WAS NO LNDG GEAR WARNING HORN SOUNDING AT THIS TIME. THE LNDG GEAR UNSAFE INDICATION CHKLIST (14.70.8) WAS REFED. THE LNDG GEAR AIR/GND RELAY AND LIGHTS CIRCUIT BREAKER (P6-3) C18 WAS FOUND TRIPPED AND WAS RESET IN ACCORDANCE WITH THE CHKLIST. THE LNDG GEAR LIGHTS THEN INDICATED '3 GREEN.' A NORMAL LNDG AND TAXI TO THE GATE WERE ACCOMPLISHED. LAX MAINT WAS INFORMED OF THE PROB ON TAXI IN.

Synopsis

IMPROPER GEAR SAFE AND OR UNSAFE LIGHTS ALERT B737-300 FLT CREW TO A TRIPPED CIRCUIT BREAKER.

ACN: 714994

Time / Day

Date : 200610
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 700
Altitude.MSL.Bound Upper : 1600

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Brasilia EMB-120 All Series
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Turbine Engine

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 : 100
Experience.Flight Time.Total : 9500
Experience.Flight Time.Type : 1000
ASRS Report : 714994

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

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

Narrative

AT TOP OF CLB, LOW OIL PRESSURE ENGINE #2 ALARM WENT OFF. CREW CONSULTED QRH WHICH CALLED FOR POWER REDUCTION TO BELOW 75% NH. I AS CAPT, ASKED FO IF QRH CALLED FOR USE OF SINGLE ENGINE-CHKLIST. IT DOES NOT. WE CALLED ATC TO RETURN TO DEP ARPT. AFTER UNEVENTFUL DESCENT, WE WERE CLRED FOR VISUAL APCH. ACCORDING TO NORMAL CHKLIST, CREW ADVANCED BOTH CONDITION LEVERS TO 'MAXIMUM.' CREW WAS UNPREPARED FOR DRAG INCREASE ON ENG #2. WE DESCENDED BELOW SAFE APCH PROFILE. IN ATTEMPT TO RECTIFY PROB, WE ABANDONED APCH, AND OPTED FOR STRAIGHT-IN LNDG TO ADJACENT MIL BASE. AT THIS POINT WE DECLARED AN EMER, RECEIVED LNDG CLRNC TO ZZZ1 AND MADE UNEVENTFUL LNDG. HAD THE QRH CALLED FOR FEATHERING PROP AND/OR REFERRED TO USING SINGLE-ENGINE LNDG CHK, THE (TIRED) CREW WOULD NEVER HAVE FALLEN INTO THIS (OTHERWISE) OBVIOUS TRAP. OUR TRAINING HAD NEVER ADDRESSED THIS SCENARIO, WHICH IS A CONTRIBUTING FACTOR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR VERIFIED THAT THE OIL PRESSURE AT THE TIME OF THE WARNING WAS IN THE RANGE BETWEEN 40 AND 55 PSI WHICH TRIGGERED THE USE OF ONLY THE FIRST FEW LINES ON THE QRH PROC. HE EXPANDED ON THE SHORTCOMINGS OF THE ACFT CHKLIST DESCRIBED IN THE NARRATIVE, POINTING OUT THAT ALL SUBSEQUENT STEPS OF THE PROC APPEARED CLRLY RELATED SOLELY TO A CONDITION IN WHICH THE OIL PRESSURE WAS BELOW 40 PSI. IN ADDITION, THE RPTR HAD REVIEWED 'GENERIC' E120 CHKLISTS OBTAINED FROM A LARGE INDEPENDENT TRAINING SCHOOL THAT, LIKE THE COMPANY CHKLISTS, FAILED TO DIRECT THE FLT CREWS TO TREAT THE LNDG PHASE AS A SINGLE ENGINE OPERATION, INCLUDING THE DIRECTIVE TO FEATHER THE PROPELLER ON THE MALFUNCTIONING ENGINE. FINALLY, THE RPTR ADVISED THAT A SIMILAR INCIDENT HAPPENED ON THE SAME ACFT AT A LATER DATE. MAINT DETERMINED THE OIL CAP -- AS WELL AS A ONE WAY CHK VALVE INTENDED TO PREVENT LOSS OF PRESSURE AND/OR ENGINE OIL -- WAS FAULTY.

Synopsis

THE FLT CREW OF AN E120 EXPERIENCE DEGRADED OIL PRESSURE ON THE R (#2) ENGINE. FOLLOWING QRH PROCS, POWER ON THE AFFECTED ENGINE IS REDUCED, BUT THE ENGINE IS NOT SHUT DOWN. THEY ATTEMPT TO RETURN TO THE DEP ARPT, BUT ELECT A DIVERSION TO A CLOSER ARPT UPON ENCOUNTERING UNANTICIPATED DRAG FROM THE R ENGINE.

ACN: 714936

Time / Day

Date : 200610
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.AGL.Single Value : 0

Environment

Weather Elements.Other

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 95
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 2900
ASRS Report : 714936

