

**ASRS Database Report Set**

**Penetration of Prohibited Airspace Incidents**

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Report Set Description.....A sampling of reports that reference unauthorized entry into prohibited or restricted airspace.

Update Number.....5.0

Date of Update .....March 10, 2008

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

Number of New Records in Report Set .....1

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: 771255** (1 of 50)

**Synopsis**

C182 INSTRUCTOR PLT IS ACCUSED OF PENETRATING DC ADIZ WHILE EXECUTING THE MISSED APCH FROM FDK.

**ACN: 753502** (2 of 50)

**Synopsis**

A PLT AND INSTRUCTOR ON A FDK RNAV Z RWY 23 PRACTICE FLEW INTO THE ADIZ ON THE MISSED APCH BECAUSE OF A GPS CONFIGURATION AND NO ADIZ PLOTTED ON THE APCH PLATE.

**ACN: 746084** (3 of 50)

**Synopsis**

A DA20 PILOT ENTERED AND LANDED IN THE TEMPORARY CLASS D LOT TOWER AREA WITHOUT CLEARANCE, AT LEAST PARTLY BECAUSE OF AN INCOMPLETE BRIEFING FROM FSS.

**ACN: 728599** (4 of 50)

**Synopsis**

BE24 PLT HAS NMAC IN DCA ADIZ BELOW CLASS B AIRSPACE.

**ACN: 721833** (5 of 50)

**Synopsis**

PVT PLT ENTERS DC ADIZ ON FIRST LICENSED FLT.

**ACN: 718660** (6 of 50)

**Synopsis**

C210 INBOUND TO SNA RECEIVED QUESTIONABLE SVC FROM SCT CTLRS RESULTING IN A POSSIBLE TFR VIOLATION.

**ACN: 718563** (7 of 50)

**Synopsis**

C172 PLT ENTERS THE P-40 TFR.

**ACN: 718406** (8 of 50)

**Synopsis**

A C150 PVT PLT USING BRAND NEW STATE OF THE ART NAV SYS AND PORTABLE COM RADIO, INCURS INTO THE PROHIBITED P-49 AREA.

**ACN: 718139** (9 of 50)

**Synopsis**

INEXPERIENCED PVT PLT SQUAWKS VFR PREMATURELY UPON EXIT FROM DC ADIZ.

**ACN: 717672** (10 of 50)

**Synopsis**

BE35 PLT INADVERTENTLY REENTERS DC ADIZ AFTER EXITING AND SWITCHING TO VFR XPONDER CODE.

**ACN: 714694** (11 of 50)

**Synopsis**

A C172 PLT ENTERS A TFR.

**ACN: 713538** (12 of 50)

**Synopsis**

PLT STRAYS INTO ABQ SPECIAL EVENT TFR.

**ACN: 711555** (13 of 50)

**Synopsis**

SMALL ACFT PLT EXPERIENCES TWO TFR INCURSIONS AT DODGER STADIUM, CLAIMING CHARTING ISSUES CONTRIBUTED TO THE DEVIATION.

**ACN: 708239** (14 of 50)

**Synopsis**

A C172 DEPARTED AN ARPT WHERE THE PLT HAD NOT RECEIVED A XPONDER CODE AND ENTERED A TFR.

**ACN: 706843** (15 of 50)

**Synopsis**

LACK OF FAMILIARITY WITH NEW GPS RESULTS IN PA32 PLT ENTERING COASTAL ADIZ OFF FLORIDA COAST.

**ACN: 705627** (16 of 50)

**Synopsis**

A C172 PLT DID NOT FOLLOW THE CORRECT PROCS EXITING THE DCA ADIZ.

**ACN: 704780** (17 of 50)

**Synopsis**

AN SR22 PLT INADVERTENTLY ENTERED TFR NEAR 009 WHEN IT WAS NOT DISPLAYED ON HIS MFD.

**ACN: 704269** (18 of 50)

**Synopsis**

C172 PLT DURING VFR FLT, ENTERS CLASS C AIRSPACE OF NUW ALONG WITH A NATIONAL SECURITY AREA.

**ACN: 700644** (19 of 50)

**Synopsis**

THE PLT OF A C172 ENTERED TFR AIRSPACE OVER WRIGLEY FIELD AFTER ORD APCH CTL HAD TOLD HIM IT WAS NOT ACTIVE.

**ACN: 700473** (20 of 50)

**Synopsis**

A CHRISTEN EAGLE PLT ON A VFR FLT PLAN FROM HSE TO MTN WITHIN THE DC ADIZ POSSIBLY PENETRATED CLASS B AIRSPACE WHILE ON VECTORS.

**ACN: 700432** (21 of 50)

**Synopsis**

THE PLT OF A C172 FLIES INTO EXPANDED P40, A TFR AROUND CAMP DAVID. THE DEPICTION OF P40 ON HIS GPS IS NOT ACCURATE.

**ACN: 696647** (22 of 50)

**Synopsis**

AN INSTRUCTOR AND HIS STUDENT IN A C172 FLEW WITHIN 1 PT 5 MI OF A STADIUM IN VIOLATION OF SEPTEMBER 11 NOTAM.

**ACN: 696621** (23 of 50)

**Synopsis**

AFTER HAVING DIFFICULTY RAISING ANYONE ON THE GND AT HEF, AN AC90 FLT CREW TOOK OFF VFR WITHOUT CLRNC TO ENTER THE DC ADIZ.

**ACN: 696616** (24 of 50)

**Synopsis**

AFTER NOTING LOW OIL PRESSURE, A C421B INSTRUCTOR PLT ON APCH TO JYO CANCELED IFR AND SELECTED 1200 IN HIS XPONDER IN VIOLATION OF DC ADIZ PROCS.

**ACN: 695364** (25 of 50)

**Synopsis**

C182 PLT, DURING A LOW LEVEL FLT, ENTERED A TFR.

**ACN: 694953** (26 of 50)

**Synopsis**

A CITATION DEPARTS TRM ARPT VFR TO PICK UP AN IFR CLRNC AND MAY HAVE ENTERED A TFR WITHOUT APPROPRIATE TRANSPONDER CODE.

**ACN: 694675** (27 of 50)

**Synopsis**

PLT OF C172 MISPROGRAMS CENTER OF TFR ON HIS GPS. PLT IS MET BY AN F-16 AND DIVERTED.

**ACN: 694413** (28 of 50)

**Synopsis**

PLT OF PA30 ENTERS THE DC ADIZ WHILE ENRTE.

**ACN: 693464** (29 of 50)

**Synopsis**

NAVION PLT INADVERTENTLY ENTERS THE DCA ADIZ WHILE ENRTE TO HIS DEST.

**ACN: 693198** (30 of 50)

**Synopsis**

AT6 PLT ENTERS A TFR AND IS ESCORTED OUT OF THE AREA BY A MIL ACFT.

**ACN: 691083** (31 of 50)

**Synopsis**

PA28 PLT, UTILIZING GPS FOR NAV, MISTAKES R-4009 OUTLINE SYMBOL FOR THE EXPANDED MODE OF THE UNDERLYING P-40. INCURSION ENSUES.

**ACN: 688529** (32 of 50)

**Synopsis**

BE95 PLT GETS INTERCEPTED AFTER UNAUTH TFR ENTRY.



**ACN: 679256** (33 of 50)

**Synopsis**

A PA28 PLT LANDED AT AN ADIZ ARPT AFTER HIS ALTERNATOR BELT FAILED CAUSING A TOTAL ELECTRICAL FAILURE. AN EMER WAS DECLARED.

**ACN: 671298** (34 of 50)

**Synopsis**

EMS HELI PLT FORCED TO ENTER STADIUM TFR WITHOUT CONTACTING APPROPRIATE ATC CTL.

**ACN: 670736** (35 of 50)

**Synopsis**

PLT OF ANTIQUE SMA VENTURES INTO DC ADIZ WHEN DISTR BY ENG OIL PRESSURE FLUCTUATION.

**ACN: 670385** (36 of 50)

**Synopsis**

PCT CTLR FAILED TO PROVIDE TIMELY VECTORS FOR BWI ACR ARR THAT RESULTED IN PROHIBITED AIRSPACE INTRUSION.

**ACN: 670260** (37 of 50)

**Synopsis**

AN SMA PLT PENETRATES A TFR, AND IS INTERCEPTED BY MIL ACFT THREE TIMES WHILE ATTEMPTING TO COMPLY WITH INTERCEPT PROCEDURES. PLT REPORTS CONCERN OVER LACK OF COMMUNICATION BETWEEN ATC AND MIL INTERCEPT ACFT.

**ACN: 666124** (38 of 50)

**Synopsis**

CONFUSED BY HIS IFR CLRNC, SINGLE PLT OF C182 VIOLATES DC ADIZ WITH A MALFUNCTIONING, IMPROPERLY OPERATED XPONDER.

**ACN: 665815** (39 of 50)

**Synopsis**

A VFR PLT BASED IN THE POTOMAC ADIZ EXITED THE ADIZ VFR THEN ENTERED THE ADIZ WITHOUT CLRNC WHILE AVOIDING WX.

**ACN: 659344** (40 of 50)

### Synopsis

C172 PLT ENTERS EXPANDED P40.

**ACN: 656636** (41 of 50)

### Synopsis

A PA28 PLT IN THE NY HUDSON RIVER VFR CORRIDOR ENTERED A STADIUM TFR BECAUSE HIS DUAT PREFLT BRIEFING DID NOT INDICATE ACTIVITY AND THE STADIUM WAS NOT DEPICTED ON HIS AERONAUTICAL CHART.

**ACN: 655295** (42 of 50)

### Synopsis

PLT OF SMA ENTERS TFR NEAR ACT DUE TO RELIANCE ON UNFAMILIAR HAND-HELD GPS.

**ACN: 637673** (43 of 50)

### Synopsis

PLT OF C182 ENTERS AND OPERATES WITHIN THE DC ADIZ WITHOUT AUTH.

**ACN: 637128** (44 of 50)

### Synopsis

PLT OF C172 ARRIVING A 3W3 IN THE DC ADIZ SUFFERS INTERMITTENT XPONDER MALFUNCTION WHICH GENERATES AN OFFICIAL RESPONSE.

**ACN: 637063** (45 of 50)

### Synopsis

A C560XL CREW DID NOT CONTINUE SQUAWKING A DISCRETE XPONDER CODE AFTER CANCELING IFR AND PROCEEDING TO AN ARPT IN AN ADIZ.

**ACN: 636938** (46 of 50)

### Synopsis

2 RATED PLT ABOARD A C170 ENTER THE DC ADIZ WITHOUT AUTH. PLT WERE USING AN OUTDATED CHART THAT DID NOT DISPLAY THE ADIZ.

**ACN: 636935** (47 of 50)

### Synopsis

TRANSIENT C182 PLT ENTERS DC ADIZ WITHOUT AUTH DESPITE ALL REASONABLE EFFORTS TO OBTAIN A COMPLETE FSS BRIEFING.

**ACN: 636934** (48 of 50)

**Synopsis**

PLT OF M20 SUFFERS DC ADIZ INCURSION WHEN INEXPERIENCED PLT PAX IN R SEAT SWITCHES XPONDER TO 1200 WHILE STILL IN THE ADIZ.

**ACN: 636874** *(49 of 50)*

**Synopsis**

A TB20 PLT VIOLATED P40 AIRSPACE BECAUSE HE MISINTERPED THE CONCENTRIC RINGS ON HIS GPS AS MILEAGE INDICATORS.

**ACN: 636855** *(50 of 50)*

**Synopsis**

PLT OF CIVILIAN REGISTERED ACFT VIOLATES PRESIDENTIAL TFR IN FLORIDA AND IS INTERCEPTED BY MIL FIGHTERS.

# **Report Narratives**

**ACN: 771255**

## **Time / Day**

Date : 200801  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Intersection : FEDIT  
State Reference : MD  
Altitude.MSL.Single Value : 3000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Cessna 152  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Flight Phase.Landing : Missed Approach

## **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 170  
Experience.Flight Time.Total : 5000  
Experience.Flight Time.Type : 20  
ASRS Report : 771255

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

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

## Situations

Chart.Approach : FDK RNAV Z Rwy 23

## Narrative

WE FLEW RNAV GPS Z RWY 23 APCH TO FDK. THIS APCH WAS SELECTED IN ORDER TO UTILIZE THE WAAS CAPABILITIES OF THIS G1000 WAAS EQUIPPED CESSNA 182. THE APCH WAS FLOWN NORMALLY MONITORING FREDERICK CTAF AND TERMINATED WITH A PLANNED MISSED APCH AT WAAS MINIMUMS (690 FT). OUR PLAN WAS TO FLY THE PUBLISHED MISSED APCH, WHICH TOOK US BACK TO WESTMINSTER (EMI) AND THEN FLY AN ILS RWY 23 AT FDK. FOLLOWING THIS WE FLEW THE VOR A APCH INTO MRB AND THEN RETURNED. THE AIRSPACE VIOLATION APPARENTLY HAPPENED DURING THE PUBLISHED MISSED APCH FROM THE GPS APCH TO RWY 23 AT FDK. THE MISSED APCH INSTRUCTIONS ARE TO CLB TO 3000 FT DIRECT TO BIYAS AND VIA 139 TRACK TO FEDIT AND THE 059 TRACK TO EMI. WE FOLLOWED THE PUBLISHED MISSED APCH INSTRUCTIONS PRECISELY, NOT REALIZING THAT THE TURN TO FEDIT MAY ENCROACH ON THE EDGE OF THE DC ADIZ. UPON LNDG WE WERE ASKED TO CALL POTOMAC AND WERE TOLD THAT OUR FLT PATH APPEARED TO ENTER THE EDGE OF THE ADIZ DURING OUR LEAD TURN N OF FEDIT BACK TO EMI. THERE IS NO DISTANCE TO BIYAS OR FEDIT, AND NO DEPICTION OF THE ADIZ ON THE APCH PLATE, SUCH AS THAT LOCATED ON THE WESTMINSTER, MD APCH CHARTS. THESE INTXNS ARE ALSO NOT DEPICTED ON THE LOW ALT CHART, SO IT IS VIRTUALLY IMPOSSIBLE TO DETERMINE THEIR POSITION. KNOWING THAT THE MISSED APCH TOOK US BACK TO EMI WE ASSUMED THAT WE WOULD BE WELL CLR OF THE ADIZ. THIS ASSUMPTION WAS APPARENTLY INCORRECT. THIS WAS A COMPLETELY INADVERTENT AND UNINTENTIONAL ERROR ON OUR PART AND I TAKE FULL RESPONSIBILITY AS THE CFII ON BOARD. I CONDUCT DAILY INSTRUCTIONAL FLTS IN THE VICINITY AND AM INTIMATELY FAMILIAR WITH THE WASHINGTON DC ADIZ PROCS. WE WERE VERY CAREFUL TO PLAN OUR EXIT AND ENTRY OUT OF FDK IN ORDER TO COMPLY WITH THE PROCS AND BELIEVED THAT THE PUBLISHED MISSED APCH ON THE GPS Z APCH WOULD KEEP US CLR OF THE ADIZ. IN THE SPIRIT OF IMPROVING ACFT SAFETY AND IDENTIFYING DEFICIENCIES AND DISCREPANCIES IN THE NATIONAL AVIATION SYSTEM, I BELIEVE THAT THE PUBLISHED GPS Z RWY 23 MISSED APCH SHOULD BE MODIFIED TO AVOID FUTURE POTENTIAL CONFLICTS WITH THE ADIZ. AT A MINIMUM SOME MENTION OF THE ADIZ SHOULD BE ADDED TO THIS APCH CHART, SIMILAR TO WHAT IS NOTED ON THE APCH CHARTS AT WESTMINSTER, MD (EMI). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT HE HAS FLOWN AND INSTRUCTED EXTENSIVELY IN THE WASHINGTON DC AREA. THE ADIZ WAS RECENTLY MODIFIED, AND ITS LOCATION IS DEPICTED ON APCH CHARTS FOR SOME OF THE SURROUNDING ARPTS. SUCH IS NOT THE CASE FOR THE RNAV Z RWY 23 APCH FOR FDK. 'FEDIT' IS APPROX 1/4 MI TO THE NORTH OF THE ADIZ. THE RPTR WAS MONITORING CTAF FOR FDK AND THE MISSED APCH WAS FLOWN UTILIZING THE WAAS (WIDE AREA AUGMENTATION SYSTEM) ABOARD THE ACFT. THIS EQUIPMENT LEADS THE TURN APCHING A FIX, AND IN THIS INSTANCE, LED THE TURN AT FEDIT BY ONE MILE. THE PHONE CALL FROM ATC INFORMED THE RPTR THAT THE ADIZ HAD BEEN PENETRATED BY APPROX 2 MI. THE RPTR DISPUTES THIS CLAIM.

## Synopsis

C182 INSTRUCTOR PLT IS ACCUSED OF PENETRATING DC ADIZ WHILE EXECUTING THE MISSED APCH FROM FDK.