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

EVERYTHING WAS NORMAL UNTIL WE APCHED RWY 17R FOR TKOF. I WAS FINISHING THE START SEQUENCE OF THE SECOND ENG TURNING ONTO TXWY M NBOUND. AT THE SAME TIME THESE PROCS WERE BEING COMPLETED, THE FINAL WTS CAME TO THE ACARS PRINTER AND THESE FINAL ENTRIES NEEDED TO BE ADDRESSED. OF COURSE, IN ORDER TO COMPLETE THIS ENTRY, THE FO BY NECESSITY HAS TO HAVE HIS HEAD DOWN AND I VERBALIZED THIS. AS I WAS FINISHING THE FINAL WTS ENTRY INTO THE MCDU, THE 'CLRED FOR TKOF, RWY 17R' CALL WAS ISSUED TO US SHORTLY AFTER WE WERE NBOUND ON TXWY M. JUST AS I WAS FINISHING THESE PROCS ALONG WITH THE BEFORE TKOF CHKLIST, THE CAPT WAS TURNING THE CORNER EBOUND TOWARDS RWY 17R AND I WAS ASSUMING IT WAS ONTO TXWY M10, AS MY HEAD WAS SLIGHTLY DOWN FINISHING UP THE VERIFICATION OF THE FINAL ITEMS. JUST AS I LOOKED UP, I SUDDENLY REALIZED WE WERE ON TXWY M9 ALMOST XING THE HOLD LINE. THE DIFFERENCE IN PERFORMANCE FROM THIS TXWY WAS NEGLIGIBLE AND I SELECTED TOGA THRUST FOR THE TKOF FROM THIS INTXN. IF I REMEMBER CORRECTLY, WE HAD AN APPROX 700 LB PAD WHILE USING REDUCED THRUST FROM TXWY M10. THE POINT I AM TRYING TO EMPHASIZE IN THIS SAFETY PROGRAM IS I DID NOT FEEL RUSHED FINISHING THESE REQUIRED PROCS UNTIL I REALIZED A TURN WAS MADE 1 TXWY SHORT (M9) OF WHERE WE SHOULD HAVE BEEN (M10) AND COMMENCED THE TKOF. THIS MISTAKE WAS MADE BECAUSE OF AN INCORRECT EMPHASIS ON SAVING FUEL (IN THE WRONG PLACE), NOW HAS CREATED A SEVERELY DECREASED CUSHION OF SAFETY IN A HIGH THREAT ENVIRONMENT -- THAT OF TAXIING TO ACTIVE RWYS. TO BE TOTALLY HONEST, THERE IS NO REASON WHY SINGLE ENG TAXI SHOULD BE ATTEMPTED WHEN USING EITHER RWY 34R OR RWY 17R FROM THE GATES. I THINK THIS SHOULD BE LOOKED AT IN LIGHT OF WHAT HAPPENED TO US AND WHO KNOWS WHAT IS NOT RPTED THAT CREWS MIGHT BE MISSING BECAUSE ONE SET OF EYES IS DOWN, OR TRYING TO CATCH UP OR RUSHING TO FINISH THE CHKLIST. THE MARGIN OF SAFETY IS TOO THIN TO ATTEMPT SE TAXI AT SOME DEP RWYS FROM WHERE THE ACFT ARE PARKED. I CAN ONLY COMMENT ON OUR PARTICULAR CASE TODAY -- SE TAXI DEFINITELY CONTRIBUTED TO THIS EVENT AND I WILL ADVOCATE TO NOT COMMENCE SE TAXI TO EITHER RWY 34R OR RWY 17R IN DENVER IN THE FUTURE.

Synopsis

A320 FLT CREW DEPARTS RWY FROM THE WRONG INTXN WHILE THE FO IS HEADS DOWN ATTEMPTING TO FINISH PROCS AND CHKLIST PRIOR TO DEP.

ACN: 714427

Time / Day

Date : 200610
Day : Wed
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Total : 215
ASRS Report : 714427

Person : 2

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

Events

Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : TKOF Warning
Horn

Assessments

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

Narrative

SET THE TRIM PER THE OPC TO 5.2 UNITS. ARROW WAS WITHIN THE GREEN BAND. DID THE THROTTLE BURST AND NO HORN. TAXIING ONTO RWY FOR DEP I MADE A SMALL ADJUSTMENT TO THE TRIM (SHORT BUMP ONLY) THEN WAS CLRED

FOR TKOF. WARNING HORN SOUNDED AND THE TKOF WAS REJECTED. CHKLISTS WERE ACCOMPLISHED AND WE REVIEWED THE REASONS A HORN WOULD SOUND. THE TRIM WAS STILL IN THE GREEN AND HORN SOUNDED. READJUSTED THE TRIM EVEN MORE TO THE LOWER SIDE 5.0 TO 5.1 AND THAT SILENCED THE HORN. SUBSEQUENT TKOF WAS NORMAL AND THE ACFT WAS QUITE TAIL HVY AND IT DIDN'T TAKE MUCH EFFORT TO RAISE THE NOSE.

Synopsis

A B737-300'S TKOF WARNING HORN SOUNDED CAUSING A REJECTED TKOF. A SLIGHT TRIM CHANGE WAS MADE TO A TAIL HVY ACFT THAT SILENCED THE HORN.

ACN: 713207

Time / Day

Date : 200610
Day : Wed
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Corporate
Make Model Name : Super King Air 200 HDC
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Electrical Power

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 34
Experience.Flight Time.Total : 3160
Experience.Flight Time.Type : 210
ASRS Report : 713207

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Total : 2750
Experience.Flight Time.Type : 180
ASRS Report : 713314

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

THE ACFT WAS STARTED AT HOME BASE ON A GPU. I ASKED FOR THE AFTER START CHKLST WHICH THE FO WENT THROUGH QUITE FAST, CHKNG OFF THE ITEMS AT HAND. AFTER TKOF, I CALLED FOR GEAR UP, AND WHILE THE GEAR RETRACTED, THE RED LIGHT IN THE HANDLE LIT UP. I TOLD THE FO THAT WE WILL LEVEL OFF AT OUR ASSIGNED 3000 FT AND 210 DEG HDG AND RUN THE CHKLST. WE LEVELED OFF AND SWITCHED TO DEP AS HE COMPLETED THE CHKLST. SINCE WE WERE IMC WELL BEFORE THIS TIME, I TOOK THE CLB TO 4000 FT AND DIRECT TO OUR DEST THINKING THAT WE CAN FIGURE OUT THE PROB, AND ASK FOR A RETURN IF NEEDED. AT THE TIME OF LEVELOFF THE RADIOS STARTED TO BECOME SCRATCHY AND MY FO COULD NO LONGER XMIT WITH DEP. I ENGAGED THE AUTOPLT ON A HDG THAT I THOUGHT WAS DIRECT AND AFTER A FEW MINS OF TRYING TO COMMUNICATE, WE DECIDED TO SQUAWK 7600. THE AUTOPLT KICKED OFF, SO I BEGAN TO HAND FLY AND NOTICED SOME FLAGS ON MY SIDE. I XFERRED CTLs TO MY FO KNOWING HIS SIDE WAS NOT ELECTRICAL. AT THAT TIME I NOTICED BOTH GENERATOR LIGHTS ON THE BOTTOM ANNUNCIATOR PANEL WERE LIT AND HE POINTED AT THE GENERATOR SWITCHES WHICH I TURNED ON. ATC TOLD US TO CLICK THE XMIT BUTTON TWICE IF WE WANTED TO RETURN, SO I DID. THEY TOLD US TO CLB TO 6000 FT AND TURN TO A HDG. SHORTLY AFTER TURNING ON THE GENERATORS, PWR WAS RESTORED AND WE WERE ABLE TO RETURN TO NORMAL CONDITIONS COMMUNICATING WITH ATC. WE WERE GIVEN VECTORS TO RETURN TO ZZZ. AFTER A FEW MINS OF DISCUSSING THE PROB THAT WAS NOW UNDER CTL, WE DECIDED TO ASK BACK TO OUR DEST. AGAIN WE WERE GIVEN DIRECT, SO I TURNED FOR THE GPS FOR THAT INFO. THE GPS SHOWED A HDG OF 030 DEGS AND DIDN'T SEEM CORRECT. ATC ASKED WHAT HDG WE WERE ON, APPARENTLY NOT GOING DIRECT. THE FO TOLD DEP THAT OUR GPS WAS INOP, BUT COULD USE THE VOR. DEP GAVE US A HDG AND SOON AFTER, WE WERE ABLE TO NAV WITHOUT FURTHER INCIDENT. THE MAIN CAUSE OF THIS PROB WAS NOT USING THE CORRECT CHKLST ON STARTUP AND BEING FULL AWARE OF THE INDICATIONS ON THE ANNUNCIATOR PANE. BY USING THE ENG STARTING EXTERNAL POWER CHKLST THE L AND R GENERATORS WOULD HAVE BEEN TURNED ON. I BELIEVE THE CONTRIBUTING FACTORS THAT DAY WERE WE HAVE NEVER FLOWN TOGETHER BEFORE, AND NOT BEING AS VIGILANT AS WE SHOULD HAVE BEEN. AFTER THIS FLT, THE FO AND I RECEIVED ADDITIONAL TRAINING, AND HAS TAUGHT ME TO MAKE SURE EACH ITEM ON THE CHKLST HAS BEEN SAID OUT LOUD AND UNDERSTOOD BY BOTH CREWMEMBERS.

Synopsis

A BE20 CREW FAILED TO SELECT THE GENERATORS ON FOLLOWING A GPU START. AFTER TKOF AN EMER WAS DECLARED BECAUSE OF LOST COM AND ELECTRICAL PWR.

ACN: 711960

Time / Day

Date : 200610
Day : Mon
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
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.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 129
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 4300
ASRS Report : 711960

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 177
Experience.Flight Time.Total : 9150
Experience.Flight Time.Type : 3950
ASRS Report : 711964

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Rejected Takeoff

Assessments

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

Narrative

THIS IS MY FIRST PAIRING UTILIZING THE NEW PHASE DEP PROCS IN EFFECT SINCE SEP/FRI/06. DUE TO A SHORT TAXI DISTANCE, FROM THE GATE TO RWY, BOTH ENGS WERE STARTED PRIOR TO TAXI. THE NEW PROCS CALL FOR THE CAPT TO COMPLETE HIS FLT CTL CHK PRIOR TO THE FO COMMENCING HIS FLT CTL CHK AND THUS TRIGGERING THE REST OF THE FO TAXI FLOW. THIS CHANGE BIASES THE TAXI CHKLIST TO A LATER POINT IN THE TAXI TIMELINE THAN THE OLD PROCS. BECAUSE OF THIS CHANGE WE WERE STILL COMPLETING THE ABOVE-THE-LINE PORTION OF THE TAXI CHKLIST WHEN THE LCL (TWR) CTLR CONTACTED US. IN ADDITION TO SHIFTING THE WORKLOAD TO LATER IN THE TAXI FLOW THE NEW PROCS REQUIRE MORE VERBAL BACK AND FORTH. THERE IS MUCH MORE TALKING GOING ON THAN BEFORE. IT WAS MY BELIEF THAT WE HAD BEEN CLRED FOR TKOF AND AS I TAXIED THE ACFT FORWARD I ACTIVATED THE LNDG AND TKOF LIGHTS. I HEARD ONLY THE LCL CTLR AND WAS NOT ABLE TO LISTEN TO OUR READBACK BECAUSE I WAS STILL INVOLVED IN XCHKING. WHILE TAXIING ONTO THE RWY INSTEAD OF LISTENING FOR TWR XMISSIONS THE FO WAS PULLING OUT THE FLT RELEASE IN ORDER TO COMPLY WITH THE BELOW-THE-LINE PROVISIONS OF THE CHKLIST, WHICH REQUIRE HIM TO LOOK UP AND VERIFY MINIMUM BRAKE RELEASE FUEL. I WAS UNABLE TO DEVOTE FULL ATTN TO TWR XMISSIONS AS I NOW HAVE TO LISTEN TO THE FO RECITE THE BELOW-THE-LINE PORTION OF THE CHKLIST WHILE ENTERING THE RWY ENVIRONMENT. NONE OF THESE ITEMS ARE FLT CRITICAL. PRIOR TO ADVANCING THE THRUST LEVERS I CONFIRMED WITH THE FO THAT WE WERE CLRED FOR TKOF AND HE AGREED THAT WE WERE INDEED CLRED. I RELEASED THE BRAKES AND STOOD THE THRUST LEVERS UP FOR A STABILIZED SPOOL UP. AS WE STARTED THE ROLL I LOOKED UP AND SAW AN MD80 ROLLING OUT ON XX. SIMULTANEOUSLY THE LCL CTLR XMITTED 'ACR X STOP.' I ABORTED THE TKOF AT APPROX 40 KIAS PRIOR TO TKOF THRUST BEING SET. UTILIZING OLD PROCS THE TAXI CHKLIST WAS COMPLETED WELL BEFORE THE HOLD SHORT LINE. UNDER THE OLD PROCS THE