**ACN: 753502**

### **Time / Day**

Date : 200709  
Day : Fri  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Intersection : FEDIT  
State Reference : MD  
Altitude.MSL.Single Value : 3000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Cessna Aircraft Undifferentiated or Other Model  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Flight Phase.Landing : Missed Approach

### **Aircraft : 2**

Route In Use.Approach : Instrument Non Precision

### **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Trainee  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Experience.Flight Time.Last 90 Days : 4  
Experience.Flight Time.Total : 1087  
Experience.Flight Time.Type : 71  
ASRS Report : 753502

### **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 106  
Experience.Flight Time.Total : 6516  
Experience.Flight Time.Type : 630  
ASRS Report : 753702

### **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
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

## Assessments

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

## Situations

Chart.Approach : FDIC RNAV 2 RWY 23

## Narrative

I WAS DOING AIR WORK AND INSTRUMENT RECURRENCE TRAINING WITH AN INSTRUCTOR IN PREPARATION FOR AN ANNUAL CHK RIDE. THE PURPOSE OF THE FLT WAS TO BECOME MORE FAMILIAR WITH THE APOLLO GX55 GPS IN THE ACFT, SO WE WERE CONCENTRATING ON APPROACHES USING THE GPS. AFTER A VOR RWY 34 APCH TO DMW WE DID AN RNAV (GPS) Z RWY 23 APCH TO FDK. WHILE FLYING THE PUBLISHED MISSED APCH PROC AND REACHING FEDIT WE TURNED THE GPS BACK TO THE MAP MODE AND DISCOVERED THAT WE WERE INSIDE THE ADIZ. WE IMMEDIATELY TURNED FURTHER N AND EXITED THE ADIZ. THE APCH PLATES THAT I WAS USING WERE CURRENT, DOWNLOADED FROM THE PLT GROUP MEMBERS-ONLY WEB SITE THAT MORNING. UNLIKE THE VOR RWY 34 AND RNAV (GPS) RWY 34 APPROACHES TO CARROLL COUNTY (DMW), WHICH CLEARLY SHOW THE ADIZ BOUNDARY, THE RNAV (GPS) Z RWY 23 APPROACH TO FDK DOESN'T SHOW THE ADIZ BOUNDARY. MISTAKENLY AS IT TURNS OUT, I ASSUMED THAT THE ADIZ WASN'T A FACTOR. IT WASN'T UNTIL LATER THAT MY INSTRUCTOR PLOTTED THE LOCATION OF FEDIT AND DISCOVERED THAT THE WAYPOINT IS INSIDE THE ADIZ! IF WE KNEW THAT AHEAD OF TIME WE WOULDN'T HAVE PICKED THIS APCH, OR WOULDN'T HAVE FLOWN THE PUBLISHED MISSED APCH PROC. HOWEVER, THERE IS NO WARNING OR CAUTION NOTE ON THE APCH PLATE AND NO MENTION OF THIS IN THE FDC NOTAMS. IT'S POSSIBLE THAT THE TSA AND/OR CHARTING FOLKS BELIEVE THAT ANYONE FLYING THE APCH WOULD BE ON AN IFR FLT PLAN SO THE ADIZ WOULDN'T BE A FACTOR, BUT THIS DOESN'T TAKE INTO ACCOUNT ALL THE PLTS WHO FLY PRACTICE APPROACHES IN VFR CONDITIONS WITHOUT ATC ASSISTANCE. WE HAD OUR DME SET ON THE DCA VOR FOR ADDITIONAL SITUATIONAL AWARENESS, BUT IT IS LOCATED ON THE FAR RIGHT OF THE COCKPIT AND MY INSTRUCTOR WAS LOOKING TO THE LEFT, EXPLAINING SOME OF THE FUNCTIONS OF THE GPS. OTHER FACTORS ARE: 1) MY INSTRUCTOR DOESN'T USUALLY FLY THIS APCH BECAUSE HE HAS BEEN TEACHING MOSTLY IN ANOTHER AIRPLANE WITH A G-1000 GLASS COCKPIT. ITS GPS HAS MORE MEMORY, SO HE USUALLY FLIES THE RNAV (GPS) Y RWY 23 APCH (WHICH HAS A DIFFERENT MISSED APCH PROC MUCH CLOSER TO THE ARPT) AND NOT AVAILABLE IN THE DATABASE OF THE ACFT WE WERE USING, AND 2) THE LAST TIME HE FLEW THE RNAV (GPS) Z RWY 23 APCH IT WAS BEFORE THE ADIZ CHANGE AND FEDIT WAS OUTSIDE THE ADIZ BOUNDARY. I BELIEVE THE PROBLEM COULD BE CORRECTED BY REVISING THE MISSED APCH PROC AND/OR RECHARTING THE APCH TO INCLUDE THE ADIZ BOUNDARY. SUPPLEMENTAL INFO



FROM ACN 753702: IN SUMMARY, THERE WERE THREE CONTRIBUTING FACTORS TO OUR UNINTENTIONAL INCURSION INTO THE ADIZ AIRSPACE. THERE WERE: 1) HIGH WORKLOAD DUE TO THE STUDENT'S UNFAMILIARITY WITH THE GPS SYSTEM WHICH RESULTED IN LIMITED OPPORTUNITY FOR ME TO OBSERVE THE MAP DISPLAY DURING THE MISSED APCH PROC. 2) MY INCORRECT ASSUMPTION THAT, BASED ON THE DEPICTION OF THE NEARBY ADIZ AIRSPACE ON THE APCH CHARTS FOR THE EARLIER VOR RWY 34 APCH AT DMW, THE SAME DEPICTION OF THIS AIRSPACE WOULD BE PRESENT ON THE GPS APCH AND SUBSEQUENT MISSED APCH INTO FDK, AND 3) BELIEF THAT ABSENCE ANY APPARENT REASON TO DO SO, THAT THE APCH DESIGNERS WOULD NOT UNNECESSARILY PLACE ONE OR MORE OF THE APCH FIXES WITHIN THE RESTR ADIZ AIRSPACE.

### **Synopsis**

A PLT AND INSTRUCTOR ON A FDK RNAV Z RWY 23 PRACTICE FLEW INTO THE ADIZ ON THE MISSED APCH BECAUSE OF A GPS CONFIGURATION AND NO ADIZ PLOTTED ON THE APCH PLATE.

**ACN: 746084**

## **Time / Day**

Date : 200707  
Day : Sat  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : LOT.Airport  
State Reference : IL  
Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZAU.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Flight Phase.Landing : Roll

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 10  
Experience.Flight Time.Total : 298  
Experience.Flight Time.Type : 100  
ASRS Report : 746084

## **Person : 2**

Affiliation.Other : Contracted Service  
Function.Other Personnel : FSS Specialist

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Incursion : Landing Without Clearance  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## **Situations**

ATC Facility.Procedure Or Policy : IKK.FSS

## **Narrative**

DEPARTED C09 FOR A LOCAL TRAINING FLT TO 1C5. PRIOR TO DEP, CALLED IKK FSS FOR A BRIEF. DESCRIBED TO BRIEFER AN XA00 LOCAL TIME DEP FOR A VFR FLT TO 1C5. I WAS GIVEN A STANDARD BRIEF AND NOTAMS FOR C09 AND 1C5. ENRTE TO 1C5, I DECIDED TO DO A LNDG AT LOT. I ANNOUNCED MY INTENTIONS ON LOT'S UNICOM, 122.8, FROM 6 MILES SE OF THE FIELD AND CONTINUED INBOUND. I MADE POSITION CALLS ON 122.8 AS I ENTERED THE PATTERN, TURNED DOWNWIND, TURNED BASE AND AGAIN ON FINAL. AFTER TOUCHDOWN, I NOTICED GREEN FLASHING LIGHTS FROM A BUILDING N OF RWY 9/27. AFTER TURNING OFF THE RWY I FIGURED OUT THERE WAS A TEMPORARY TWR IN OPERATION, NEXT I LISTENED TO THE AWOS FREQ 118.525, AND FOUND THE INFO FOR TWR GND FREQS. ONCE ON THE GND FREQ I APOLOGIZED FOR LNDG WITHOUT CONTACTING THE TEMPORARY TWR AND WAS GIVEN CLRNC TO DEPART RWY 27. I ALSO USED A FLT PLANNER PRIOR TO MY FLT TO LOOK FOR TFR'S AND DID NOT SEE THIS TEMPORARY AIRSPACE. MY CORRECTIVE ACTION FOR FUTURE FLTS WILL BE TO ASK FOR NOTAMS AT ALL ARPTS SURROUNDING MY DEST DURING THE FLT BRIEF. WITH THAT SAID I ALSO BELIEVE FLT SVC SHOULD HAVE INFORMED ME OF THE TEMPORARY TWR DURING MY BRIEF. I CLEARLY ASKED FOR A BRIEF FOR C09 TO 1C5. THIS RTE OF FLT COULD EASILY GET ME INTO THE TEMPORARY CLASS D AIRSPACE AT LOT. THE BRIEFER DID INFORM ME OF SOME ACTIVITY TO AVOID NEAR GARY, INDIANA, AND THAT IS MUCH FURTHER FROM 1C5 THAN LOT. I ALSO DO NOT UNDERSTAND WHY THE TEMPORARY TWR DID NOT ANSWER MY POSITION CALLS ON THE CTAF 122.8 AND INFORM ME OF THE TEMPORARY CLASS D. THEY WERE MONITORING THE FREQ AND I DID MAKE MY FIRST POSITION CALL AT A POINT WHERE I WAS CLEAR OF THE CLASS D AIRSPACE.

## **Synopsis**

A DA20 PILOT ENTERED AND LANDED IN THE TEMPORARY CLASS D LOT TOWER AREA WITHOUT CLEARANCE, AT LEAST PARTLY BECAUSE OF AN INCOMPLETE BRIEFING FROM FSS.

**ACN: 728599**

## **Time / Day**

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

## **Place**

Locale Reference.Airport : FME.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 1300

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Sierra 24  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Make Model Name : Cessna Single Piston Undifferentiated or Other Model  
Flight Phase.Climbout : Initial

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 25  
Experience.Flight Time.Total : 650  
Experience.Flight Time.Type : 200  
ASRS Report : 728599

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Altitude Deviation : Excursion From Assigned Altitude  
Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 3  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Alert  
Resolatory Action.Flight Crew : Returned To Assigned Airspace  
Resolatory Action.Flight Crew : Returned To Assigned Altitude

## Assessments

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

## Narrative

I WAS FLYING TO JYO TO DROP PAX AND THEN FLY TO MRB. I FILED AN ADIZ FLT PLAN, ENTERED AT GOLDA AND WAS ADVISED TO STAY BELOW CLASS B AIRSPACE. COMPRESSED INTO THE AIRSPACE BELOW 1500 FT AND WANTING TO STAY AS HIGH AS POSSIBLE TO AVOID THE TWRS THAT ARE LITTERED IN THAT CORRIDOR AND STAY WELL AWAY FROM THE FRZ, I WAS CRUISING ALONG AT ABOUT 1400 FT WHEN ADVISED THAT I WAS IN THE CLASS B. I DSNDED TO 1300 FT AND THAT SEEMED TO TAKE CARE OF IT. THE CTLR RPTED THAT MY ALT WAS WITHIN ALLOWABLE ERROR. I WAS APCHING TIPTON FROM THE E AT 1300 FT WHEN A CESSNA TOOK OFF FROM RWY 28. I MAINTAINED A PARALLEL COURSE TO THE RWY SO AS TO NOT INTERSECT HIS PATH AND MY CRUISE AIRSPD COMBINED WITH HIS CLBOUT AIRSPD INDICATED THAT I WOULD PASS HIM REASONABLY FAR OFF HIS L WING AND THAT I WOULD OVERTAKE HIM QUICKLY. TIPTON IS ONLY 150 FT IN ELEVATION, SO HE SHOULD HAVE BEEN NEARLY 200 FT BELOW ME AT BEST IF HE WAS STAYING IN THE PATTERN. PAST THE DEP END, THE CESSNA TURNED TOWARD, CONTINUED TO CLB AND PASSED PRETTY CLOSE BEHIND MY AIRPLANE. THE GAP CLOSED VERY FAST. AFTER THE CESSNA PASSED BEHIND, THE CTLR TRIED CALLING ME TO GIVE ME AN ALERT, BUT, WHEN HE SAW THAT THE CESSNA WAS NO LONGER A FACTOR, WENT ON TO SOME OTHER AIRPLANE WITHOUT COMPLETING THE XMISSION. I CALLED HIM BACK LATER WHEN HE DIDN'T SEEM SO BUSY AND HE LET ME KNOW HE WAS ABOUT TO TELL ME ABOUT THE PLANE I HAD SEEN. NEARLY THE SAME THING HAPPENED SHORTLY AFTERWARD OVER GAITHERSBURG WITH A PLANE WORKING THE PATTERN THERE. THE DIFFERENCE THERE BEING THAT I COULD HAVE CLBED IN THAT AIRSPACE...ONLY TO HAVE TO COME BACK DOWN A FEW MINS LATER TO APCH JYO. CONTRIBUTING FACTORS: 1) COMPRESSED AIRSPACE. THE LATERAL DISTANCE BTWN THE CLASS B SURFACE AREA AND THE FRZ ISN'T VERY FAR. TIPTON IS IN THE MIDDLE OF IT. THE VERT DIMENSIONS OF THE AIRSPACE ARE POOR AS WELL. A 1500 FT CEILING AMIDST TWRS PUTS TRANSITING TFC RIGHT AT PATTERN ALT. 2) POOR ATC STRUCTURE AND OVERLOAD. THE CTLR CTLING MY AIRPLANE WAS OBVIOUSLY NOT WORKING APCHS AND DEPS. IT APPEARED THAT HE WAS ONLY WORKING ADIZ TFC. HE WAS NOT CLRING ANYONE INTO CLASS B AIRSPACE TO MAKE EFFICIENT USE OF IT AND AVOID CONFLICT. IT APPEARED TO ME THAT THE FREQ AND CTLR WERE DEDICATED TO ADIZ TFC AND HE WOULD HAVE TO HAND ME OFF TO ANOTHER CTLR IN THE CLASS B. GIVEN HIS WORKLOAD, IT APPEARED THAT HE WOULD NOT HAVE BEEN ABLE TO DO THIS. IT ALSO APPEARS THAT THE SYS IS DESIGNED TO REDUCE WORKLOAD ON APCH/DEP CTLRS AND NOT TO MAKE EFFICIENT USE OF THE AIRSPACE. 3) COM. IF THE CESSNA ENTERED THE AIRSPACE LEGALLY, HE WOULD HAVE HAD TO TALK

TO CLRNC DELIVERY TO RECEIVE HIS SQUAWK. IF CLRNC DELIVERY LOOKED AT THE RADAR OR TALKED TO THE CTLR WORKING ME, THE POTENTIAL FOR CONFLICT WOULD HAVE BEEN SEEN AND A HOLD FOR RELEASE INSTRUCTION COULD HAVE BEEN ISSUED TO THE CESSNA. THAT DIDN'T APPEAR TO HAVE HAPPENED. 4) FREQ CONGESTION. I SAW THIS SITUATION DEVELOPING WHILE THE CESSNA WAS STILL ON THE GND. I COULDN'T ADVISE THAT I WAS TURNING TOWARD THE FRZ TO AVOID THE TFC, OR ADVISE THAT I NEEDED A CLB TEMPORARILY TO AVOID THE TFC. FUTURE CONSIDERATIONS: 1) I AM AN IFR PLT. I WILL NOT FLY VFR UNDER THE CLASS B RING AS I DON'T BELIEVE IT IS SAFE OR WELL CTLED. THE STRUCTURE OF THE AIRSPACE ITSELF COMPRESSES TFC VERY CLOSE TO TWRS AND HAS LIMITED LATERAL BOUNDARIES. 2) I DISCOUNTED MY THOUGHTS OF DEVIATING TO THE S TOWARD THE FRZ UNANNOUNCED BECAUSE I DIDN'T WANT TO ALARM ANYONE WATCHING THE RADAR. I DISCOUNTED MY THOUGHTS OF CLBING UNANNOUNCED DUE TO THE CLASS B. NEXT TIME, I WILL NOT ALLOW THE SITUATION TO PLAY OUT. I WILL UTILIZE MY PIC AUTH, SQUAWK 7700, AND DEVIATE. NOTE: I RESEARCHED THIS PROB AT TIPTON USING THE ASRS WEBSITE. IT'S HAPPENED BEFORE. HIGH WING ACFT HAVE TROUBLE SEEING TFC CRUISING IN THAT AREA.

### **Synopsis**

BE24 PLT HAS NMAC IN DCA ADIZ BELOW CLASS B AIRSPACE.

**ACN: 721833**

### **Time / Day**

Date : 200609  
Day : Sat  
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**

Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Flight Phase.Cruise : Level

### **Aircraft : 2**

Operator.Other : Government  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : GPS & Other Satellite Navigation

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Qualification.Technician : Airframe  
Qualification.Technician : Powerplant  
Experience.Flight Time.Last 90 Days : 40  
Experience.Flight Time.Total : 110  
Experience.Flight Time.Type : 60  
ASRS Report : 721833

### **Person : 2**

Affiliation.Government.Other  
Function.Flight Crew : Single Pilot

### **Events**

Anomaly.Airspace Violation : Entry  
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 : Exited Penetrated Airspace  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Navigational Facility

## Narrative

I AM AN A&P AND I MAINTAIN THE PA28 ACFT FOR THE OPPORTUNITY TO FLY AND OBTAIN MY PVT LICENSE. THE OWNER OF THE ACFT PURCHASED A GARMIN 195 HANDHELD GPS. I INSTALLED THE UNIT IN THE ACFT AND HAVING NEVER FLOWN WITH ONE, I DECIDED TO DO A TRIP TO SEE HOW IT OPERATED. I DEPARTED AND FLEW TO ZZZ1. I HAD LUNCH THERE WITH MY INSTRUCTOR. I THEN DECIDED TO GO TO ZZZ2 TO REFUEL AS THEY WERE SELLING THEIR FUEL 75C PER GAL CHEAPER THAN AT ZZZ. THIS WAS MY FIRST TIME INTO ZZZ2. THE GPS WAS WORKING SUPER AS IT TOOK ME RIGHT TO ZZZ1 AND THEN TO ZZZ2. AT ZZZ2, I INPUT ZZZ INTO THE GPS TO TAKE ME HOME. I DEPARTED AND ONCE I LEFT THE PATTERN, I TURNED TO THE FLT PATH THE GPS WAS INDICATING TO ZZZ. AS I WAS FOLLOWING THE GPS FLT PATH I NOTICED NUMEROUS HOUSES, TOO MUCH FOR ZZZ. I DECIDED SOMETHING WAS WRONG AND IMMEDIATELY MADE A 180 DEGS BACK TO ZZZ2. WHEN I SAW ZZZ2 I TUNED IN VOR AND HEADED TOWARDS ZZZ USING THE VOR AND FORGETTING ABOUT THE GPS. ABOUT 10 MI FROM ZZZ THE BORDER PATROL CAME ALONG SIDE ME AND FOLLOWED ME TO ZZZ. ON THE GND AT ZZZ I COULD VIEW THE POS OF MY PLANE ON THE GPS BUT IT WAS SHOWING ZZZ TO BE TO THE NE. I SHOWED THIS TO THE PLT OF THE BORDER PATROL AND HE COULDN'T UNDERSTAND WHY THERE WERE 2 ZZZ'S. LATER I CALLED GARMIN AND THEY STATED THAT SOMEONE MUST HAVE HAD THE UNIT AT A DIFFERENT LOCATION (LIKE HOME) AND INPUT ZZZ AS A WAYPOINT. THIS WAS MY FIRST DAY FLYING AS A PVT PLT. YOU DON'T KNOW HOW PROUD I AM THAT I ACHIEVED THIS. I FLY OUT OF ZZZ AND AM FAMILIAR WITH THE ADIZ AS WE ARE LESS THAN 3 MI AWAY FROM IT. I WAS JUST SO ENAMORED WITH THE GPS THAT I DIDN'T PAY ATTN TO THE COMPASS HDG IT WAS TAKING ME. I AM EMBARRASSED. THIS IS A LESSON LEARNED FOR LIFE.