CAPT'S FLOW WAS THE LAST FLOW AND UPON COMPLETION HE/SHE COULD CALL FOR THE TAXI CHKLIST TO BE ACCOMPLISHED. THE FO FLOW HAS NOW BEEN RESEQUENCED LATER IN THE TAXI TIMELINE TO OCCUR AFTER THE CAPT FLT CTL CHK. THIS CHANGE, ESPECIALLY WHEN COUPLED WITH A SINGLE ENG TAXI, CAUSES THE CHKLIST TO BE COMPLETED LATER. IN SITUATIONS WHERE A SHORT TAXI TIME EXISTS THIS SHIFTING INCREASES THE WORKLOAD AT THE MOST CRITICAL POINT IN THE GND PHASE. THE NEW PROCS ALSO SPLIT THE TAXI CHKLIST INTO AN ABOVE, AND A BELOW-THE-LINE SECTION. PUBLISHED GUIDANCE CALLS FOR THE BELOW-THE-LINE PORTION TO BE COMPLETED PRIOR TO TAKING THE RWY. THOUGH THERE IS SOME DEBATE ABOUT WHAT THIS MEANS IT WAS MY UNDERSTANDING THAT THIS EMPHASIZED THAT THE BELOW THE LINE PORTION SHOULD NOT BE COMPLETED BEFORE THE ACFT WAS AT LEAST THE FIRST ONE HOLDING SHORT OF THE RWY. THE FACT THAT THE FIRST AND ONLY CHALLENGE-RESPONSE ITEM ON THIS PORTION OF THE CHKLIST IS THE MINIMUM BRAKE RELEASE FUEL EMPHASIZES THE POINT. THOUGH THERE IS NO QUESTION THAT I SHARE CULPABILITY FOR THIS EVENT I FEEL THAT THE PROCS NOW IN EFFECT ARE DETRIMENTAL TO SAFETY. OUR MANDATORY READ FILE INCLUDED INFO ON 2 RWY INCURSIONS THAT OCCURRED IN BOSTON. THAT ACR GETS THEIR FINAL WT AND BAL DATA VIA ACARS AFTER GATE DEP. IN AT LEAST ONE OF THESE INCIDENTS THE ACARS WAS INOP AND THE FO WAS ABSORBED IN GETTING THE WT AND BAL DATA OVER THE RADIO AND INPUTTING IT INTO THE FMS WHEN THE INCURSION OCCURRED. THOUGH WE STILL RECEIVE A HARD COPY OF THE WT AND BAL PRIOR TO PUSHBACK IT IS MY UNDERSTANDING THAT WE WILL BE ADOPTING THE ACARS METHOD OF RECEIVING THIS INFO. I AM ALARMED THAT WE SEEM TO BE ADOPTING PROCS THAT INCREASE THE WORKLOAD DURING THE SECOND MOST CRITICAL PHASE OF FLT. IN THE FUTURE WE WILL ALSO BE GETTING OUR TKOF DATA VIA ACARS AND INPUTTING IT DURING THE TAXI PHASE. THESE TASKS CAN BE SAFELY AND EFFICIENTLY ACCOMPLISHED AT THE GATE PRIOR TO PUSHBACK. IT IS MY BELIEF THAT MOVING NON CRITICAL TASKS FROM THE BEFORE START PHASE TO THE CRITICAL TAXI FOR DEP PHASE IS NOT IN THE BEST INTEREST OF SAFETY. THE NEW PROCS REQUIRE MUCH MORE CROSS TALK THAN THE OLD PROCS. IT IS A DISTRACTING NON VALUE ADDED CHANGE IN PROC. I WILL INSIST THAT THE TAXI CHKLIST BE COMPLETED IN ITS ENTIRETY INSTEAD OF SPLITTING IT INTO 2 PARTS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HIS ACR IS INSTITUTING MORE CHKLIST PROC CHANGES IN THE NEAR FUTURE THAT RELY ON PLTS MEMORIZING PROCEDURAL FLOWS AND RELYING LESS ON REVIEWING CHKLISTS FOR COMPLETED TASKS. IN THE RPTR'S OPINION THE CHANGES MADE SO FAR MOVE AWAY FROM SAFETY CONCERNS AND INTO AN AREA THAT DISREGARDS EVEN SIMPLE HUMAN CONSIDERATIONS. HIS ACR IS NOT INTERESTED IN PLT'S FEEDBACK ABOUT THE SAFETY IMPACT OF THE CHANGES ALREADY INSTITUTED.

Synopsis

AN ACR PLT COMMENTS ABOUT CHKLIST PROC CHANGES RESULTING IN LESS PLT SITUATIONAL AWARENESS AND A GREATLY DECREASED SAFETY MARGIN.

ACN: 709361

Time / Day

Date : 200609
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-24 Comanche
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Total : 1480
Experience.Flight Time.Type : 500
ASRS Report : 709361

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON THIRD STRAIGHT-IN FINAL, I LOWERED THE GEAR SWITCH, ADDED 1 NOTCH OF FLAPS, AND CALLED MY POS ON CTAF. ONE OTHER ACFT RPTED HIS POS AS I THOUGHT AND FELT THE FAMILIAR DRAG OF GEAR. I LOCATED OTHER ACFT AS I CONTINUED MY APCH ADDED MORE FLAPS, AND PREPARED TO LAND. I VERIFIED FUEL SWITCH, FUEL PUMP, MAINT, PROP, BUT FAILED TO VERIFY DOWN AND LOCKED. ONCE FLARED OVER THE RWY, MY ACFT CONTINUED TO 'FLOAT' AND THEN STARTED TO SINK FARTHER THAN NORMAL. I DECIDED TO GO AROUND AND ADDED FULL PWR JUST AS THE BOTTOM STARTED TO SCRAPE. I KEPT FULL PWR IN, NOSE UP ATTITUDE NORMAL SOFT FIELD SPD. ONCE AIRBORNE, I REALIZED GEAR HAD NOT EXTENDED. I RESET CIRCUIT BREAKER AND GEAR CAME DOWN AND LOCKED THEN MADE A SAFE LNDG. ONCE SHUT DOWN, I DISCOVERED I HAD SIGNIFICANT PROP STRIKE, BUT VERY LITTLE OTHER DAMAGE. I NOTIFIED NTSB, THEY SAID NO RPT WAS NECESSARY. 3 THINGS I WILL DO DIFFERENTLY: 1) NO MORE STRAIGHT-IN LNDGS AT UNCTLED ARPTS, I WILL FLY THE NORMAL PATTERN. 2) I WILL KEEP MY HAND ON LNDG GEAR SWITCH TILL DOWN AND LOCKED LIGHT. 3) IF BY CHANCE I LAND GEAR UP AGAIN, I WILL SHUT DOWN AND WALK AWAY. TAKING OFF WITH A BROKEN AIRPLANE COULD HAVE BEEN DISASTROUS.

Synopsis

PLT OF PA24 FAILS TO VERIFY GEAR DOWN AND LOCKED. GOES AROUND WHEN ACFT SETTLES LOWER THAN NORMAL. AFTER SUBSEQUENT LNDG DISCOVERS SIGNIFICANT PROP STRIKE DAMAGE AND SOME DAMAGE TO THE ACFT ITSELF.

ACN: 706066

Time / Day

Date : 200608
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
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.Cruise : Level

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 151
Experience.Flight Time.Total : 8350
Experience.Flight Time.Type : 385
ASRS Report : 706066

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Aircraft

Narrative

WHILE INBOUND TO THE VOR, ABOUT 240 NM TO THE E, THE #1 ENG OIL PRESSURE INDICATOR ON THE LOWER DISPLAY UNIT STARTED FLASHING AMBER. THE OIL PRESSURE READING WAS MOVING IN AND OUT OF THE AMBER RANGE. OIL QUANTITY INDICATED ZERO. ALL OTHER ENG INDICATIONS WERE IN THE NORMAL RANGE. AFTER WE ANALYZED THE SITUATION, I CALLED FOR THE FO TO RUN THE 'ENG LOW OIL PRESSURE' CHKLST IN THE QRH. AFTER COMPLETING THE CHKLST, I GAVE ACFT CTL TO THE FO AND INSTRUCTED HIM TO HANDLE ATC COMS. AFTER DISCUSSING THE SITUATION WITH THE DISPATCHER AND MAINT, WE ELECTED TO DIVERT TO ZZZ WITH THEIR CONCURRENCE. AT ABOUT 70-80 MI FROM ZZZ AT ABOUT FL280 THE OIL PRESSURE IN THE #1 ENG DROPPED INTO THE RED RANGE. AT THIS POINT THE 'ENG LOW OIL PRESSURE' CHKLST REFERRED US TO THE 'ENG FAILURE/SHUTDOWN' CHKLST, WHICH I CALLED FOR AND RAN, SHUTTING DOWN THE #1 ENG. WE DECLARED AN EMER WITH ATC AND CONTINUED TO ZZZ. WE FLEW A SINGLE ENG VISUAL APCH TO THE LONGEST RWY. THE WX WAS VERY HIGH BROKEN CLOUDS, GOOD VISIBILITY, WITH THE WINDS OUT OF THE S. THE LOC WAS OTS, SO AS A BACK-UP FOR THE VISUAL APCH WE BRIEFED AND SET UP TO USE LNAV AND VNAV INFO. WE ALSO BRIEFED OVERWT LNDG CONSIDERATIONS. AN UNEVENTFUL LNDG WAS MADE.

Synopsis

LOSS OF OIL PRESSURE IN L ENG RESULTS IN AN ENG SHUTDOWN AND SUBSEQUENT DIVERT AND LNDG AT THE NEAREST SUITABLE ARPT.

ACN: 705371

Time / Day

Date : 200608
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2200

Environment

Weather Elements.Other

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Hydraulic System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 3284
ASRS Report : 705371

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft

Narrative

GREEN HYD SYS QUANTITY WENT TO ZERO WHEN WE PUT THE GEAR DOWN JUST OUTSIDE THE MARKER APCHING RWY. FO FLYING, I ACCOMPLISHED ECAM PROC. RWY IS 9300 FT LONG. DECIDED TO CONTINUE TO LAND AS GEAR INDICATED DOWN AND LOCKED WITH 3 GREEN LIGHTS AND FLAPS WERE EXTENDED TO FULL. ECAM INDICATED FLAPS/SLATS SLOW TO RESPOND. AFTER LNDG AND XFER OF CTL, I EXITED THE RWY USING DIFFERENTIAL BRAKING AND THRUST. TWR ADVISED AND THEY SENT SUPPORT AND EMER EQUIP. THEY RPTED SOME SMOKE FROM THE L MAIN GEAR, BUT NOT EXTREME. I LEANED OUT THE COCKPIT WINDOW TO VISUALLY INSPECT AND NOTED THAT IT WAS VISIBLE, BUT NOT THICK. ADVISED OPS WE WOULD NEED TO BE TOWED TO GATE.