## Synopsis

PVT PLT ENTERS DC ADIZ ON FIRST LICENSED FLT.



**ACN: 718660**

## **Time / Day**

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

## **Place**

Locale Reference.ATC Facility : SCT.TRACON  
State Reference : CA  
Altitude.MSL.Single Value : 3000

## **Environment**

Flight Conditions : Marginal  
Weather Elements : Turbulence  
Weather Elements.Other  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.Common Carrier : Air Taxi  
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D  
Operating Under FAR Part : Part 135  
Flight Phase.Cruise : Enroute Altitude Change

## **Person : 1**

Affiliation.Company : Air Taxi  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 50  
Experience.Flight Time.Total : 2000  
Experience.Flight Time.Type : 500  
ASRS Report : 718660

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## **Assessments**

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

## **Narrative**

I HAD BEEN RECEIVING RADAR FLT FOLLOWING ON A FLT FROM FAT TO SNA. A SQUAWK WAS ASSIGNED OVER BAKERSFIELD AND SNA WAS IDENTED AS THE DEST ARPT. I RECEIVED CONSIDERABLE ASSISTANCE NAVING AROUND THE CLASS B AIRSPACE AND TFC IN THE EL MONTE AREA. ON A DIRECT RTE FROM FAT, WITH A SIGNIFICANT TAILWIND IT BECAME APPARENT THAT IT WAS GOING TO BE IMPOSSIBLE TO DSND FAST ENOUGH TO GET BELOW THE 4000 FT CLASS B SHELF S OF EL MONTE. THE CTLR SUGGESTED A 360 DEG TURN FOR DSCNT, BUT I PREFERRED TO SIMPLY ALTER COURSE TO THE E TO DSND BELOW THE 7000 FT SHELF. HOWEVER, THE CTLR ADVISED ME NOT TO CONTINUE AN EBOUND DSCNT DUE TO TFC BELOW ME AND AGAIN SUGGESTED TO CONTINUE THE L TURN AND ROLL OUT BACK ON A SOUTHEASTERLY HDG EL MONTE TOWARD SNA OVER. I LOWERED THE LNDG GEAR TO HELP STAY SLOW IN TURBULENT AIR IN A RAPID DSCNT. I AM SURE THE PAX WONDERED WHAT WAS GOING ON. IT WOULD HAVE BEEN VERY HELPFUL TO HAVE HAD A FLT DECK TFC DISPLAY SO I COULD SEE EXACTLY WHERE WAS THE TFC BELOW ME, THEN MAINTAIN VISUAL SEPARATION, AND PROCEED EBOUND UNDER THE 7000 FT LAX CLASS B SHELF RATHER THAN HAVING TO PERFORM A 360 DEG TURN. OVER EL MONTE, I WAS HANDED OFF TO ANOTHER SECTOR. I BELIEVE I WAS HANDED OFF ONCE MORE AND THEN TOLD TO MAINTAIN 3000 FT UNTIL PAST THE FULLERTON AREA. AT FIRST, I WAS SURE WHAT THE CTLR SAID, BUT THEN REALIZED HE SAID FULLERTON AND I REPLIED WITH THE NON STANDARD TERMINOLOGY 'GOTCHA.' THE SUBJECT INCIDENT OCCURRED AT THE S BOUNDARY OF THE FULLERTON CLASS D AIRSPACE AT 3000 FT HEADING DIRECTLY TO SNA. THE CTLR 'DUMPED' ME TELLING ME RADAR SVCS TERMINATED AND TO SQUAWK 1200 JUST AS I WAS ABOUT TO DSND INTO THE DISNEYLAND TFR. I COMPLIED AND IMMEDIATELY CONTACTED SOCAL ON 121.3, THE PUBLISHED FREQ FOR THE SNA CLASS C AIRSPACE. THAT CTLR GAVE ME A NEW FREQ, AND IT TOOK CONSIDERABLE TIME GET BACK INTO RADAR CONTACT. THE DISNEYLAND TFR SAYS OK TO PENETRATE UNDER ATC CTL, SO I WAS NOT PREPARED TO DEVIATE AROUND IT EXPECTING TO BE UNDER ATC CTL. IS 'DUMPING' AN APPROVED ATC PROC SECONDS BEFORE ENTERING A NEW AIRSPACE AREA? I FIND IT VERY UNPROFESSIONAL AND WOULD LIKE THE PROCS CLARIFIED. WHAT IS THE APPROPRIATE ACTION BY A PLT WHOSE INTENT IS WELL KNOWN? DOES ATC EXPECT THE PLT TO MAKE A RADICAL CHANGE IN COURSE TO AVOID PENETRATING AIRSPACE HE/SHE HAD ALL INDICATIONS HE WAS CLRED TO ENTER? CANNOT ATC BE REQUIRED TO GIVE A STANDARD MINIMUM TIME ADVANCE WARNING THAT A HDOP WILL NOT BE ACCEPTED?

## **Synopsis**

C210 INBOUND TO SNA RECEIVED QUESTIONABLE SVC FROM SCT CTLRS RESULTING IN A POSSIBLE TFR VIOLATION.

**ACN: 718563**

## **Time / Day**

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

## **Place**

Locale Reference.Airport : W05.Airport  
State Reference : PA  
Altitude.MSL.Single Value : 8500

## **Environment**

Flight Conditions : VMC  
Light : Dusk

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : AC Generator/Alternator

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Total : 200  
Experience.Flight Time.Type : 200  
ASRS Report : 718563

## **Events**

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

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance

## **Narrative**

WHILE ENRTE, I EXPERIENCED AN ELECTRICAL FAILURE BTWN HARFORD AND GETTYSBURG. THE ALTERNATOR QUIT CHARGING AND THE BATTERY

DISCHARGED. I LOST THE RADIOS, XPONDER, NAV LIGHTS, ETC. THE GPS WAS STILL OPERATIONAL AND I OBTAINED THE CLOSEST ARPT AND PROCEEDED THERE AND LANDED. BY DOING SO I ACCIDENTALLY ENTERED THE EXTENDED P-40 AIRSPACE BY 1.5 MI.

### **Synopsis**

C172 PLT ENTERS THE P-40 TFR.

**ACN: 718406**

## **Time / Day**

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

## **Place**

Locale Reference.ATC Facility : ACT.TRACON  
State Reference : TX  
Altitude.AGL.Single Value : 3000

## **Environment**

Flight Conditions : VMC  
Weather Elements : Turbulence  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : ACT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Cessna 150  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : FMS or FMC  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 8  
Experience.Flight Time.Total : 139  
Experience.Flight Time.Type : 139  
ASRS Report : 718406

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Inflight Encounter : Turbulence  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Resolatory Action.None Taken : Unable  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

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

## **Narrative**

ON NOV/XA/06, I OVER-FLEW RESTR AREA P-49 WHILE ON A VFR XCOUNTRY. I CAUSED THIS OVERFLT, AS PIC. IT WAS PLT ERROR. THERE WAS NO INTENT OR DESIRE TO VIOLATE. I WAS WELL AWARE OF THE RESTR AREA, WAS ATTEMPTING TO FLY AROUND, AND AT ALL TIMES BELIEVED I WAS CLR. MY FAILURE WAS GETTING INTO A SITUATION OVER MY HEAD, FOCUSING ON CORRECTING THE PROB USING SOLUTIONS BEYOND MY ABILITIES, AND OVERLOOKING THE SIMPLEST BASIC ANSWERS. I AM A LOW TIME PVT PLT. THIS WAS MY FIRST SOLO XCOUNTRY FLT IN 20 YRS. I READ AND REVIEWED THE LATEST FAA REGS, TFR'S, AND CURRENT PROCS. THERE HAVE BEEN CHANGES IN THE LAST 20 YRS, NEW AND DIFFERENT NAMES FOR AIRSPACE, ATC, FLT REQUIREMENTS, PROCS. I SOMETIMES FOUND MYSELF WONDERING AM I REMEMBERING THE OLD OR THE NEW. I WAS USING MY NEW ELECTRONIC FLT COMPUTER AND HAND HELD RADIO FOR THE FIRST TIME. I READ THE INSTRUCTIONS ON OPERATING MY COMPUTER, AND RADIO, BUT REMEMBERING THE CORRECT BUTTONS IN THE RIGHT ORDER TAKES MORE PRACTICE AND EXPERIENCE THAN I HAD. I REVIEWED USING THE 2 SECTIONAL CHARTS REQUIRED, IDENTING IMPORTANT INFO, MOVING DATA FROM ONE TO THE OTHER, AND WORKING THE ACFT RADIO TO TALK AND COMPLY WITH ATC. I HAD DONE ALL OF THESE WHILE SITTING ON THE GND, WHERE I COULD STOP, ASK QUESTIONS, FOCUSED ON ONE ISSUE, AND TAKE AS MUCH TIME AS NEEDED TO FIND THE CORRECT ANSWERS. BUT I HAD NEVER TRIED DOING IT ALL AT ONCE WHILE CTLING AN ACFT ALONE IN FLT. I ALLOWED THE EXCITEMENT OF A FIRST SOLO XCOUNTRY TO CTL MY JUDGEMENT. MY FIRST MISTAKE WAS CHANGING MY FLT PLAN. I HAD A DETAILED VFR RTE LAID OUT, WELL TO THE W OF P-49, WITH TIME DISTANCE, LANDMARKS, RADIO FREQS IDENTED. THEN WHEN I TOOK OFF FROM DENTON I CONTACTED FLT WATCH WITH THE INTENT OF OPENING AND FLYING MY FLT PLAN. THE RADIO WAS BUSY, AND NOT WANTING TO ADD TO ATC PROBS, I ACCEPTED THEIR VECTOR OF 190 DEGS DIRECT TO KILLEEN. DALLAS IS A BUSY AREA AND I WAS NOT COMFORTABLE USING THE RADIO FOR SEVERAL COURSE CORRECTIONS. I WANTED TO KEEP RADIO USE BRIEF. ACCEPTING THIS DIRECT RTE MADE MY FLT PLAN USELESS. I FOCUSED ALL MY ATTN ON FOLLOWING ATC THROUGH THE DALLAS AREA, SO WHEN I WAS HANDED OFF TO WACO APCH I DID NOT HAVE THE MOST BASIC FLYING REQUIREMENTS. MY SECOND MISTAKE WAS I COULD NOT IDENT EXACTLY WHERE I WAS BY GND REF. I DID NOT HAVE NEEDED RADIO FREQS AVAILABLE. I DID NOT HAVE LANDMARKS IDENTED. DURING THE NEXT SEVERAL MINS I TURNED THIS SIMPLE PROB INTO A MAJOR ISSUE. WACO ADVISED ME I WAS S OF CLEBURNE, BUT I FAILED TO ASK FOR AN EXACT DISTANCE AND LOCATION. WACO GAVE ME A VECTOR OF 150 DEGS TO STEER ME CLR OF P-49, AND AT THE TIME I FELT I WOULD SOON LOCATE MYSELF. SHORTLY AFTER, FOR UNKNOWN REASONS, I FOUND I COULD NOT CONTACT OR HEAR WACO. I WAS FLYING A HDG TO TAKE ME TOWARD WACO AGAINST WINDS AND GUSTS FROM AROUND 180 DEGS. THE ACFT KEPT TRYING TO TURN INTO THE WIND. I HAD BEEN ADVISED OF GUSTY WINDS, BUT THIS WAS MY FIRST EXPERIENCE ON HOW MUCH THEY WOULD BOUNCE AND TURN MY ACFT REQUIRING ME TO CORRECT BACK ON COURSE. I FOUND I HAD TO WEDGE MYSELF IN THE SEAT, AND MAINTAIN A HVY CONSTANT L RUDDER, AND FIRM CTL ON THE WHEEL. A FEW TIMES I WAS BOUNCED HARD AGAINST THE SEAT BELT, WHICH STARTLED ME. THE UNEXPECTED ROUGH RIDE IN A LIGHT ACFT WAS NEW, VERY DISTURBING AND A

FEW TIMES SCARY. I RECALL FEELING VERY TENSE WITH MY L LEG AND ARM BECOMING TIRED AND STIFF. MY THIRD MISTAKE WAS SPENDING COUNTLESS MINS TRYING TO REESTABLISH RADIO CONTACT WITH WACO. CHKING EQUIP, ADJUSTING VOLUME AND SQUELCH, LOOKING FOR THE PROB, ATTEMPTING TO CONNECT AND USE MY HAND HELD WITH MY EARPHONES. DURING THOSE MINS ALL I HEARD ON THE WACO FREQ WAS SILENCE OR A DASH-DOT AND TONE SOUND, WHICH I COULD NOT IDENT. MISTAKE FOUR WAS AT THE SAME TIME I'M OPENING AND WORKING WITH 2 SECTIONALS (DALLAS AND SAN ANTONIO) WITH MY R HAND TO TRY TO LOCATE MYSELF. I BELIEVED I MISIDENTED THE DISTANCE AND DIRECTION OF ONE IMPORTANT BRIDGE LANDMARK, LEADING ME TO ASSUME I WAS MORE TO THE E AND N THAN MY ACTUAL LOCATION. WHEN LANDMARKS I EXPECTED DID NOT APPEAR, I BECAME TOTALLY LOST. I TRIED USING MY ELECTRONIC FLT COMPUTER FOR TIME DISTANCE AND HDGS. I WAS GETTING ANSWERS THAT COULD NOT BE RIGHT, OR WORSE, NO ANSWER AT ALL. LOOKING IN THE INSTRUCTION MANUALS FOR ANSWERS AT THE TIME WAS A BIG MISTAKE. I BECAME FOCUSED ON CTLING THE ACFT DIRECTION, AND KEEPING IT ON A COURSE TOWARD WACO, TRYING TO REMEMBER THE ATC RULES, THINKING I MUST FOLLOW THEIR LAST DIRECTION ON WHAT TO DO, ATTEMPTING TO GET THE RADIO WORKING, COMPUTE MY POS USING AN ELECTRONIC FLT COMPUTER I'M NOT USED TO, LOCATE MYSELF ON THE SECTIONAL WITH FEW LANDMARKS, AND FEELING TOTALLY AT A LOSS WHEN NOTHING WAS WORKING. I FOUND MYSELF CONFUSED, WITH FALSE ASSUMPTIONS, UNSURE WHAT TO DO. AND I WILL ADMIT, SCARED. WHERE WAS I? WHICH WAY TO FLY? DO I HAVE ENOUGH FUEL? WHERE ARE EMER ARPTS? SHOULD I RESET IDENT TO 7600? AFTER WHAT FELT LIKE HRS, BUT I KNOW WAS ONLY MINS, I SAW A BUILT UP AREA WITH A CITY TO THE E. I TOOK THIS TO BE WACO. BY THIS TIME ANY ENJOYMENT OF THE FLT WAS GONE. ALL I WANTED TO DO WAS GET TO KILLEEN AND END THIS FLT. BELIEVING THIS CITY TO BE WACO I TURNED S ASSUMING I WOULD SOON IDENT LANDMARKS AND GET HOME. THEN, S OF WACO, WITHOUT DOING ANYTHING ON MY PART I KNOW OF, I COULD HEAR AND TALK WITH WACO. I DID NOT THEN, NOR DO I NOW KNOW WHAT THE PROB WAS. I FAILED TO STOP, TAKE A BREATH AND THINK OUT THE SIMPLE ANSWER. I KNEW I WAS SOMEWHERE W OF INTERSTATE 35. WHEN THE PROBS STARTED, IF I HAD TURNED TO 090 DEGS, AND FLEW E I WOULD FIND I-35. THERE I WOULD HAVE LOCATED MYSELF CLRLY, BEEN ABLE TO CONTACT SOMEONE, CALM DOWN AND REGAIN CTL, BUT MOST IMPORTANT I WOULD HAVE STAYED AWAY FROM RESTR AREA. IT'S ALL SO SIMPLE AFTER THE FACT! I HAVE NO IDEA WHEN I VIOLATED P-49. I HAVE NO IDEA WHAT IT LOOKS LIKE. I WASN'T LOOKING FOR IT. IN MY MIND I WASN'T NEAR IT. I UNDERSTAND THE NEED FOR THE RESTR AREA, AND WITH MY MIL BACKGROUND CAN GUESS THE TENSION AND TURMOIL I CAUSED WITHIN ATC, FAA AND OTHER GOV AGENCIES. FOR THIS I OFFER MY SINCERE APOLOGY. IT DOESN'T MAKE UP FOR IT, BUT IT'S SINCERE. I AM VERY, VERY SORRY I MADE THIS FLT! I AM TAKING A STEP BACK. MY GND SCHOOL 30 YRS AGO WAS A 6 MONTH COLLEGE CREDIT COURSE, PART OF A COLLEGE AVIATION DEGREE PROGRAM UNDER FAR 141. I AM ENROLLING AND WILL COMPLETE A SIMILAR STRUCTURED DETAILED GND SCHOOL COURSE. I NEED TO LEARN, UNDERSTAND AND BECOME KNOWLEDGEABLE WITH FLYING TODAY'S AIRSPACE. REINFORCE WHAT I KNOW, AND TEACH ME WHAT I NEED. I HAVE DISCUSSED WHAT HAPPENED WITH MY CLUB'S CHIEF FLT INSTRUCTOR AND SCHEDULING MORE DUAL INSTRUCTOR TIME TO PRACTICE, ORGANIZE AND PERFECT MY COCKPIT MGMNT, ELECTRONICS, AND NAV. I AM AND MUST THINK OF MYSELF AS A STUDENT PLT. I WANT TO BE A GOOD PLT. A SAFE PLT! MY BIGGEST MISTAKE AND FAILURE WAS OVER-CONFIDENCE IN MYSELF. THAT I COULD ACCEPT,

ADJUST, ADAPT AND OVERCOME THE CHANGES. THAT, IN MY MIND, I WAS IN CTL AND HAD ALL THE ANSWERS. WHEN THE UNPLANNED AND UNEXPECTED OCCURRED, I WAS NOT READY AND ABLE. WHATEVER ANYONE ELSE THINKS, DECIDES OR BELIEVES, I NEVER WANT TO BE IN A SITUATION LIKE THAT AND FEEL THAT WAY AGAIN.