Synopsis

A320 LANDS FOLLOWING LOSS OF GREEN SYS HYD FLUID.

ACN: 705115

Time / Day

Date : 200607
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 10000
Altitude.MSL.Bound Upper : 11000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Horizontal Stabilizer Trim Motor
Aircraft Component : Horizontal Stabilizer Trim Motor

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 : 200
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 2200
ASRS Report : 705115

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Company Review
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

I WAS CAPT OF THE FLT ON JUL/SAT/06. GND OPS AND TKOF WAS NORMAL. AT 10000 FT, I LOWERED THE NOSE OF THE ACFT AND ACCELERATED TO A CLB SPD OF APPROX 300 KIAS. I WAS HAND FLYING THE ACFT AT THIS TIME. AS THE ACFT APCHED CLB SPD THE YOKE BECAME VERY HVY AND THE ACFT WANTED TO PITCH UP. I APPLIED NOSE DOWN TRIM AND NOTICED THAT THE STABILIZER TRIM INDICATOR WAS NOT MOVING. I DISCONNECTED THE AUTOTHROTTLES AND REDUCED OUR SPD. WE TRIED ALL NORMAL TRIM SWITCHES IN THE FLT DECK AND THE ALTERNATE TRIM SWITCHES AND NOTHING WORKED. I TOLD THE FO TO CALL DEP AND TELL THEM WE HAD A FLT CTL PROB AND NEEDED TO LEVEL OFF AT 11000 FT. SHE CALLED AND DECLARED AN EMER FOR US AND GOT THE CHKLIST OUT. AFTER RUNNING THE FIRST PART OF THE CHKLIST THE ALTERNATE TRIM STARTED TO WORK, SO I WAS ABLE TO TURN ON THE AUTOPLT. AFTER 2 ACARS MESSAGES TO FLT CTL, SEVERAL CALLS TO THE FLT ATTENDANTS AND 2 PA'S TO THE PAX I CONFIGURED THE ACFT WHILE THE TRIM WAS WORKING AND LANDED. LNDG AND TAXI WERE NORMAL. SEVERAL AGENTS AND MAINT PERSONNEL MET US. I SPOKE WITH THE PAX, AGENT AND MAINT. WE WROTE UP THE PROB IN THE LOGBOOK AND HAD THE PAX DEPLANE. I CALLED FLT CTL AND SPOKE WITH THEM. THEY CONNECTED ME TO THE DUTY PLT WHO CONNECTED ME TO THE DUTY CHIEF PLT. AFTER TALKING ABOUT THE EVENT HE CLRED US TO CONTINUE ON. THE REST OF THE TRIP WAS UNEVENTFUL. AFTER THINKING ABOUT THIS EVENT THERE ARE SEVERAL THINGS I WOULD LIKE TO ADDRESS. FIRST, MY FO WAS CONFUSED WITH THE STABILIZER INOP CHKLIST. SHE HAD A QUESTION WITH THE WORDING AND SHOULD SHE PULL AND RESET THE CIRCUIT BREAKERS OR JUST RESET IF POPPED. SECOND, SHE FELT THAT SINCE THE GENERATOR BUS IS BEHIND THE CAPT'S SEAT AND THERE IS POOR ACCESS TO IT, MAYBE THERE SHOULD BE A PICTURE SHOWING THE BREAKER'S LOCATION. THIRD, I DO NOT REMEMBER HAVING TO RUN THIS CHKLIST IN TRAINING. TRYING TO FLY THE ACFT WITH YOUR SEAT FULL FORWARD WHILE YOUR FO IS LOOKING AT THE GENERATOR BUS SHOULD BE DONE IN THE SIMULATOR.

Synopsis

AM MD88 PLT DESCRIBES AN INOP HORIZ STABILIZER TRIM EVENT AND STABILIZER TRIM INOP CHKLIST CONFUSION. AN EMER WAS DECLARED WITH A RETURN TO LAND.

ACN: 703770

Time / Day

Date : 200607
Day : Wed
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 26000
Experience.Flight Time.Type : 6000
ASRS Report : 703770

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Company

Situations

Narrative

THE COMPANY REQUIRES COMPLIANCE WITH A CHKLIST WITHOUT FURNISHING PLTS EXPANDED PROCS AFTER START. REQUIRES SETTING FLAPS WITHOUT WT AND BAL NUMBERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT ON THE DATE OF THE CHKLIST TRANSITION FLT CREWS AT HIS CREW BASE HAD NO EXPANDED CHKLIST PROCS

EXPLAINING HOW TO ACCOMPLISH THE NEW CHKLIST ITEMS. AS A RESULT THE PLTS OPERATED UNDER THE OLD CHKLISTS AND CHKLIST PROCS THAT THEY HAD WORKED THE DAY BEFORE. HIS ACR TOLD THOSE PLTS TO SUBMIT WRITTEN RPTS.

Synopsis

A PLT RPTS THAT HIS ACR INSTITUTED NEW CHKLIST PROCS WITHOUT ISSUING PLTS THE NECESSARY EXPANDED CHKLIST EXPLANATION MATERIAL.

ACN: 703063

Time / Day

Date : 200607
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Pneumatic System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 703063

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Person : 4

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : BLEED VALVE

ANNUNCIATOR LIGHT

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Aircraft

Problem Areas : Weather

Narrative

ON TKOF L ENG BLEED OFF ILLUMINATED. AFTER TKOF FOLLOWED QRH PROC AND NOTED MEL REQUIREMENTS WHEN OPERATING L ENG BLEED OFF. ON INITIAL CONTACT WITH DISPATCH DISCUSSED OUR STATUS AND WX CONDITIONS ALONG OUR PLANNED RTE OF FLT. AGREED THAT THE BEST COURSE OF ACTION TO REMAIN CLR OF ICING CONDITIONS WAS TO DIVERT TO ZZZ. I DECLARED AN EMER WITH ATC TO ENSURE OUR ABILITY STAY CLR OF WX SPECIFICALLY ICING CONDITIONS COUPLED WITH OUR CRUISE ALT RESTR WITH ONE PACK OP. THE REMAINDER OF OUR FLT WAS UNEVENTFUL.