### **Synopsis**

A C150 PVT PLT USING BRAND NEW STATE OF THE ART NAV SYS AND PORTABLE COM RADIO, INCURS INTO THE PROHIBITED P-49 AREA.



**ACN: 718139**

## **Time / Day**

Date : 200611  
Day : Sun  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Intersection : swann  
State Reference : MD  
Altitude.MSL.Single Value : 2700

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

## **Component : 1**

Aircraft Component : Transponder

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 15  
Experience.Flight Time.Total : 80  
Experience.Flight Time.Type : 80  
ASRS Report : 718139

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Departure

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

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

## **Narrative**

AFTER DEPARTING MARTIN STATE, I CONTACTED POTOMAC APCH TO REQUEST FLT FOLLOWING. IMMEDIATELY AFTER MY REQUEST THE CTLR ALERTED 'ACFT 12 O'CLOCK POS, 3 MI.' AFTER SCANNING I SPOTTED AN ACFT, RPTED 'ACFT IN SIGHT' AND TOOK EVASIVE ACTION. THE CTLR THEN HANDED ME OVER TO 119.0. AT THIS POINT I ALSO CHANGED MY XPONDER (FOR EXITING THE ADIZ) TO 1200/VFR. BEFORE I IDENTED MYSELF TO THE NEW CTLR, HE ADVISED 'ACFT 12 O'CLOCK POS, 1 MI, 2700 FT, I CANNOT READ YOUR ALT.' IT WAS THE ORIGINAL ACFT BUT THERE HAD ACTUALLY BEEN 2 ACFT IN THE VICINITY. MY ALT WAS 2750 FT SO I CLBED. THE ACFT WAS SIGHTED AND PASSED UNDER AND TO OUR R. THE CTLR THEN ASKED IF I HAD SWITCHED XPONDER CODES AND I SAID THAT I SQUAWKED 1200 BECAUSE I WAS CLR OF THE ADIZ. HE ASKED IF I WAS TOLD TO DO SO AND I SAID NO. HE THEN TOLD ME TO GO BACK, BUT CONTINUED TO ASK WHAT I HAD BEEN SQUAWKING AND WHEN I SAID XXXX HE TOLD ME NOT TO GO BACK TO THAT. FINALLY HE ASSIGNED A NEW SQUAWK. I BELIEVE I SHOULD NOT HAVE CHANGED XPONDER CODES WITHOUT ASKING. HOWEVER, AT THE TIME I WAS NOT SURE IF I ACTUALLY HAD BEEN ACTIVATED FOR FLT FOLLOWING. THE FIRST CTLR DID CONFIRM 'RADAR CONTACT,' BUT SINCE I DID NOT HAVE A DISCRETE XPONDER CODE I DID NOT BELIEVE I ACTUALLY HAD FLT FOLLOWING.

## **Synopsis**

INEXPERIENCED PVT PLT SQUAWKS VFR PREMATURELY UPON EXIT FROM DC ADIZ.

**ACN: 717672**

### **Time / Day**

Date : 200611  
Day : Sun  
Local Time Of Day : 1801 To 2400

### **Place**

Locale Reference.Airport : GAI.Airport  
State Reference : MD  
Altitude.AGL.Single Value : 2500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Bonanza 35  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : Transponder

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 35  
Experience.Flight Time.Total : 3200  
Experience.Flight Time.Type : 600  
ASRS Report : 717672

### **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.ControllerA : 2  
Resolutive Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## **Narrative**

DEPARTED MONTGOMERY COUNTY ARPT NEAR WASHINGTON DC ON A DVFR FLT PLAN, AFTER EXITING ADIZ AND CHANGING TO VFR XPONDER CODE OF 1200, I TURNED EASTWARD AND INADVERTENTLY HAD AN INCURSION INTO THE WASHINGTON ADIZ. APPARENTLY ATC RELEASED ME DIRECTLY ON THE ADIZ LINE. I THOUGHT I WOULD NOT BE SWITCHED TILL THE WESTMINSTER VOR AS FILED. IN THE FUTURE I WILL KEEP BETTER REF TO MY ACTUAL POS WHEN IN THE VICINITY OF CTLED AIRSPACE.

## **Synopsis**

BE35 PLT INADVERTENTLY REENTERS DC ADIZ AFTER EXITING AND SWITCHING TO VFR XPONDER CODE.

**ACN: 714694**

## **Time / Day**

Date : 200610  
Day : Fri

## **Place**

Locale Reference.ATC Facility : JAX.TRACON  
State Reference : FL  
Altitude.MSL.Single Value : 6500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : JAX.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Government : FAA  
Function.Other Personnel.Other  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Experience.Flight Time.Last 90 Days : 10  
Experience.Flight Time.Total : 6000  
ASRS Report : 714694

## **Person : 2**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Student  
Experience.Flight Time.Last 90 Days : 10  
Experience.Flight Time.Total : 69  
ASRS Report : 715530

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
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.FAA : Reviewed Incident With Flight Crew

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

I ADMINISTERED A PVT PLT EVAL AT CRAIG ARPT, JACKSONVILLE, FL. DURING THE GND BRIEFING THE APPLICANT STATED THAT THERE WAS A TFR AROUND NAVY JACKSONVILLE AND I INFORMED HIM THAT I WAS ALSO AWARE OF THAT FACT AND THAT WE WOULD NOT AND SHOULD NOT GO INTO THAT AREA. WE BEGAN OUR FLT BY SIMULATING A XCOUNTRY DOWN TO ORLANDO, FL, WHICH WE WOULD SIMULATE FOR APPROX 20 MINS. I THEN GAVE THE APPLICANT A 'DIVERSION' TO AN ARPT LOCATED AT FOLKSTON, GA. THAT TURNED US BACK GOING TO THE NNW. THE APPLICANT GAVE THE PROPER DATA FOR THE DIVERSION AND HEADED IN THAT DIRECTION WHICH WE WOULD SIMULATE FOR APPROX 15-20 MINS. WE FLEW AT 6500 FT AND THE APPLICANT STATED WE WERE WELL ABOVE ANY CLASS C OR D AIRSPACE WHICH WAS IN THE JACKSONVILLE AREA. I AGREED WITH HIM. YOU CAN PROBABLY GUESS WHAT TOOK PLACE DURING THE DIVERSION. YES, THE FLT PATH TOOK US TO THE R OF NAVY JACKSONVILLE, BUT NOT FAR ENOUGH R. WE ENTERED INTO THEIR TFR AIRSPACE. IN TRUTH HE, NOR I, EVER REALIZED THAT WE HAD ENTERED INTO THE TFR. IT WAS ONLY UPON LNDG WHEN WE WERE TOLD TO CONTACT JACKSONVILLE APCH BY TELEPHONE THAT WE KNEW SOMETHING WAS AMISS. AFTER WE SHUT THE ENG DOWN AND I LOOKED AT THE VFR SECTIONAL I REALIZED OUR FLT PROBABLY HAD TAKEN US OVER NAS JACKSONVILLE AND INTO THE TFR.

## **Synopsis**

A C172 PLT ENTERS A TFR.

**ACN: 713538**

## Time / Day

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

## Place

Locale Reference.Airport : ABQ.Airport  
State Reference : NM  
Altitude.MSL.Bound Lower : 7500  
Altitude.MSL.Bound Upper : 8500

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Operator.General Aviation : Personal  
Make Model Name : Amateur (Home) Built  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## Person : 1

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Experience.Flight Time.Last 90 Days : 20.4  
Experience.Flight Time.Total : 1670  
Experience.Flight Time.Type : 490  
ASRS Report : 713538

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

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

## Narrative

THE PLAN WAS TO FLY BY THE ANNUAL SPECIAL EVENT FOR A VIEW OF THE MORNING MASS ASCENSION AND MAYBE ONTO AEG ARPT FOR BREAKFAST. I APCHED THE SPECIAL EVENT FROM A NE TO SW DIRECTION WITH THE EVENT TO THE SE AT AN ALT OF 8500 FT MSL. AFTER PASSING THE EVENT ON MY L, I TURNED THE ACFT AROUND FOR ANOTHER LOOK. DURING THIS TIME, I LOST SOME ALT, PROBABLY ABOUT 1000 FT. I CAUGHT A GLIMPSE OF A HELI APCHING

MY ACFT FROM THE DIRECTION OF THE SPECIAL EVENT AND I INTERPED THIS TO MEAN DON'T COME ANY NEARER TO THE EVENT AREA. I IMMEDIATELY DEPARTED THE AREA AND DIDN'T SEE THE HELI ANYMORE UNTIL A FEW MINS LATER WHEN HE SHOWED UP ON MY L REAR. I SAW THEN THAT IT WAS A LAW ENFORCEMENT ACFT SO I SWITCHED MY RADIO TO THE EMER FREQ 121.5. AT THAT TIME, I RECEIVED INSTRUCTIONS TO LAND AT AEG (DOUBLE EAGLE ARPT). AT DOUBLE EAGLE I WAS MET ON THE RAMP BY 2 HOMELAND SECURITY OFFICERS, 2 FAA OFFICIALS, AND 2 FBI AGENTS. I WAS INFORMED THAT I HAD VIOLATED THE SPECIAL EVENT TFR AND ALBUQUERQUE CLASS C AIRSPACE. I IMMEDIATELY MADE MY GPS AVAILABLE TO THE FAA OFFICIALS FOR THEIR INSPECTION. THE GPS GND TRACK RECORDING ON MY GARMIN CLRLY SHOWS THAT, ACCORDING TO THE DATABASE, I HAD REMAINED JUST OUTSIDE THE ALBUQUERQUE CLASS C AIRSPACE BOUNDARY LINE. AS FOR THE TFR, I WAS ESTIMATING THAT I WAS FURTHER AWAY FROM THE SITE THAT THE OFFICIALS SAID I WAS. I WAS WATCHING THE EVENT BELOW AND SW OF MY POS AND LET MY ALT SAG BELOW THE 8000 FT CEILING OF THE TFR. HUMAN PERFORMANCE CONSIDERATIONS. PERCEPTIONS, JUDGEMENTS, DECISIONS -- I WAS ESTIMATING MY DISTANCE FROM THE SPECIAL EVENT AND I SHOULD HAVE USED A DIFFERENT, MORE PRECISE METHOD. FACTORS AFFECTING THE QUALITY OF HUMAN PERFORMANCE - - THE SPECIAL EVENT IS IN AN AREA NEAR MY HOME BASE AND I AM VERY FAMILIAR WITH THE RTE BTWN HOME BASE AND AEG. I ALWAYS FLY AROUND THE OUTSIDE PERIMETER OF THE CLASS C AIRSPACE. I KNOW IT WOULD BE A GOOD IDEA TO CONTACT ALBUQUERQUE APCH EVEN WHEN OUTSIDE THE CLASS C BOUNDARIES, BUT IN THE PAST THAT HAS BEEN DIFFICULT. THE CTLR SEEMS TO BE MONITORING MULTIPLE FREQS AND WHEN CALLING IN, YOU CAN HEAR THE CTLR RESPONDING TO OTHER ACFT, BUT I CAN'T HEAR ALL OF THE OTHER ACFT'S RESPONSES. IN OTHER WORDS, I COULD BE XMITTING AT THE SAME TIME ANOTHER ACFT IS XMITTING TO THE SAME CTLR. ACTIONS OR INACTIONS -- I WAS AWARE OF THE SPECIAL EVENT TFR AS I HAD CHKD THE NOTAMS SEVERAL DAYS BEFORE, BUT NOT ON THE DAY OF THE OCCURRENCE. I LET MY FAMILIARITY WITH THE AREA GET IN THE WAY OF PROPER DILIGENCE AND GOOD OPERATING PRACTICES, SUCH AS CHKING NOTAMS BEFORE EACH FLT AND TAKING GREATER CARE TO OBSERVE THOSE NOTAMS TO THE LETTER. IN THIS CASE, ESTIMATING DISTANCES WAS A POOR PRACTICE. IN CONCLUSION, I HAVE BEEN FLYING FOR SEVERAL YRS WITHOUT EVER HAVING AN INCIDENT OR VIOLATION. I CONSIDER THIS EVENT A WAKE UP CALL TO BE MORE DILIGENT IN ALL ASPECTS OF FLYING EVEN IN AREAS CLOSE TO HOME.

## **Synopsis**

PLT STRAYS INTO ABQ SPECIAL EVENT TFR.



**ACN: 711555**

## **Time / Day**

Date : 200609  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Intersection : DODGR  
State Reference : CA  
Altitude.MSL.Single Value : 1700

## **Environment**

Flight Conditions : VMC  
Weather Elements.Other  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level  
Route In Use.Enroute : Direct

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 25  
Experience.Flight Time.Total : 410  
Experience.Flight Time.Type : 12  
ASRS Report : 711555

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.Controller : Issued New Clearance  
Resolatory Action.Flight Crew : Returned To Assigned Airspace

## **Assessments**

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

## **Narrative**

I HAD PURCHASED A SKY ARROW JUST THE PREVIOUS WEEK. THE SKY ARROW IS A LOW AND SLOW VFR AIRPLANE OF 80 HP. WE HAD RECEIVED FLT FOLLOWING FROM SMO TO WHP WHERE WE DID SOME PATTERN WORK. I THEN PLANNED A FLT FROM WHITEMAN TO FUL USING THE LAX TERMINAL AREA CHART. THIS WOULD BE THE FIRST TIME I HAD EVER ATTEMPTED TO CROSS THE LA BASIN WITHOUT FLT FOLLOWING, AND DURING THE PLANNING MY TOTAL CONCENTRATION WAS ON AVOIDING THE OVERLYING LAX CLASS B AIRSPACE. WE RECEIVED CLASS C FLT FOLLOWING FROM WHITEMAN GND, ENTERED OUR SQUAWK CODE, AND WAS HANDED OFF TO BUR FOR THE CLASS C TRANSITION SBOUND ALONG INTERSTATE 5. FROM THE LA TAC I WAS ABLE TO DETERMINE BY FOLLOWING I-5 AT 1800 FT, I WOULD REMAIN BENEATH THE CLASS B AIRSPACE, AND CLEAR OF ANY OTHER CLASS D FIELDS. BURBANK TWR HANDLED OUR TRANSITION ALONG I-5 AND THEN TERMINATED RADAR SVC. WE RESET OUR XPONDER TO 1200 FT AND CONTINUED VFR. AS WE CONTINUED DOWN I-5, WE CAME AROUND THE SPUR OF THE HILL AND I SAW DODGER STADIUM UP AHEAD. I IMMEDIATELY DIVERTED SOMEWHAT TO THE E, BUT STILL FELT THAT I HAD SUFFICIENT LATERAL CLRNC. WE CONTINUED UNEVENTFULLY TO FULLERTON. AFTER ABOUT AN HOUR AT FULLERTON, WE RETURNED TO WHITEMAN VIA THE SAME RTE. I CONTACTED LAX APCH TO COORDINATE OUR TRANSITION NBOUND THROUGH BURBANK CLASS C AIRSPACE. I MADE THE CALL TO SOCAL WITH WHAT I THOUGHT WAS SUFFICIENT CLRNC FROM DODGER STADIUM, THIS TIME, OF COURSE, I WAS FULLY AWARE OF THE GAME SINCE I HAD PASSED IT ON THE WAY DOWN. AS SOON AS SOCAL GAVE US A XPONDER CODE, THEY IMMEDIATELY TURNED US AWAY FROM DODGER STADIUM -- AND THAT WAS THE INSTANT I REALIZED I HAD MADE A SERIOUS MISTAKE, AND MADE IT TWICE. I HAD NOT ALLOWED SUFFICIENT LATERAL CLRNC FROM THE STADIUM. I WAS HORRIFIED TO DISCOVER UPON MY RETURN THAT MY GPS HAD SHOWN ABOUT 1.5 MILES CLRNC ON THE WAY DOWN, AND JUST UNDER 2 MILES CLRNC ON THE WAY BACK. NEEDLESS TO SAY, I AM SOLELY RESPONSIBLE FOR THESE INCURSIONS, AND AFTER THE SHOCK WORE OFF A LITTLE I TOOK OUT MY LA TAC CHART AND TRIED TO FIGURE OUT HOW I COULD HAVE SO BADLY MISJUDGED THE CLRNC I NEEDED DUE TO THE TEMPORARY TFR IN EFFECT. HERE IS WHAT I SUGGEST YOU MIGHT CONSIDER FOR THE FUTURE, IN THE INTEREST OF SAFETY: THE TFR'S IN PLACE AROUND STADIUMS ARE NOT MARKED ON THE CHART -- OBVIOUSLY BECAUSE THEY ARE NOT IN EFFECT WHEN THERE ARE NO EVENTS TAKING PLACE. HOWEVER, LOOKING AT THE CHART I WAS STRUCK BY TWO THINGS: FIRST, HAD THERE BEEN SOME SORT OF INDICATION -- A VERY LIGHT GREY SHADED AREA, PERHAPS -- I WOULD HAVE HAD TO NAVIGATE AROUND THAT AS PART OF MY FLT PLANNING, IN THE SAME WAY I NAVIGATED AROUND CLASS D AIRSPACE. SECOND, THE MERE PRESENCE OF THAT SHADED AREA WOULD HAVE ALERTED ME TO THE POSSIBILITY THAT THERE MIGHT BE PROTECTED AIRSPACE AT THIS LOCATION, AND I WOULD HAVE EITHER STEERED WIDER AROUND IT, OR CALLED TO SEE IF THERE WAS A GAME ON AND A TFR IN EFFECT. ALSO, THERE ARE OTHER AREAS THAT HAVE SEMI-PERMANENT TFR'S AROUND THEM -- DISNEYLAND IS ONE EXAMPLE -- THAT ARE NOT MARKED ON THE CHART AND THUS PROVIDE NO GUIDANCE ON HOW TO VISUALLY FLY AROUND THEM USING PILOTAGE (REMAIN E OF A SPECIFIED FREEWAY, FOR EXAMPLE) NOR ANY WARNING THAT THEY ARE IN FACT THERE AND MUST BE AVOIDED. BY PUTTING SUCH AREAS ON A CHART, A PLT'S FLT PLANNING MENTALITY CHANGES DRAMATICALLY. YOU ARE

FORCED TO AVOID THEM, AND CAN THEN TAKE THE OPTION TO SEE IF THEY ARE NOT ACTIVE. THIS IS HOW MOA'S ARE HANDLED. WE ASSUME WE ARE TO AVOID THEM -- SINCE THERE THEY ARE -- AND THEN CONSULT THE CHART BACK OR FLT SVC TO SEE IF THEY ARE 'COLD.' FOR THIS REASON, I FEEL THAT 'PERMANENT' TFR'S -- THOSE AROUND STADIUMS, NUCLEAR PLANTS, ETC -- SHOULD BE MARKED IN SOME FASHION. I WISH TO STRESS AGAIN THAT I ALONE AM COMPLETELY AND SOLELY RESPONSIBLE FOR THESE INCURSIONS, AND CONTINUED TO BE MORTIFIED THAT I HAD VIOLATED THAT AIRSPACE. I SIMPLY FEEL THAT HAVING THE PROTECTED AIRSPACE MARKED IN A TERMINAL AREA CHART NOT ONLY PROVIDES A MEANS TO JUDGE HOW TO REMAIN CLEAR OF THAT AIRSPACE, BUT IT ALSO CALLS OUR ATTENTION TO ITS PRESENCE IN A WAY THAT THE CURRENT CHARTS DO NOT.

### **Synopsis**

SMALL ACFT PLT EXPERIENCES TWO TFR INCURSIONS AT DODGER STADIUM, CLAIMING CHARTING ISSUES CONTRIBUTED TO THE DEVIATION.

**ACN: 708239**

## **Time / Day**

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

## **Place**

Locale Reference.Airport : PWG.Airport  
State Reference : TX  
Altitude.AGL.Single Value : 500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : ACT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Climbout : Initial  
Route In Use.Departure : VFR

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
ASRS Report : 708239

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Departure

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

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

## **Narrative**

AFTER DEPARTING PWG, I CONTACTED ACT APCH AT ABOUT 500 FT AGL AND .5 NM FROM THE END OF RWY 35 FOR VFR FLT FOLLOWING. I WAS GIVEN A SQUAWK CODE AND ALSO INSTRUCTED TO CALL THE SUPVR ON DUTY AT THE CTLING AGENCY DUE TO PLT DEVIATION. I CHKED THE WX VIA FSS THE PREVIOUS NIGHT FOR AN OUTLOOK BRIEFING AND NOTAMS AND AT THE TIME WAS AWARE OF THE TFR IN EFFECT AND THE PROC. HOWEVER THE MORNING OF 08/WED/06, I DID NOT CONTACT FLT SVC OR APCH CTL TO RECEIVE A SQUAWK CODE BEFORE TAKING OFF. AT THAT TIME I REALIZED/DISCOVERED I HAD FORGOTTEN TO COMPLY WITH TFR RESTRICTIONS. I BELIEVE THE PROBLEM AROSE DUE TO THE FACT OF NOT OBTAINING A BRIEFING THE DAY OF THE FLT, NO PERSONNEL AT FBO, OR FREQS NOT POSTED CLEARLY AT THE ARPT. UPON ARR AND TIE DOWN I TELEPHONED A CTLR AT ACT APCH/DEP CTL. I EXTENDED MY SINCERE APOLOGIES FOR THE MISHAP. SHE TOOK DOWN MY INFO AND MADE SURE THAT I KNEW WHAT PROPER PROC WAS. I TAKE MY PRIVILEGES VERY SERIOUSLY AND I WAS HUMILIATED, I WILL DO MY BEST TO TAKE THE NECESSARY CORRECTIVE ACTIONS TO SEE THAT THIS TYPE OF SITUATION NEVER HAPPENS AGAIN. THIS INCLUDES OBTAINING BRIEFINGS IMMEDIATELY BEFORE FLTS, ASKING ANY PERSONNEL FOR TIPS/ADVICE FOR FLYING OUT OF UNFAMILIAR AREAS, AND BEING MORE OBSERVANT TO ANY MEDIA THAT MAY BE POSTED IN THE SURROUNDING AREA.

## **Synopsis**

A C172 DEPARTED AN ARPT WHERE THE PLT HAD NOT RECEIVED A XPONDER CODE AND ENTERED A TFR.

**ACN: 706843**

## **Time / Day**

Date : 200608

Day : Sun

## **Place**

Locale Reference.Airport : EYW.Airport

State Reference : FL

Altitude.MSL.Single Value : 3500

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal

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

Operating Under FAR Part : Part 91

Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : GPS & Other Satellite Navigation

## **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Flight Engineer

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 45

Experience.Flight Time.Total : 7800

Experience.Flight Time.Type : 120

ASRS Report : 706843

## **Events**

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : 2nd GPS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

## **Narrative**

HAD DEPARTED EYW TO X01 OVER WATER, VFR. TWO GPS RECEIVERS WERE AVAILABLE -- WAS USING A NEW GPS AND HAD INADVERTENTLY TURNED OFF AIRSPACE WARNINGS. WHEN PRIMARY GPS WAS ACTIVATED, REALIZED ACFT HAD PENETRATED THE ATLANTIC COASTAL ADIZ. MADE AN IMMEDIATE TURN TO EXIT THE ADIZ, WHEN CLR, RESUMED COURSE TO X01. PROB AROSE BECAUSE OF UNFAMILIARITY WITH NEW AVIONICS AND INFLT ELECTRONIC EQUIP.

### **Synopsis**

LACK OF FAMILIARITY WITH NEW GPS RESULTS IN PA32 PLT ENTERING COASTAL ADIZ OFF FLORIDA COAST.

**ACN: 705627**

## Time / Day

Date : 200608  
Day : Sun  
Local Time Of Day : 1201 To 1800

## Place

Locale Reference.Airport : JYO.Airport  
State Reference : VA  
Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Ground : Preflight

## Person : 1

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 1.2  
Experience.Flight Time.Total : 130  
ASRS Report : 705627

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## Assessments

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

## Narrative

THIS UNAUTH ENTRY INTO THE ADIZ OCCURRED AS I WAS TAKING OFF FROM JYO FOLLOWING MY PREVIOUS UNAUTH ENTRY INTO THE ADIZ EARLIER THAT MORNING, HAVING BEEN ESCORTED TO JYO BY A HOMELAND DEFENSE CHOPPER. SINCE I HAD HAD PROBS WITH MY VOR, WHICH LED TO THE EARLIER INCURSION, I WENT UP WITH A LCL INSTRUCTOR WHO VERIFIED THAT THE VOR WAS NOT



WORKING. SHE ALSO BRIEFED ME ON DEP PROCS, ADVISING THAT I WOULD NEED BOTH A FREQ AND XPONDER CODE PRIOR TO DEP. WHEN IT WAS TIME FOR ME TO DEPART JYO, I WENT TO THE JYO FSS, GOT A WX BRIEFING AND NOTAMS, AND FILED A FLT PLAN. THE BRIEFER SAID I WOULD HAVE TO CALL POTOMAC BY PHONE RATHER THAN RADIO TO GET THE NEEDED FREQ AND XPONDER CODE. SO I CALLED POTOMAC TRACON BY PHONE TO GET MY RADIO FREQ AND XPONDER CODE. ON THE GND I SET THE XPONDER INCORRECTLY TO 'XXXX.' WHEREAS IT SHOULD HAVE BEEN 'XXXY.' I WAS SUPPOSED TO SET THE RADIO FREQ TO 112.05, BUT IT ENDED UP AS 122.05, WHICH ESCAPED MY NOTICE. I WAS ALSO SUPPOSED TO MAKE CONTACT WITH POTOMAC BEFORE TAKING OFF, WHICH I WAS UNAWARE OF SINCE THE INSTRUCTOR AND I HAD NOT DONE SO AS WE HAD SIMPLY REMAINED IN THE LEESBURG PATTERN TO TEST THE VOR. MY UNDERSTANDING WAS THAT I NEEDED TO RADIO POTOMAC WHEN I WAS AIRBORNE. SO I TOOK OFF FROM JYO ON RWY 17 AND LEFT THE PATTERN ON A HDG OF 025 DEGS TO FDK. WHILE STILL CLING, I IMMEDIATELY ATTEMPTED TO CONTACT POTOMAC ON 122.05, BUT GOT NO ANSWER. I CHKED THE FREQS I HAD WRITTEN DOWN, AND NOTICED THAT BOTH THE XPONDER AND RADIO WERE INCORRECT. I QUICKLY CORRECTED THE XPONDER TO 'XXXY' AND TRIED TO DIAL IN 112.05, BUT THE RADIO WOULD NOT GO TO '112,' IT WOULD ONLY GIVE '122.' STILL CLING, I THEN TRIED TO CONTACT LEESBURG ON 122.6, WHICH WAS THE FREQ I WAS GIVEN TO CONTACT THEM TO OPEN MY FLT PLAN AFTER LEAVING THE ADIZ. STILL NO ANSWER. CONCERNED THAT MY RADIO WAS NOT FUNCTIONING, I TUNED TO 121.5 AND TRIED XMITTING 'PAN-PAN, CESSNA X HAS RADIO PROBS.' A LCL PLT OFFERED ASSISTANCE, BUT THEN JYO CAME ON AND ASSURED MY RADIO WAS WORKING. IT WAS AT THIS TIME THAT I NOTICED I WAS TOO HIGH, AND HAD POSSIBLY INTRUDED INTO IAD CLASS B AIRSPACE, AND STARTED TO DSND, BUT NOTICED THAT I HAD ALREADY LEFT THE ADIZ AND IAD AIRSPACE. AT THAT POINT I OPENED MY FLT PLAN WITH LEESBURG. AFTER REACHING FDK AND TURNING ENE, I CONTACTED BWI FOR FLT FOLLOWING. BWI ADVISED THAT I CONTACT POTOMAC ADIZ, WHICH I DID AND ENTERED MY XPONDER CODE. THE REST OF THE FLT WAS UNEVENTFUL. I DID NOT MAKE MYSELF AWARE OF THE PROPER PROC FOR DEPARTING INTO THE ADIZ, OTHERWISE I WOULD HAVE CORRECTED THE RADIO, AND PROBABLY THE MIS-SET XPONDER CODE AFTER TALKING TO POTOMAC. THAT BEING SAID, ONCE AIRBORNE, I ALLOWED MYSELF TO GET DISTR BY BEING UNABLE TO SET THE RADIO TO THE CORRECT FREQ TO CONTACT POTOMAC SO THAT I DID NOT ARREST MY CLB TO AVOID OVERLYING IAD CTLED AIRSPACE. TO PREVENT A FUTURE RECURRENCE, I WILL THOROUGHLY REVIEW ADIZ DEP PROCS, DOUBLECHK RADIO AND XPONDER SETTINGS, AND BE MORE VIGILANT ON MAINTAINING THE PROPER ALT WHEN DEPARTING AN ARPT NEAR CTLED AIRSPACE.

## **Synopsis**

A C172 PLT DID NOT FOLLOW THE CORRECT PROCS EXITING THE DCA ADIZ.

**ACN: 704780**

## **Time / Day**

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

## **Place**

Locale Reference.Airport : 0Q9.Airport  
State Reference : CA  
Altitude.MSL.Bound Lower : 2500  
Altitude.MSL.Bound Upper : 3000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZOA.ARTCC  
Operator.General Aviation : Personal  
Make Model Name : SR22  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : FMS or FMC  
Flight Phase.Climbout : Vacating Altitude  
Route In Use.Enroute : Direct

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Total : 900  
Experience.Flight Time.Type : 900  
ASRS Report : 704780

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure  
Resolatory Action.Flight Crew : Exited Penetrated Airspace  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

ON TKOF/CLB FROM 009 ENRTE TO SQL INADVERTENT VIOLATION OF TFR FOR RACEWAY. I CALLED ATC FOR SQUAWK CODE AND WAS INFORMED OF THE VIOLATION. I IMMEDIATELY CLBED TO 3000 FT. MY MFD WITH TFR INDICATION FAILED TO ILLUSTRATE THE TFR. THERE WAS NO SIGHT OF THE RACETRACK FROM MY POSITION AND THE PROX OF 009 TO THE RACETRACK WAS UNKNOWN TO ME.

### **Synopsis**

AN SR22 PLT INADVERTENTLY ENTERED TFR NEAR 009 WHEN IT WAS NOT DISPLAYED ON HIS MFD.

**ACN: 704269**

## Time / Day

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

## Place

Locale Reference.Airport : NUW.Airport  
State Reference : WA  
Altitude.MSL.Single Value : 1700

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Controlling Facilities.TRACON : S46.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## Person : 1

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 40  
Experience.Flight Time.Total : 850  
Experience.Flight Time.Type : 600  
ASRS Report : 704269

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

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

## Narrative

WHILE CIRCUMNAVING (VFR) THE CLASS C OF WHIDBLY ISLAND NAS, JUST OUTSIDE THE CTR CIRCLE, BUT BELOW THE OUTER TIER, I FELT I WAS CLR (BELOW)THE CLASS C (OTHER SECTIONS OF THE TIER HAVE A FLOOR OF 2000 FT MSL) BUT THE SECTION I WAS UNDER HAS A FLOOR OF 1300 FT MSL. I WAS AT APPROX 1700 FT MSL. A BUSY, CONGESTED TAC (SEATTLE) LEFT ME SOMEWHAT

RATTLED, SO I OVERLOOKED THE PROPER FLOOR MARKING FOR MY AREA OF THE OUTER TIER. I HAD JUST PASSED NEXT TO A PROHIBITED ZONE AND ANOTHER AREA WHERE 'PLTS ARE REQUESTED TO AVOID' WHICH I HAD TROUBLE DISCERNING THE BOUNDARIES OF (TO THE S). RESTR AREA SHOULD BE OF RED HUE! IF IT'S IMPORTANT TO AVOID 'EM -- LET'S SEE THEM PLAINLY ON THE CHART. (I HAD A CURRENT CHART, AND I NORMALLY HIGHLIGHT 'R' AND 'P' AREAS -- BUT HAD MISSED IT).

### **Synopsis**

C172 PLT DURING VFR FLT, ENTERS CLASS C AIRSPACE OF NUW ALONG WITH A NATIONAL SECURITY AREA.

**ACN: 700644**

## **Time / Day**

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

## **Place**

Locale Reference.Airport : PWK.Airport  
State Reference : IL  
Altitude.MSL.Single Value : 1700

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : C90.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Intermediate Altitude  
Route In Use.Approach : Visual  
Route In Use.Arrival : VFR

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 9000  
ASRS Report : 700644

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Penetrated Airspace

## **Assessments**

Problem Areas : ATC Facility  
Problem Areas : ATC Human Performance

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## **Narrative**

I WAS FLYING IFR IN A C172 FROM I69-PWK. I WAS UNDER THE CTL OF MDW APCH CTL. I HAD NOTICED A TFR JUST S OF PWK ON MY GARMIN 396. I INQUIRED OF MDW APCH CTL AND HE STATED THAT IT WASN'T ACTIVE. I THEN CHKD WITH PWK ATIS AND NOTED THAT THEY WERE VFR. I CANCELED IFR AND PROCEEDED TO PWK UNDER THE ORD CLASS B AIRSPACE. WITHIN A COUPLE OF MINS, I NOTICED I WAS WITHIN 1 MI OF WRIGLEY FIELD WHERE AN EVENT WAS GOING ON. I IMMEDIATELY TURNED AWAY FROM THE STADIUM. A FEW THOUGHTS: 1) HOW IS ANY PLT TO KNOW WHERE ALL THE STADIUMS ARE IN THE COUNTRY? 2) HOW ARE THEY TO KNOW IF THERE IS AN EVENT GOING ON? 3) WHY AREN'T THERE TFR'S NOTED IF WE'RE NOT TO FLY NEAR THEM?

## **Synopsis**

THE PLT OF A C172 ENTERED TFR AIRSPACE OVER WRIGLEY FIELD AFTER ORD APCH CTL HAD TOLD HIM IT WAS NOT ACTIVE.