Synopsis

A B757-200 L ENG BLEED OFF LIGHT ILLUMINATED. THE CREW DECLARED AN EMER FOR WX AVOIDANCE AND DIVERTED TO AN ENRTE ARPT.

ACN: 702111

Time / Day

Date : 200607
Day : Sat
Local Time Of Day : 0001 To 0600

Place

Locale Reference.ATC Facility : ZAN.ARTCC
State Reference : AK
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZAN.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-900
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Window Ice/Rain System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 8000
ASRS Report : 702111

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other

Assessments

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative

AFTER APPROX 2 HRS AT CRUISE, HAPPENED TO NOTICE THAT THE WINDOW HEAT SWITCHES WERE NOT IN THE 'ON' POS. WE HAD KEPT THE ACFT ON A TURN TO ANC AND, THEREFORE, WERE FOLLOWING THROUGH-FLT PROCS ON PREPARATION AND CHKLIST ITEMS. AFTER THINKING ABOUT HOW THEY CAME TO BE OFF (THEY WERE ON WHEN WE LANDED, WITHOUT QUESTION), WE DECIDED THAT WE HAD THE ANSWER. WE HAD WRITTEN UP THE WINDSHIELDS FOR A CLEANING DUE TO MULTIPLE INSECT STRIKES. THE SUSPICION IS THAT THE MAINT TECHNICIAN TURNED THE WINDOW HEAT OFF TO CLEAN THE WINDOWS, AND THEN FORGOT TO TURN THEM BACK ON AGAIN. I DO NOT KNOW IF THERE IS A TASK CARD FOR CLEANING OR NOT, AND I AM SURE IT WAS AN OVERSIGHT. THE TECHNICIAN SEEMED ALERT, RESPONSIVE AND SERIOUS ABOUT HIS WORK, AND SIGNED THE LOG OFF FOR US, AND HE DID A GREAT JOB ON THE WINDOWS. THE PROB IS THAT WINDOW HEAT IS NOT ON THE THROUGH-FLT CHKLIST, AND IT HAS NO BACKUP SUCH AS ILLUMINATING ON RECALL TO LET YOU KNOW THEY ARE OFF. THE CHKLIST ITSELF IS THE ONLY BACKSTOP. IRONICALLY, WE HAD COMMENTED ON THE NEW CHKLIST CHANGES, PARTICULARLY THE PRESSURIZATION MODE SELECTOR TO AUTO. SINCE IT IS NOT ON THE THROUGH-FLT EITHER, WE COMMENTED THAT THERE COULD BE A MISS THERE IF YOU SIT ON THE GND FOR A RELATIVELY LONG PERIOD OF TIME IN COLD WX. MAINT HAS BEEN KNOWN TO MANUALLY CLOSE THE OUTFLOW VALVE, AND SOME CREWS DO AS WELL, IT WOULD EASILY BE OVERLOOKED IN THE THROUGH-FLT SIT. ALL ITEMS THAT DO NOT HAVE SOME FORM OF BACKUP, EITHER RECALL OR OTHER MEANS OF NOTIFYING THE CREW OF STATUS, MUST BE INCLUDED ON THE THROUGH-FLT CHKLIST. JUST BECAUSE YOU BROUGHT THE AIRPLANE IN AND ARE TAKING IT OUT, DOES NOT MEAN THAT SOMEONE HASN'T CHANGED CONFIGN SUCH AS IN OUR CASE.

Synopsis

A B737-900 FLT CREW IN CRUISE FLT NOTICED THE WINDSHIELD HEAT SWITCHES HAD BEEN TURNED OFF BY MAINT AND HAD NOT BEEN TURNED ON.

ACN: 701379

Time / Day

Date : 200606
Day : Sat
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-83
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Horizontal Stabilizer

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 701379

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 701378

Person : 3

Affiliation.Company : Air Carrier
Function.Observation : Passenger
Function.Other Personnel.Other