**ACN: 700473**

## **Time / Day**

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

## **Place**

Locale Reference.Intersection : WHINO  
State Reference : MD  
Altitude.MSL.Single Value : 10500

## **Environment**

Flight Conditions : VMC  
Weather Elements.Other  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZDC.ARTCC  
Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Christen Eagle II  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Flight Phase.Cruise : Level  
Route In Use.Enroute : On Vectors

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Experience.Flight Time.Last 90 Days : 6  
Experience.Flight Time.Total : 1100  
Experience.Flight Time.Type : 1000  
ASRS Report : 700473

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Exited Penetrated Airspace

## **Assessments**



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

## Narrative

ON SATURDAY, DEPARTED MARTIN STATE ARPT (MTN) FROM WITHIN THE DC ADIZ. DEST WAS HSE WITH A STOPOVER FOR FUEL AT MQI, DARE COUNTY, APPROX 250 MI TO THE S. GIVEN THE HAZE FACTOR, I OPTED TO FLY N UNTIL OUTSIDE THE ADIZ, CLB TO 10500 FT, ACTIVATE THE ADIZ FLT PLAN AND FLY S ABOVE THE CLASS B AIRSPACE. ACTUAL RTE OF FLT BEING MTN W42 ANP COLIN MI. GIVEN THE PERFORMANCE CHARACTERISTIC OF THIS PLANE, THE PROCESS WORKED WITHOUT INCIDENT. AFTER DEPARTING THE ADIZ TO THE S, I THEN REQUESTED AND GOT FLT FOLLOWING TO THE DARE (MQI). ON SUNDAY, I INITIATED THE RETURN TRIP. AGAIN HSE TO MQI FOR REFUELING AND THEN FROM MQI TO MTN. I OPTED TO FOLLOW THE SAME RTE USED IN COMING DOWN. HAZE WAS FORECAST FOR BALTIMORE, SO I OPTED TO FLY OVER THE ADIZ, GO SLIGHTLY N THEN DSND, COME BACK UNDER AND LAND. GIVEN THE PERFORMANCE CHARACTERISTIC OF THE PLANE, THIS RTE AND THE RAPID DSCNT LOOKED TO BE NO PROB. A VFR ADIZ FLT PLAN WAS FILED WITH MQI AS THE DEP POINT AND MTN AS THE DEST. WHILE I MENTIONED THAT I WOULD BE FLYING N TO W42 JUST PAST THE NORTHERN EDGE OF THE ADIZ, THE BRIEFER NOTED THAT ALL THEY NEEDED WAS THE ADIZ ENTRY POINT AND DEST. (I FILED FOR WHINO AS THE ENTRY.) I DEPARTED MQI AND AFTER DEP CONTACTED ZDC FOR FLT FOLLOWING AND CLBED TO 10500 FT. I WAS HANDED TO VARIOUS TRACONS AND CTR SECTORS AS NEEDED. APPROX 10 MI S OF COLIN, I ASKED CTR IF THEY WOULD BE ABLE TO ARRANGE A HD OF TO POTOMAC TRACON AS I HAD AN ADIZ FLT PLAN ON FILE. I HEARD BACK THAT POTOMAC SAID THAT I COULD NOT FLY MY INTENDED COURSE. I WAS TOLD TO FLY DIRECT TO SOME INTXNS, BUT I DID NOT KNOW WHERE THEY WERE LOCATED. IT WAS THEN SUGGESTED I FLY DIRECT PATUXENT AND THEN DIRECT MTN. I WAS SOMEWHAT SURPRISED AS I WAS NOT AWARE THAT APCH HAD CTL ON AIRSPACE ABOVE 10000 FT (TP OF THE CLASS B), BUT I FOLLOWED THEIR DIRECTION. I WAS TOLD TO BEGIN MY DSCNT, BUT HESITATED AS THAT WOULD HAVE HAD ME ENTERING CLASS B AIRSPACE. BEFORE I COULD ASK, I WAS TOLD TO SWITCH TO POTOMAC APCH AND A DIFFERENT CTLR CAME ON AND INFORMED ME THAT I WAS NOT CLR TO ENTER CLASS B AIRSPACE AND IF I HAD WANTED TO I HAD TO HAVE REQUESTED A CLRNC FOR CLASS B WHEN I FILED MY FLT PLAN. I SAID I HAD NO DESIRE TO ENTER CLASS B, I WAS GOING TO FLY OVER AND DROP DOWN AND COME UNDER THE EDGE. IT WAS THEN MADE ABUNDANTLY CLR TO ME THAT A VFR ADIZ FLT OVERLYING THE CLASS B AIRSPACE WAS NOT ALLOWED. A NEW CTLR THEN CAME ON AND GAVE ME A SUGGESTED HDG TO SKIRT THE EDGE OF THE CLASS B AIRSPACE AND DSND TO COME BELOW THE ADIZ ON THE E SIDE, FLY ACROSS THE BAY AND LAND AT MARTIN. I FOLLOWED THE VECTORS AS WELL AS I COULD AND LANDED AT MARTIN WITHOUT INCIDENT. 1) WHILE I FOLLOWED ALL VECTORS AND BELIEVE BASED ON THE GPS MAP I WAS CLR OF THE CLASS B AIRSPACE, WITH THE CHANGES IN ROUTING AND BEING DEPENDENT ON ROUTING GIVEN BY CTL, IT IS POSSIBLE I CLIPPED A BOUNDARY. I AM ALSO CONCERNED THAT ACCORDING TO THE ONE CTLR, I WAS NOT SUPPOSED TO OVERFLY THE CLASS B AIRSPACE. 2) ON LNDG, THE ALTIMETER SHOWED A 200 FT DISCREPANCY. THERE IS NO WAY TO ADJUST THE ALTIMETER INFLT IF FLYING SOLO. THE INST PANEL IS AHEAD OF THE FRONT SEAT AND UNREACHABLE BY THE PLT. A COMMENT IS THAT THE OPERATING PROCS FOR VFR ACFT OVERFLYING THE CLASS B AIRSPACE BUT WITHIN THE ADIZ DO NOT SEEM WELL DEFINED. WHAT WAS ACCEPTABLE ON SATURDAY BECAME UNACCEPTABLE ON

SUNDAY. A SECOND COMMENT IS THAT THE CTLRS ASSUMED I HAD ACCESS TO IFR ROUTINGS AND INFO, BUT I WAS VFR. ADMITTEDLY, HAVING A PLANE THAT CAN EASILY ASCEND TO 10500 FT AND DSND DOWN QUICKLY MAY BE A CASE THAT HAS FALLEN IN THE CRACKS WITH THE PROCS, BUT IF THEY DO NOT WANT VFR TFC OVER THE CLASS B AIRSPACE WITHIN THE ADIZ, THEY SHOULD SAY SO.

### **Synopsis**

A CHRISTEN EAGLE PLT ON A VFR FLT PLAN FROM HSE TO MTN WITHIN THE DC ADIZ POSSIBLY PENETRATED CLASS B AIRSPACE WHILE ON VECTORS.

**ACN: 700432**

## **Time / Day**

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

## **Place**

Locale Reference.Navaid : FDK.VOR  
State Reference : MD  
Altitude.MSL.Single Value : 5500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : Navigation Database

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Experience.Flight Time.Last 90 Days : 35  
Experience.Flight Time.Total : 925  
Experience.Flight Time.Type : 800  
ASRS Report : 700432

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Independent Detector.ATC Equipment.Other ATC Equipment : Radar  
Resolatory Action.Flight Crew : Returned To Assigned Airspace  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

Problem Areas : Airspace Structure  
Problem Areas : Chart Or Publication

## **Narrative**

FLYING FROM W99 TO 1N9. RECEIVED NOTAM INFO FOR RTE OF FLT FROM FS, INCLUDING EXPANDED P40. FILED VFR FLT PLAN. USING AN IFR GPS, VOR, HANDHELD GPS AND CURRENT SECTIONAL FOR NAV. 5 MI SW OF FREDERICK, THE HANDHELD FAILED AND THE VOR SWUNG WILDLY AS IF TO INDICATE OVER VOR. PANEL MOUNT GPS SHOWED STILL ON COURSE AND 5 MI OUT. VARIED COURSE 1 MIN OR LESS TO ASCERTAIN VOR AND GPS STATUS AND NOTED LOCATION ON SECTIONAL AS JUST PAST THE HARPER'S FERRY BRIDGES. I TURNED OFF THE FAILED HANDHELD. PANEL MOUNT GPS INCLUDES 2 CONCENTRIC CIRCLES AROUND P40, WHICH I ASSUMED WERE THE STANDARD AND EXPANDED AREAS. I WAS CLR THE OUTER RING BY SEVERAL MI ACCORDING TO THE GPS AND NO ALERT SHOWED ON THE SCREEN. CONTINUED PAST FREDERICK ON SAME HDG AND WAS INTERCEPTED BY A SECRET SVC HELI ABOUT 2-5 MI ENE OF FREDERICK. WAS INFORMED ON 121.5 THAT I WAS WITHIN THE TFR. I INFORMED THEM THAT MY MULTIPLE NAV SHOWED ME CLR AND ASKED WHAT I WAS TO DO. GOT NO RESPONSE AS TO WHAT ACTION WS TO BE TAKEN, SO CONTINUED ON COURSE. HELI FOLLOWED ME FOR 5-10 MINS AND BROKE OFF. CALLED SECRET SVC AT DEST AS REQUESTED. THEY SAID I WAS 2 MI INSIDE THE TFR ACCORDING TO ZDC. THEY ALSO NOTIFIED ME THAT THE SECTIONAL DID NOT ACTUALLY SHOW THE CORRECT BOUNDARIES OF THE TFR. I LATER WAS TOLD BY ANOTHER PLT THAT THE DATABASE IS ALSO NOT CORRECT FOR THE EXPANDED P40, EVEN THOUGH BOTH CIRCLES SHOW ON THE MAP. I WAS NOT AWARE OF EITHER OF THESE DISCREPANCIES IN MAPPING ON THAT DAY.

## **Synopsis**

THE PLT OF A C172 FLIES INTO EXPANDED P40, A TFR AROUND CAMP DAVID. THE DEPICTION OF P40 ON HIS GPS IS NOT ACCURATE.

**ACN: 696647**

## **Time / Day**

Date : 200605  
Day : Fri  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : SFO.Airport  
State Reference : CA  
Altitude.AGL.Single Value : 1300

## **Environment**

Flight Conditions : VMC  
Light : Dusk

## **Aircraft : 1**

Controlling Facilities.TRACON : NCT.TRACON  
Operator.General Aviation : Instructional  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Total : 970  
Experience.Flight Time.Type : 50  
ASRS Report : 696647

## **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 20  
Experience.Flight Time.Total : 170  
Experience.Flight Time.Type : 3.5  
ASRS Report : 696646

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

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

## **Narrative**

WHILE ON A BAY TOUR CLRNC THROUGH CLASS B, MY STUDENT AND I CAME WITHIN 1 1/2 MI OF A STADIUM DURING AN EVENT WHERE THE CAPACITY OF THE STADIUM WOULD MAKE IT APPLICABLE TO THE SEPTEMBER 11TH NOTAM REGARDING OCCUPIED STADIUMS. AT THE TIME, WE WERE ON A DISCRETE CODE WITH A CLASS B CLRNC. WE WERE TOLD BEFORE PASSING THE STADIUM THAT THERE WOULDN'T BE A CONFLICT WITH THE SEPTEMBER 11TH RULES AS LONG AS WE DIDN'T LOITER IN THE AREA. UPON FURTHER DISCUSSION WITH MY STUDENT AND MY BOSS, I FELT COMPELLED TO RPT THIS OCCURRENCE. AFTER THINKING ABOUT THIS EVENT, I CONCLUDE THAT IT WAS MY FAULT AS PIC TO ACCEPT A CLRNC THAT WOULD VIOLATE A REGULATION, HOWEVER, AT THE TIME I PERCEIVED SINCE WE WERE UNDER POSITIVE CTL THAT SUCH AN ISSUE WOULD NOT BE A PROB.

## **Synopsis**

AN INSTRUCTOR AND HIS STUDENT IN A C172 FLEW WITHIN 1 PT 5 MI OF A STADIUM IN VIOLATION OF SEPTEMBER 11 NOTAM.

**ACN: 696621**

## **Time / Day**

Date : 200605  
Day : Wed  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : HEF.Airport  
State Reference : VA  
Altitude.MSL.Single Value : 1900

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Rockwell Aero Commander Twin Turboprop Undifferentiated or Other  
Operating Under FAR Part : Part 135  
Navigation In Use.Other : Pilotage  
Flight Phase.Climbout : Intermediate Altitude

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 15  
Experience.Flight Time.Total : 11000  
Experience.Flight Time.Type : 1500  
ASRS Report : 696621

## **Person : 2**

Affiliation.Company : Corporate  
Function.Flight Crew : First Officer

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Departure

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

FLYING ON AN IFR FLT PLAN FROM ALN TO HEF, AND LNDG WITHOUT INCIDENT. TAXIING IN, TOWER TOLD US TO CONTACT DEP FOR CLRNC IFR. WE REFUELED AND FILED A NEW FLT PLAN (IFR) BACK TO ALN. AT APPROX XB30-XB40 SITTING AT THE END OF RWY 16L WE TRIED MULTIPLE TIMES TO CONTACT DEP FOR A CLRNC. TRYING BOTH DEP, TWR AND GND FREQ WE COULD NOT REACH ANYONE. WE THEN DEPARTED VFR TO PICK UP OUR CLRNC. WE ESTABLISHED COM WITH POTOMAC DEP AND AT THAT POINT WAS TOLD THAT WE NEEDED TO CONTACT THEM BY PHONE AND THAT WE ENTERED INTO RESTRICTED AIRSPACE. AFTER DEP WE CLBED TO 2000 FT 1-1.5 MILES OFF THE END OF THE RWY, MADE A L HAND TURN TO THE DOWN TRYING TO ESTABLISH COM WITH DEP.

## **Synopsis**

AFTER HAVING DIFFICULTY RAISING ANYONE ON THE GND AT HEF, AN AC90 FLT CREW TOOK OFF VFR WITHOUT CLRNC TO ENTER THE DC ADIZ.



**ACN: 696616**

## **Time / Day**

Date : 200606  
Day : Wed  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : JYO.Airport  
State Reference : VA  
Altitude.MSL.Single Value : 4000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Golden Eagle 421  
Operating Under FAR Part : Part 135  
Navigation In Use.Other : Pilotage  
Flight Phase.Descent : Vacating Altitude  
Route In Use.Arrival : On Vectors

## **Person : 1**

Affiliation.Company : Corporate  
Function.Instruction : Instructor  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Total : 4700  
Experience.Flight Time.Type : 2500  
ASRS Report : 696616

## **Person : 2**

Affiliation.Company : Corporate  
Function.Instruction : Trainee

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

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

## Narrative

I WAS THE PIC AND SERVING AS THE CFII IN A C421B. THERE WERE NO PAX ON BOARD. THE FLT WAS FROM TYS TO JYO. THE FLT WAS OPERATED UNDER IFR. THE FLT WAS FLOWN AT FL210. I WAS PROVIDING DUAL TRAINING TO THE L SEAT PLT IN ORDER TO COMPLY WITH INSURANCE REQUIREMENTS. IN KNOXVILLE, WE NOTICED THAT THE OIL LEVEL ON THE L ENG WAS LOW AND WE NOTICED SOME OIL ON THE FLAPS AND OTHER UNDER WING AREAS. WE ADDED OIL AND DECIDED TO STOP IN JYO -- A 2 HR FLT -- TO CHK ON THE OIL STATUS. FINAL DEST WAS CONCORD, NH. APPROX 45 MINS FROM JYO I NOTICE THE MANIFOLD PRESSURE AND FUEL FLOW WAS FLUCTUATING ON THE L ENG AND OIL PRESSURE WAS DECREASING. THE DSCNT WAS NORMAL WHILE FLYING A GPS DIRECT COURSE WITH SOME ATC VECTORS FOR TFC. APPROX 6 MINS FROM JYO THE OIL PRESSURE WAS AT THE BOTTOM OF THE GREEN ARC WITH BOTH PLTS FOCUSING ON THE POSSIBLE NEED TO SECURE AN ENG. THE CREW WAS IN VMC AND HAD JYO IN SIGHT AND SO ADVISED ATC TO CANCEL THE IFR FLT PLAN. WE WERE TOLD TO PROCEED DIRECT TO LEESBURG AND TO SWITCH TO THE ARPT'S ADVISORY FREQ. REACTING FROM WHAT IS 40 YRS OF FLYING (INSTINCT) I IMMEDIATELY PRESSED THE GARMIN GTX330 XPONDER'S VFR (CODE 1200) BUTTON. THIS WAS A VIOLATION OF THE DC ADIZ. I SHOULD HAVE KEPT THE ASSIGNED IFR CODE IN THE XPONDER. I AM FROM THE DALLAS, TX, AREA AND DID NOT KNOW THE REQUIREMENT TO NOT SWITCH TO CODE 1200 WHEN CANCELING IFR AT A NON TWR ARPT WHICH IS THE STANDARD PROC EVERYWHERE ELSE. MY INSTANT REACTION TO CHANGE TO THE VFR CODE WAS A HABIT FROM 40 YRS OF SAFE FLYING. UPON LNDG, WE CALLED ATC AS HAD BEEN REQUESTED BY ATL TO THE JYO FBO. I WILL BE ATTENDING AN AOPA FLT INSTRUCTOR REFRESHER COURSE SOON. AIRSPACE AND THE WASHINGTON, DC ADIZ WILL BE REVIEWED. THE MISTAKE WAS THE RESULT OF THE PIC NOT BEING FAMILIAR WITH THE LCL LEESBURG ATC PROCS AND THE HABIT TO COMPLY WITH WHAT IS NORMALLY THE PROPER PROC WHEN CANCELING IFR AT A NON TWR ARPT.

## Synopsis

AFTER NOTING LOW OIL PRESSURE, A C421B INSTRUCTOR PLT ON APCH TO JYO CANCELED IFR AND SELECTED 1200 IN HIS XPONDER IN VIOLATION OF DC ADIZ PROCS.

**ACN: 695364**

## **Time / Day**

Date : 200604  
Day : Thu  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : PVU.Airport  
State Reference : UT  
Altitude.MSL.Bound Lower : 6500  
Altitude.MSL.Bound Upper : 8500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZLC.ARTCC  
Controlling Facilities.Military Facility : DPG.MILFAC  
Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Enroute Altitude Change

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 50  
Experience.Flight Time.Total : 6000  
Experience.Flight Time.Type : 2500  
ASRS Report : 695364

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

A YOUNG MAN RAN AWAY FROM A PVT FACILITY IN THE DESERT. I HAD AN AIRPLANE AND ONE OF THE DIRECTORS NEEDED A WAY TO SEARCH FOR THE YOUNG MAN. I CALLED FSS ON MY CELL AND GOT MY HOME FSS AT DAYTON. THERE WERE NO RESTRS TO FLT NOTED. ON MY WAY TO THE PLACE OF SEARCH, I FLEW NEAR A BUNCH OF BUILDINGS. I THEN REMEMBERED A TFR BEING IN THAT AREA IN THE LAST SEVERAL YRS. I DO NOT RECALL MY EXACT ALT BECAUSE I WAS CLBING TO GO OVER A RIDGE SOME DISTANCE AWAY. I FLEW S IMMEDIATELY AS SOON AS MY MIND REALIZED THAT I MIGHT BE NEAR A TFR. THEN WE WENT OVER THE RIDGE AND COMPLETED THE SEARCH (THE YOUNG MAN WAS FOUND). I CALLED CEDAR CITY FSS AND THEY TOLD ME IT WAS NOW A PERMANENT FLT RESTR, 8000 FT AND BELOW, SIMPLY MARKED 'ORDNANCE DEPOT' ON THE CHARTS. SURE ENOUGH THERE IT WAS ON MY CHART, BUT NO INDICATION OF A RESTR. I RETURNED ABOVE 8000 FT. I THINK THERE ARE 3 PROBS. 1) I DO NOT CHK PRINTED NOTAMS OFTEN, AND I SUPPOSE IT WAS THERE. 2) WE NEED TO FIGURE OUT HOW TO CONTACT THE LCL FSS WITH A CELL PHONE, OR MAKE THE LCL NOTAMS AVAILABLE EVERYWHERE. 3) FINALLY, PERMANENT FLT RESTRS SHOULD BE MARKED ON THE CHARTS.

## **Synopsis**

C182 PLT, DURING A LOW LEVEL FLT, ENTERED A TFR.

**ACN: 694953**

## **Time / Day**

Date : 200604  
Day : Fri  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : TRM.Airport  
State Reference : CA

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.ARTCC : ZLA.ARTCC  
Operator.Common Carrier : Air Taxi  
Make Model Name : Citation Excel  
Operating Under FAR Part : Part 135  
Flight Phase.Climbout : Takeoff  
Route In Use.Departure : VFR

## **Person : 1**

Affiliation.Company : Air Taxi  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : CFI  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 6200  
Experience.Flight Time.Type : 2100  
ASRS Report : 694953

## **Person : 2**

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

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure  
Resolatory Action.None Taken : Detected After The Fact

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

WE FLEW INTO TRM IFR TO PICK UP PAX, AND WITHOUT THINKING, WE TOOK OFF ON A BIRGHT SUNNY MORNING VFR TO PICK UP OUR IFR IN THE AIR. WE WERE RIGHT ON THE EDGE OF THE TFR. I GOT MY COMPLETE BRIEFING THE NIGHT BEFORE, AND WITH THE EARLY MORNING DEP, I JUST FORGOT TO PICK UP MY SQUAWK CODE ON THE GND.

## **Synopsis**

A CITATION DEPARTS TRM ARPT VFR TO PICK UP AN IFR CLRNC AND MAY HAVE ENTERED A TFR WITHOUT APPROPRIATE TRANSPONDER CODE.

**ACN: 694675**

## **Time / Day**

Date : 200604  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : APC.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 3000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Operator.Other : Military  
Make Model Name : Fighting Falcon F16  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : GPS & Other Satellite Navigation

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 30  
Experience.Flight Time.Total : 4200  
Experience.Flight Time.Type : 2235  
ASRS Report : 694675

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Exited Penetrated Airspace  
Resolatory Action.Other

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## **Narrative**

MY STUDENT AND I GOT THE TFR PRIOR TO TKOF. SINCE WE WERE FLYING XCOUNTRY, WE PLOTTED IT OUT ON THE CHART. MY MISTAKE WAS THAT WHILE WE WERE FLYING, I KEPT THE GPS TO THE STS VOR FOR DISTANCE TO MAKE SURE WE STAYED AT LEAST 30 NM AWAY, BUT I FORGOT THAT THE 30 NM RADIUS WAS FROM A RADIAL AND DISTANCE FROM THE VOR AND NOT THE VOR ITSELF. OUR COURSE WOULD HAVE TAKEN US JUST OUTSIDE THE TFR, BUT WE HAD DRIFTED N DUE TO LACK OF WIND CORRECTION TOWARDS THE S. WINDS ALOFT WERE FROM THE S AT 8 KTS AT THE TIME. WE DISCOVERED WE WERE INSIDE THE TFR WHEN AN F-16 FLEW BY US. WE THEN DIVERTED S THEN BACK E.

## **Synopsis**

PLT OF C172 MISPROGRAMS CENTER OF TFR ON HIS GPS. PLT IS MET BY AN F-16 AND DIVERTED.



**ACN: 694413**

## **Time / Day**

Date : 200604  
Day : Fri  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : LDN.VORTAC  
State Reference : VA  
Altitude.MSL.Single Value : 2500

## **Environment**

Flight Conditions : VMC  
Weather Elements : Rain  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : PA-30 Twin Comanche  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Experience.Flight Time.Last 90 Days : 48.5  
Experience.Flight Time.Total : 6962  
Experience.Flight Time.Type : 3500  
ASRS Report : 694413

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Departure

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

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

## **Narrative**

PLT FILED IFR WITH CONTRACT FSS FROM FREDERICK, MD, TO HANOVER COUNTY (RICHMOND, VA). PLT REQUESTED FLT FOLLOWING FOR VFR AROUND CLASS B AIRSPACE, PLT ADVISED FLT FOLLOWING NOT AVAILABLE. THERE WAS OVER 20K OF XWIND OUT OF THE NW THIS DAY, 7000 FT CEILING, LIGHT RAIN. PLT CALLED DULLES TO ADVISE THAT ACFT WAS NEAR THE ADIZ BOUNDARY, 20 NM AT 2500 FT. APCH GAVE PLT A XPONDER CODE AND REQUESTED ACFT TURN ON A HDG INTO TERRAIN. PLT REQUESTED CLB TO 3500 FT WHICH WAS APPROVED. AFTER 1 FREQ CHANGE FROM DULLES, ON FLT FOLLOWING, DEP ADVISED PLT TO CALL ON THE PHONE TO SPEAK TO CTLR! PROB: PLT INADVERTENT CONTACT WITH ADIZ. FIX: GIVE AREA TFC FLT FOLLOWING OUTSIDE ADIZ (A REQUEST FOR FLT FOLLOWING DENIED). WHY DOES THE AREA CHART SHOW A FLOOR ON CLASS B WHEN THE AREA IS AN ADIZ?

## **Synopsis**

PLT OF PA30 ENTERS THE DC ADIZ WHILE ENRTE.

**ACN: 693464**

## **Time / Day**

Date : 200604  
Day : Wed

## **Place**

Locale Reference.Navaid : AML.VORTAC  
State Reference : VA  
Altitude.MSL.Single Value : 2000

## **Environment**

Flight Conditions : VMC  
Weather Elements : Turbulence  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Rangemaster (Navion)  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 12  
Experience.Flight Time.Total : 1600  
Experience.Flight Time.Type : 1400  
ASRS Report : 693464

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

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

## **Narrative**

WHILE TRAVELING SBOUND WITH FLT FOLLOWING ON POTOMAC APCH, THE SECTOR CTLR ASKED ME TO CONTACT POTOMAC APCH ON THE LANDLINE AFTER LNDG PDK AND READ ME THEIR PHONE NUMBER. I CONTACTED THEM AND HAD A CONVERSATION WITH SOMEONE THERE WHO COLLECTED MY TAIL NUMBER, NAME, PLT CERTIFICATE NUMBER, ADDRESS, ETC. HE SAID I WOULD PROBABLY BE RECEIVING A CALL FROM THE FSDO NEXT WEEK. HE ALSO SAID THAT HE WAS GOING TO SPEAK WITH THE CTLRS INVOLVED BECAUSE HE WAS CONCERNED ABOUT PART OF THE HANDLING/SVC THEY HAD APPARENTLY GIVEN ME. I BELIEVE IT WAS EITHER THE FACT THAT THEY HAD SAID 'REMAIN CLR OF THE CLASS B' OR THAT THEY HAD NOT HANDED MY FLT OFF TO A DULLES SECTOR CTLR INSTEAD OF ABANDONING ME N OF THE AREA. I BELIEVE THIS PROB IS THE RESULT OF A CHAIN OF EVENTS IN WHICH THE BASIC PROB OF NOT ESTABLISHING A CORRECT DEP POINT S OF DULLES, NEVER GOT RESOLVED. ACCORDINGLY, I WAS HOOKED UP WITH A BALTIMORE SECTOR CTLR INSTEAD OF A DULLES AREA SECTOR CTLR. HE COULDN'T HELP ME BECAUSE IT WAS NOT HIS AIRSPACE. SO HE REFUSED TO DEAL WITH THE PROB AND TO HAND ME OFF TO DULLES. I GUESS I CREATED IT FROM THE EARLIEST POINTS IN FLT PLANNING -- THOUGH I BELIEVE OTHERS WERE COMPLICIT IN THAT BY NOT CLRING UP THE PROB ON MULTIPLE OCCASIONS IN WHICH I WAS TELLING THEM ALL I WAS HEADED SBOUND TO GEORGIA AND WANTED A DIRECT ROUTING THROUGH THE CLASS B. I WAS NOT SURE WHAT TO DO BUT THE THING THAT KEPT STICKING IN MY HEAD WAS THE LAST INSTRUCTION FROM POTOMAC APCH -- WHICH WAS TO 'REMAIN CLR OF CLASS B.' THAT IS ALL HE SEEMED TO CARE ABOUT THAT IS WHAT I DID. AND SINCE I HAD BEGUN THE FLT INSIDE THE ADIZ WITH CLR INTENTIONS TO TRAVEL S, IT DID NOT OCCUR TO ME THAT I NEEDED ANOTHER CLRNC OR FLT PLAN INTO THE ADIZ. HAD THE CTLR SAID 'SQUAWK 1200, FREQ CHANGE APPROVED, REMAIN CLR OF THE ADIZ,' I WOULD HAVE FOLLOWED THAT INSTRUCTION PERFECTLY AND REMAINED CLR OF THE ADIZ.

## **Synopsis**

NAVION PLT INADVERTENTLY ENTERS THE DCA ADIZ WHILE ENRTE TO HIS DEST.

**ACN: 693198**

## **Time / Day**

Date : 200604  
Day : Thu  
Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : CLT.Airport  
State Reference : NC  
Altitude.AGL.Single Value : 2000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : CLT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : T6A Texan II / Harvard II (Raytheon)  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.TRACON : CLT.TRACON  
Make Model Name : Military  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Experience.Flight Time.Last 90 Days : 150  
Experience.Flight Time.Total : 7000  
Experience.Flight Time.Type : 5000  
ASRS Report : 693198

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Departure

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed As Precaution  
Consequence.FAA : Reviewed Incident With Flight Crew

## **Assessments**

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

## **Narrative**

I WAS FLYING VFR S OF CHARLOTTE UNDER THE CLASS B AIRSPACE. MIL JET APCHED FROM MY L SIDE AND WAGGED HIS WINGS. I TUNED INTO 121.5 AND THEY ASKED ME TO FOLLOW THEM TO THE S. I WAS GIVEN A FREQ TO CALL ATC. ATC ASKED MY TAIL NUMBER AND ADVISED I COULD EITHER LAND OR CONTINUE TO MY DEST. I LANDED AT THE LANCASTER ARPT.

## **Synopsis**

AT6 PLT ENTERS A TFR AND IS ESCORTED OUT OF THE AREA BY A MIL ACFT.

**ACN: 691083**

## **Time / Day**

Date : 200603  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : HGR.VOR  
State Reference : MD  
Altitude.MSL.Single Value : 6500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.Tower : HGR.Tower  
Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 24  
Experience.Flight Time.Total : 3253  
Experience.Flight Time.Type : 3250  
ASRS Report : 691083

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Local

## **Person : 3**

Affiliation.Government.Other  
Function.Other Personnel.Other

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Independent Detector.ATC Equipment.Other ATC Equipment : Radar  
Independent Detector.Other.ControllerA : 2  
Resolutive Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

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

## Situations

Chart.Sectional : Washington  
Chart.Terminal Area : Baltimore.Washington

## Narrative

ON THE AFTERNOON OF MAR/SAT/06, I DEPARTED MD24 ARPT ON A VFR ADIZ FLT PLAN ENRTE TO HGR, MD. MY ADIZ PLAN WAS CLOSED BY ATC UPON LEAVING THE ADIZ BOUNDARY. I WAS AWARE THAT MY INTENDED ROUTING TOOK ME CLOSE TO THE PROHIBITED AIRSPACE AROUND CAMP DAVID (P40), AND I WAS AWARE THAT ON THIS DAY THIS AIRSPACE HAD BEEN 'EXPANDED.' FOR NAV, I WAS USING A GARMIN 196 GPS WHICH I HAD RECENTLY PURCHASED FROM A FRIEND. I NOTED THAT THE GPS DEPICTED THE AIRSPACE AROUND CAMP DAVID AS 2 CONCENTRIC CIRCLES. I THEN MADE MY ERROR. I MADE THE ERRONEOUS ASSUMPTION THAT THE INNER CIRCLE WAS THE NORMAL RESTR AREA AND THAT THE OUTER CIRCLE WAS THE EXPANDED SPACE. I ADDED AN ESTIMATED 3-4 MI BUFFER SPACE TO THIS OUTER CIRCLE AND THOUGHT I WAS PROCEEDING BY CAMP DAVID WELL CLR OF THE RESTR SPACE. UPON RPTING IN TO THE HGR CTL TWR, TO MY SURPRISE, I WAS TOLD THAT I WAS INSIDE THE EXPANDED AIRSPACE AND I WAS GIVEN A HDG TO PROCEED OUT OF THE AIRSPACE. I IMMEDIATELY PROCEEDED ON THAT HDG AND LEFT THE RESTR AIRSPACE. UPON LNDG, I WAS CONTACTED BY THE TWR AND GIVEN A TELEPHONE NUMBER TO CALL (FAA) -- WHICH I DID. I WAS THEN ASKED TO REMAIN WITH THE AIRPLANE UNTIL THE POLICE AND A SECRET SVC REPRESENTATIVE ARRIVED TO INTERVIEW ME. THE INTERVIEWS WENT WELL FOR ME. AT SOMETIME DURING THIS PROCESS, I WAS TOLD THAT I WAS ABOUT 2 MI INTO THE RESTR AIRSPACE. I WAS GIVEN THE OPPORTUNITY TO TURN ON MY GPS AND SHOW THE SECRET SVC MAN THE AIRSPACE DEPICTION AND WHAT I HAD DONE. BY TELEPHONE, HE CHKED MY EXPLANATION AND TRACK WITH WHAT WAS APPARENTLY A RADAR OP PERSON AT CAMP DAVID, AND EVERYTHING CHKED OUT WELL. I HEARD HIM ULTIMATELY TELL ANOTHER PERSON (I ASSUMED HIS SUPERIOR) BY CELL PHONE THAT HE BELIEVED ME, AND I WAS THEN RELEASED TO PROCEED WITH MY INTENDED BUSINESS IN HAGERSTOWN. I FEEL I WAS TREATED WELL BY ALL INVOLVED. I TOLD THEM THAT I RESPECTED WHAT THEY WERE DOING AND THAT I WAS VERY SORRY I HAD BEEN ONE TO COMMIT THIS VIOLATION. AT SOME TIME DURING THE DISCUSSION PROCESS, I LEARNED THAT THE CONCENTRIC CIRCLES ON MY GPS WERE ACTUALLY 3 MI AND 5 MI RADIUS CIRCLES AROUND CAMP DAVID, AND THAT THE EXPANDED AIRSPACE IS A 10 MI RADIUS AND IS NOT SHOWN ON MY GPS. THIS CHECKS WELL WITH THE 3-4 MI BUFFER I THOUGHT I WAS GIVING MYSELF. HOWEVER, TO ASSURE THAT THIS, OR A SIMILAR INCIDENT, DOES NOT HAPPEN TO ME AGAIN, I NEED TO BE AWARE OF EXACTLY WHAT MY GPS IS SHOWING ME -- PARTICULARLY WITH REGARD TO RESTR AIRSPACE. I NEED TO BE AWARE OF THE ACTUAL DIMENSIONS OF THE RESTR AIRSPACE, AND BE ABLE TO COMPARE THIS WITH THE SCALE OF THE AIRSPACE DIMENSIONS SHOWN ON THE GPS.

## Synopsis



PA28 PLT, UTILIZING GPS FOR NAV, MISTAKES R-4009 OUTLINE SYMBOL FOR THE EXPANDED MODE OF THE UNDERLYING P-40. INCURSION ENSUES.

**ACN: 688529**

## **Time / Day**

Date : 200602  
Day : Fri  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : TPA.Airport  
State Reference : FL  
Altitude.AGL.Bound Lower : 500  
Altitude.AGL.Bound Upper : 700

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Beechcraft Twin Piston Undifferentiated or Other Model  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Operator.Other : Military  
Make Model Name : Hornet (F-18)  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Multi Engine  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Total : 1800  
Experience.Flight Time.Type : 42  
ASRS Report : 688529

## **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 20  
Experience.Flight Time.Total : 650  
Experience.Flight Time.Type : 250  
ASRS Report : 688534

## Person : 3

Affiliation.Government : FAA  
Function.Controller : Approach

## Person : 4

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Inflight Encounter : Wake Turbulence  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 1  
Independent Detector.Other.Flight CrewB : 2  
Resolutive Action.Controller : Issued New Clearance  
Resolutive Action.Flight Crew : Regained Aircraft Control

## Assessments

Problem Areas : Flight Crew Human Performance

## Narrative

THE OWNER OF ACFT X, MR X, MEDICAL WAS EXPIRED. I WAS ASKED TO GO ALONG TO SAFELY AND LEGALLY BE PIC. THE OWNER PLANNED THE FLT AND I ASSUMED CHKD WITH FSS FOR WX AND TFR'S. WE CONTACTED NAPLES GND TWR AND THEN FORT PIERCE DEP ADVISING THEM OF OUR FLT PATH AND DEST. NO ONE ADVISED US OF A TFR FOR SAINT PETERSBURG AREA. WE THEN WENT LOW ALONG THE COAST FOR SIGHTSEEING. ON THE OUTER FRINGE OF THE TFR WE WERE INTERCEPTED BY AN F18, THE F18 SEEMED TO BE HAVING TROUBLE MAINTAINING FLT AT SUCH A SLOW AIRSPD, APPROX 120 MPH. IT SLOWLY PASSED AND GOT IN FRONT AND SLIGHTLY LEFT AT THE SAME ALT OF US BEFORE TURNING L. BY GETTING IN FRONT OF US BEFORE STARTING HIS TURN HIS JET TURB ALMOST STALLED US TWICE. AT SUCH A LOW ALT IF STALLED IT WOULD HAVE BEEN IMPOSSIBLE TO RECOVER. WE TRIED TO CONTACT F18 ON 121.5 WITH NO SUCCESS. WE WERE ALSO RECEIVING INTERFERENCE FROM AN ELT (NOT OURS). WE WERE CLRED IN TO CLEARWATER ARPT BY ATC, TO DROP OFF A FRIEND AND THEN CLRED OUT OF THE TFR AREA. SUGGESTIONS: PIC SHOULD DOUBLECHK TFR'S AS THEY POP UP QUICKLY. ATC MAY WANT TO ADVISE ACFT OR AIRSPACE OF A TFR SUCH AS THEY DO FOR SKYDIVING. INTERCEPTING ACFT SHOULD BE CAREFUL OF THEIR JETWASH AND IF STARTING THEIR TURN IN FRONT OF INTERCEPTED ACFT, THEY MAY WANT TO DSND SLIGHTLY LOWER BEFORE TURNING IF CLOSE AND OUT IN FRONT. AN ALTERNATE RADIO FREQ MAY WANT TO BE ASSIGNED IN CASE OF AN ELT ACTIVATION OR OTHER INTERFERENCE. SUPPLEMENTAL INFO FROM ACN 688534: TRIED TO COMMUNICATE ON 121.5, BUT THERE WAS AN ELT GOING OFF ON THAT FREQ. CALLED TAMPA APCH, RECEIVED ANOTHER FREQ, 118.5 I THINK. F18 DID NOT ANSWER ON THAT FREQ EITHER. WE WATCHED AS HE WENT BY, WIGGLED HIS WINGS, AND WE DID THAT ALSO. WE WERE IN SLOW FLT, AT APPROX 500-700 FT ABOVE THE WATER WITH AN AIRSPD OF APPROX 130 MPH, AND I AM SURE THAT MADE IT MORE DIFFICULT FOR THE F18 PLT TO STAY BESIDE US. THE SECOND PASS WAKED US WORSE THAN THE FIRST.