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 5

Function.Other Personnel.Other

Person : 6

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE FO (AND PNF). WHILE ON FINAL APCH, THE CAPT WAS GETTING CONFIGURED FOR LNDG. AT 2000 FT, AFTER HE CALLED FOR FLAPS 23 DEGS, HE INDICATED HE HAD A TRIM PROB. HE HAD STARTED A GO AROUND, AND STATED HE HAD A RUNAWAY STABILIZER. HE HAD ALREADY COMPLETED THE RED BOXED ITEMS, AND CALLED FOR THE RUNAWAY STABILIZER EMER CHKLIST. I CALLED ATC, AND TOLD THEM WE WERE GOING AROUND, AND TO STAND BY. THEY IMMEDIATELY GAVE US A HDG AND ALT TO MAINTAIN. I STARTED THE EMER CHKLIST. AT THE SAME TIME, THE CAPT WAS HAVING AN INCREASINGLY DIFFICULT TIME CTLING THE AIRPLANE, SO WE CLEANED UP THE FLAPS. WE DECLARED AN EMER, AND TOLD ATC WE WOULD LIKE TO TURN BACK TO THE ARPT. WE ALSO TOLD THEM WE WOULD LIKE THE LONGEST RWY. THEY TOLD US THAT RWY X WAS THE LONGEST RWY, AND WE COULD CIRCLE BACK TO THE ARPT AS NECESSARY. WITH THE CTL FORCES NECESSARY TO MAINTAIN LEVEL FLT, WE ASKED FOR A BLOCK ALT. THEY GAVE US 3000 FT TO 5000 FT. WE COMPLETED THE EMER CHKLIST, AND THE TRIM STOPPED AT -.5 UNITS DOWN. THE CAPT STATED THAT THE AIRPLANE WAS VERY DIFFICULT TO CTL BELOW 200 KTS. HE STATED THAT WE WOULD LAND AT FLAPS 11, AT ABOUT 200 KTS. AT THIS POINT, I WAS ABLE TO TALK TO THE FLT ATTENDANTS BRIEFLY. CAPT HAD ME TELL THEM WHAT THE PROB WAS, TO PREPARE FOR AN EMER LNDG AS BEST AS THEY COULD. I ALSO TOLD THEM NOT TO PLAN AN EVACUATION, AND THAT THEY HAD LESS THAN 7 MINUTES TO LNDG. THE AIRPLANE WAS FULL, WITH A CABIN AND A FLT DECK JUMPSEATER. WE CAME AROUND ON FINAL, SET THE FLAPS TO 11 DEGS, ARMED THE SPOILERS AND AUTO BRAKES (MED). WE TOUCHED DOWN AT 200 KTS. THE AUTO BRAKE FAIL LIGHT CAME ON, AND THE CAPT USED MANUAL BRAKING TO STOP THE AIRPLANE. WE EXITED AT TXWY X AND STOPPED. ARFF EQUIP CAME OVER AND WE ESTABLISHED COM. WE ASKED THEM TO LOOK AT THE MAIN LNDG GEAR, AS WE HAD HOT BRAKES. THE BRAKES CONTINUED TO HEAT UP, AND WE STATED THAT WE WANTED TO MOVE TO AVOID OVERHEATING THEM ANYMORE. AT THIS POINT, ARFF PERSONNEL HAD A DIFFICULT TIME COMMUNICATING WITH EACH OTHER. AFTER WE FINALLY GOT THE TRUCKS TO MOVE, WE STARTED TO TAXI TO GATE. THE BRAKES IMMEDIATELY STARTED TO COOL DOWN. WE CALLED OPS, TOLD THEM WE WOULD BE COMING TO THE GATE, STOPPING SHORT, WOULD LIKE TO BE TOWED ONTO THE GATE, AND THE CABIN

DOOR TO BE OPENED AS QUICKLY AS POSSIBLE. WE REQUESTED ARFF TO FOLLOW US TO THE GATE, IN CASE THE BRAKES OVERHEATED AGAIN. ARPT PERSONNEL WERE READY FOR US WHEN WE PULLED UP, AND WE GOT ALL THE PAX OFF OF THE AIRPLANE THROUGH THE FORWARD CABIN DOOR. AT THE GATE, ARFF PUT FANS UP TO THE BRAKES, AND THEY COOLED DOWN QUICKLY. AT THE GATE, WHEN I WAS LATER ABLE TO LOOK AT THE EMER CHKLST, I DISCOVERED THAT I HAD MISIDENTIFIED THE 3 CIRCUIT BREAKERS TO BE PULLED. I HAD THE JUMPSEATER PULL THE 'AUTOPLT AND ALTERNATE LONGITUDINAL CIRCUIT BREAKERS (D-9, 10 AND 11)' INSTEAD OF THE PRIMARY LONGITUDINAL TRIM CIRCUIT BREAKERS, LOCATED BEHIND THE CAPT'S LOWER SEAT BACK. BOTH OF THE 3 CIRCUIT BREAKERS ARE PAINTED WHITE. THE SITUATION HAPPENED EXTREMELY FAST, AND DUE TO NUMEROUS CALLS FROM ATC, I HAD TO RESTART THE CHKLST NUMEROUS TIMES. SINCE WE HAD A FLT DECK JUMPSEATER, IT WAS DIFFICULT TO OBSERVE THE CIRCUIT BREAKER PANEL. SUPPLEMENTAL INFO FROM ACN 701378: AFTER OUR WRITE UP AND REVIEWING THE QRH, WE DISCOVERED THAT THE WRONG CIRCUIT BREAKERS HAD BEEN PULLED. IT WAS VERY TIME SENSITIVE AND THE JUMPSEATER ASSISTED IN PULLING THREE WHITE CIRCUIT BREAKERS LOCATED TOGETHER. THEY WERE THE ONES FOR THE ALTERNATE TRIM. DURING THE CHKLST WE ASSUMED THIS WAS CORRECT, BECAUSE THIS WAS THE ONLY THING THAT STOPPED THE RUNAWAY CONDITION. HOW, I DON'T KNOW, BUT IT DID. THE FO WAS ABLE TO SEE PAST MY SEAT AND THE JUMPSEATER'S LEG AND MISSED ONLY ONE WORD ON THE CHKLST, WHERE IT DESCRIBES THE POSITION OF THE CIRCUIT BREAKERS, IE (LOWER). THIS WAS NOT A NORMAL SIMULATOR TYPE EXPERIENCE WHERE OFTEN YOU HAVE TIME AND MILEAGE TO CONDUCT AN EMER. WE WERE SO BUSY, I COULD DO NOTHING BUT TRY SPDS AND CONFIGURATIONS TO KEEP THE ACFT FLYING. IT WAS A HANDFUL TO SAY THE LEAST. THE FO DID A SUPERB JOB IN REMINDING ME OF THE OFTEN FORGOTTEN ITEMS AND KEPT IN THE LOOP AT ALL TIMES. WE CERTAINLY DID THIS TOGETHER AND I WOULD NEVER WANT TO DO IT AGAIN, BUT IF I HAD TO, IT WOULD BE WITH HIM.

Synopsis

AN MD83 CREW EXPERIENCED A RUNAWAY STAB TRIM. FLT CREW PULLED THE INCORRECT ALTERNATE STAB CIRCUIT BREAKERS DURING THE QRH PROC REMOVING ALL STAB TRIM AND MAKING CTLED FLT VERY DIFFICULT.