## **Synopsis**

BE95 PLT GETS INTERCEPTED AFTER UNAUTH TFR ENTRY.

**ACN: 679256**

## **Time / Day**

Date : 200511  
Day : Sun  
Local Time Of Day : 1801 To 2400

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 4500

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : ZZZ1.TRACON  
Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.TRACON : ZZZ.TRACON  
Operator.Other : Government  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : AC Generator/Alternator

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 9  
Experience.Flight Time.Total : 280  
Experience.Flight Time.Type : 250  
ASRS Report : 679256

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Person : 3**

Affiliation.Government.Other  
Function.Flight Crew : Captain

## Person : 4

Affiliation.Government : FAA  
Function.Controller : Local

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Flight Crew : Declared Emergency  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Flight Crew : Landed In Emergency Condition  
Resolatory Action.None Taken : Anomaly Accepted  
Resolatory Action.None Taken : Unable  
Consequence.FAA : Reviewed Incident With Flight Crew  
Consequence.Other

## Assessments

Problem Areas : Aircraft  
Problem Areas : Airspace Structure

## Narrative

ON NOV/SUN/05 AT APPROX XA45, AFTER FILING AN ADIZ FLT PLAN TO RETURN FROM ZZZ3 TO ZZZ, AND AFTER A THOROUGH PREFLT CHK, I TOOK OFF FROM ZZZ3 AND HEADED TOWARD ZZZ, USING A GPS FOR NAV. NEAR ZZZ4, SHORTLY AFTER TKOF, I CALLED APCH AND REQUESTED MY SQUAWK CODE FOR ENTRY INTO THE ADIZ. I RECEIVED THE CODE AND ENTERED IT INTO THE XPONDER. APCH CALLED ME BACK AND SAID THEY DID NOT RECEIVE MY XPONDER SIGNAL, AND ASKED ME TO RECYCLE. I DID SO. APCH TOLD ME THAT THEY STILL DID NOT GET MY CODE, AND TOLD ME I COULD NOT ENTER THE ADIZ WITHOUT IT. I TOLD APCH THAT I WOULD PROCEED TOWARDS ZZZ5 AND TRY AGAIN FROM THERE, STAYING WIDE OF THE ADIZ AND CLASS B. APCH TOLD ME THAT I NEEDED TO BE ABOVE 2600 FT TO CROSS THE RESTR ZONE X BUT I WAS AT APPROX 4500 FT, SO THIS WAS NOT A PROB. APCH TRIED TO GET MY SIGNAL FROM A NUMBER OF OTHER LOCATIONS, BUT DID NOT RECEIVE IT. AFTER THIS CONVERSATION, MY INST PANEL, INCLUDING MY GPS AND RADIOS, FLASHED OFF, AND THEN ON AGAIN. I CALLED APCH AND SAID THAT I THOUGHT I MIGHT HAVE 'ANOTHER PROB.' AT THIS POINT, MY PANEL FLASHED ON AND OFF AGAIN, AND THEN MY GPS/NAV/COM #1 WENT BLACK. I TURNED OFF ALL PERIPHERAL ELECTRIC DEVICES AND CHANGED TO COM #2, WHICH STILL HAD A LIT DISPLAY. I CALLED APCH TO DECLARE AN EMER. NO RESPONSE. I CALLED ZZZ TWR, BUT AS I CALLED, MY COM #2 AND EVERYTHING ELSE IN THE PLANE WENT DEAD. I CHKED THE BREAKERS, FLICKED A COUPLE OF SWITCHES ON AND OFF, TO NO EFFECT. IT WAS A CLR, CALM NIGHT WITH GOOD VISIBILITY. I DETERMINED THAT I HAD MORE THAN 3 HRS OF FUEL LEFT, AND STARTED SCANNING FOR GREEN/WHITE ARPT BEACONS. I DID NOT SEE ANY BEACONS FOR SEVERAL MINS, THEN I SPOTTED ONE TO MY FRONT R. I FLEW TO THE BEACON, HOPING IT WAS ZZZ. IT

TURNED OUT TO BE ZZZ2. WHEN I REALIZED WHERE I WAS, I ALSO REALIZED THAT I COULD NOT SAFELY LAND AT ZZZ2, ALTHOUGH I COULD SEE THE RWYS WELL. I WAS CONCERNED THAT IF I ATTEMPTED TO LAND THERE, I MIGHT CROSS THE PATH OF A JET AIRLINER TAKING OFF, LNDG OR TAXIING. I CONSIDERED THAT THIS MIGHT TURN ONE PERSON'S PROB INTO A PROB FOR 200 PEOPLE, AND I CONSIDERED THAT UNACCEPTABLE. I MADE SOME TURNS, LOOKING FOR AN ALTERNATIVE, HOPING TO USE ZZZ2 TO ORIENT MYSELF TO FIND ANOTHER NEARBY BEACON, SUCH AS ZZZ, ZZZ5 OR ZZZ6. AT FIRST I SAW NOTHING, BUT THEN I SPOTTED A BEACON IN THE DISTANCE. I LEFT ZZZ2 BEHIND, AND APCHED THE BEACON. WHEN I GOT THERE I SAW ACFT ON THE GND, BUT COULD NOT FIND THE RWY. I CIRCLED BUT DID NOT FIND IT. I COULD NOT TURN ON THE RWY LIGHTS BECAUSE MY RADIO WAS DEAD. I KNEW I COULD NOT LAND THERE, SO I HEADED BACK IN THE DIRECTION OF ZZZ2 HOPING TO FIND SOME OTHER ALTERNATIVE. I FIGURED I WAS ON THE W SIDE OF ZZZ2 AND TRIED TO FIND ZZZ WITH ZZZ2 AS A REF. THIS PROVED FRUITLESS. THERE IS A LOT OF LIGHT POLLUTION AROUND ZZZ AND IT HAS A NOTORIOUSLY WEAK BEACON THAT IS HARD TO SEE EVEN IF YOU KNOW WHERE IT IS EXACTLY. I CONSIDERED AGAIN LNDG AT ZZZ, BUT I FIGURED IT WAS A SUNDAY NIGHT, AND IT WOULD BE VERY BUSY. I CONSIDERED THAT LARGE JETS DO NOT HAVE MUCH ABILITY TO AVOID OBSTACLES, AND THAT THEY MOVE FAST ENOUGH THAT I MIGHT NOT BE ABLE TO AVOID THEM. I SAW SOME JETS IN THE PATTERN FAR OFF AND STAYED AWAY FROM THEM. I THOUGHT THAT I PROBABLY HAD STILL 2+ HRS OF AVAILABLE FUEL LEFT, SO I MADE A DECISION TO TURN TOWARD THE SE IN AN ATTEMPT TO PICK UP ZZZ, OR ZZZ6 OR ZZZ3 OR ZZZ4 WHERE I COULD LAND (ASSUMING THE STRIPS WERE LIT) WITHOUT ENDANGERING OTHER LARGE ACFT OR PAX. AS I TURNED THIS DIRECTION, A LARGE, FAST-MOVING PLANE CAME FROM MY L AND SWOOPED IN FRONT AND ABOVE ME, PERHAPS 500 FT. THE ACFT MADE A SHARP L TURN. IN RESPONSE, I DSNDDED SHARPLY, AND ALSO MADE A L TURN. WHEN I DID SO, I SAW THE UNMISTAKABLE DISPLAY OF ZZZ RWYS 16L AND 16R DEAD IN FRONT OF ME, PERHAPS 5-8 MI AWAY. BOTH RWYS WERE LIT UP BRIGHTLY, AND THE 'RABBIT' WAS ON RWY 16L. I WAS ON A VERY LONG FINAL FOR THESE RWYS. AT THAT POINT I REALIZED THAT THE PLANE THAT HAD CUT ACROSS MY PATH PROBABLY INTENDED TO STEER ME IN THAT DIRECTION. I ACCELERATED TOWARD ZZZ, AND LOOKED TO SEE IF ANYONE ELSE WAS IN THE PATTERN. I DID NOT SEE ANY OTHER ACFT, SO I APCHED RWY 16R AND SET THE PLANE DOWN ON THAT RWY. I WS MET BY UNITED STATES CUSTOMS AGENTS WHO TOOK ALL OF THE INFO, CHKED MY LICENSE AND IDENT, AND THE REGISTRATION OF THE PLANE, AND ASKED ME SOME QUESTIONS. THEY ASKED ME TO CALL THE TWR, WHICH I DID. THE TWR KNEW OF THE SITUATION AND TOLD ME THAT THEY HAD NO FURTHER QUESTIONS FOR ME. THE CUSTOMS AGENTS HAD BEEN FLYING THE PLANE THAT INTERCEPTED ME. THEY INSPECTED THE ACFT AND FOUND THAT MY ALTERNATOR BELT HAD BROKEN. THIS EXPLAINED THE PWR FAILURE. I PUT THE PLANE BACK IN ITS HANGAR AFTER THE AGENTS LEFT AND WENT BY THE FBO AND ASKED THEM TO REPAIR THE ALTERNATOR BELT AND CHK THE CHARGING SYS.

## **Synopsis**

A PA28 PLT LANDED AT AN ADIZ ARPT AFTER HIS ALTERNATOR BELT FAILED CAUSING A TOTAL ELECTRICAL FAILURE. AN EMER WAS DECLARED.

**ACN: 671298**

## **Time / Day**

Date : 200509

Day : Thu

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 500

## **Environment**

Flight Conditions : VMC

Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.Common Carrier : Air Taxi

Make Model Name : S-76/S-76 Mark II

Operating Under FAR Part : Part 135

Flight Phase.Descent : Approach

## **Person : 1**

Affiliation.Company : Air Taxi

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 3550

Experience.Flight Time.Type : 270

ASRS Report : 671297

## **Person : 2**

Affiliation.Government : FAA

Function.Controller : Approach

## **Person : 3**

Function.Observation : Passenger

## **Events**

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

## **Assessments**



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

## **Narrative**

WHILE FLYING AN EMS HELI, I CONTACTED APCH CTL AND WAS GRANTED PERMISSION TO ENTER THE ACTIVE STADIUM TFR TO LAND TO PICK UP A PATIENT AT THE HOSPITAL ROOFTOP HELIPAD. THE HOSPITAL HELIPAD IS ABOUT 3 NM FROM THE STADIUM AND THE TFR MUST BE ENTERED IN ORDER TO CONDUCT A SAFE APCH INTO THE WIND AND LAND. UPON MY DEP I WAS UNABLE TO CONTACT APCH CTL FROM THE HOSPITAL ROOFTOP (WHICH IS QUITE NORMAL), SO I LIFTED OFF THE HELIPAD IN LIFEGUARD STATUS AND ATTEMPTED TO CONTACT THEM IN THE AIR TO INFORM THEM THAT I WAS DEPARTING THE TFR. AFTER SEVERAL ATTEMPTS, I WAS FINALLY ABLE TO MAKE POSITIVE COM WITH APCH WHEN I REACHED AN ALT OF APPROX 1500 FT MSL. THE ATC CTRLR WAS VERY NICE AND APOLOGIZED FOR THE DELAYED COMS AND EXPLAINED THAT RADIO COMS ARE MANY TIMES UNREADABLE AT THOSE LOWER ALTS. LATER THAT EVENING I WAS RETURNING TO THE HOSPITAL WITH ANOTHER PATIENT ON BOARD AND ONCE AGAIN IN LIFEGUARD STATUS. MY FLT WAS EXTREMELY SHORT, ONLY 8 MINS OF ENRTE FLT TIME AND I REMAINED AT ALTS OF 800-1000 FT MSL FOR THE ENTIRE RTE IN REGARD TO THE SAFETY OF THE PATIENT ON BOARD, WHO WAS SENSITIVE TO PRESSURE AND OXYGEN CHANGES. AFTER ABOUT 3 ATTEMPTS, I WAS UNABLE TO CONTACT APCH TO ENTER AND LAND WITHIN THE STADIUM TFR. CLBING TO ALT WOULD DELAY MY FLT AND ALSO ADD PRESSURE TO MY PATIENT'S LUNGS, MAKING THE FLT NOT ONLY LONGER, BUT ALSO MAKING IT MORE DIFFICULT FOR THE PATIENT TO BREATHE. I CONTINUED ON MY FLT PATH FOR THE SAFETY OF MY PATIENT, MADE A BLIND RADIO CALL OF MY INTENTIONS TO ENTER THE TFR AND LAND AT THE HOSPITAL WITHIN THE TFR, THEN DSNDED FOR MY APCH TO THE HELIPAD. I ENTERED AND LANDED WITHIN THE STADIUM TFR WITHOUT MAKING POSITIVE COMS WITH APCH. I WAS IN LIFEGUARD STATUS. THE SAFETY AND SURVIVAL OF MY PATIENT DEPENDED ON A QUICK ARR. I DO KNOW OF MANY OTHER OCCASIONS THAT OTHER LIFEGUARD FLTS HAVE HAD DIFFICULTY MAKING RADIO COMS AT THOSE LOW ALTS ESPECIALLY WHEN WX IS INVOLVED AND THE HELIS ARE VFR AND REMAINING BENEATH THE CLOUD CEILING. THIS IS DEFINITELY AN ISSUE BEING THAT THERE ARE SEVERAL HOSPITALS WITHIN THE STADIUM TFR. THE ONLY FIX TO THIS DILEMMA MIGHT BE TO GIVE LIFEGUARD STATUS ACFT AN AUTOMATIC CLRNC THROUGH THIS PARTICULAR STADIUM TFR WHILE TALKING ON THE COMMON AIR-TO-AIR FREQ. OR, TO ALLOW EMS OR EMER HELIS AT THESE LOW ALTS TO CALL APCH FROM CELL OR SATELLITE PHONES WHILE INFLT TO GAIN PERMISSION TO ENTER THE TFR (IF THIS WERE A LEGAL OPTION WHILE IN LOW FLT, MANY WOULD UTILIZE IT). CELL PHONES HAVE GOOD RECEPTION IN AREAS WHERE RADIOS DO NOT.

## **Synopsis**

EMS HELI PLT FORCED TO ENTER STADIUM TFR WITHOUT CONTACTING APPROPRIATE ATC CTL.

**ACN: 670736**

## **Time / Day**

Date : 200509

Day : Thu

## **Place**

Locale Reference.Airport : MRB.Airport

State Reference : VA

Altitude.MSL.Single Value : 1500

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON

Operator.General Aviation : Personal

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

Operating Under FAR Part : Part 91

Flight Phase.Cruise : Level

## **Component : 1**

Aircraft Component : Oil Pressure Indication

## **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Total : 7500

Experience.Flight Time.Type : 5000

ASRS Report : 670736

## **Person : 2**

Affiliation.Government.Other

Function.Other Personnel.Other

## **Events**

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Investigated

## Assessments

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## Narrative

I TOOK OFF FROM A PVT AIRFIELD IN LOVETTSVILLE, VA, CALLED THE GRASS PATCH. THE GRASS PATCH ARPT HAS AN E/W GRASS RWY, 2000 FT LONG AND IS LOCATED 2 MI N OF THE DC ADIZ. I HAVE BEEN FLYING MY ANTIQUE AIRPLANE, A 1940 REARWIN CLOUDSTER MODEL 8135 FROM THE GRASS PATCH SINCE 2003 AFTER A 3-YR, FULL RESTORATION. THE CLOUDSTER HAS A KEN ROYCE 7 CYLINDER RADIAL ENG, THAT IS A DERIVATIVE OF THE LEBOND 5 CYLINDER ENG, A 1900 DESIGN. AS A MATTER OF SAFETY AND A NORMAL PROC, WHICH WAS USED IN THE 'OLD DAYS,' I CIRCLE THE PORT WHILE UNDER 'TKOF PWR' BEFORE DEPARTING THE AREA. THIS PROC ENSURES A SAFE LNDG BACK TO THE DEPARTING ARPT IN THE EVENT OF AN ENG PROB. ONCE I HAVE AN ALT OF 1500 FT MSL, I SET CRUISE PWR AND PROCEED W TO A SMALL RIDGE OF MOUNTAINS. I THEN FLY ALONG THE RIDGE LINE SW TO A ROAD THAT INDICATES VISUALLY TO ME THAT I'M GETTING CLOSE TO THE ADIZ AIRSPACE. I FLY THIS RTE BECAUSE THERE ARE A LOT OF FIELDS BELOW ME. I COMPLETE A 180 DEG TURN AND FLY BACK ALONG THE RIDGE, UNTIL I CAN TURN R AND PROCEED E, DIRECT TO THE ARPT FOR A LNDG OR CIRCUIT WORK. ON THIS PARTICULAR DAY WHEN I WAS TRAVELING SW ALONG THE RIDGE LINE, I NOTICED AN ERRATIC MOVEMENT OF THE OIL PRESSURE NEEDLE. THIS DISTR CAUSED MY ATTN TO BE DIVERTED FROM MY LANDMARK (THE ROAD), TO THE OIL PRESSURE GAUGE. I DECIDED TO MAKE A 360 DEG TURN TO THE R AND SEE IF I COULD MAKE SOME PWR ADJUSTMENTS TO SETTLE THE OIL PRESSURE NEEDLE. I TRIED VARIOUS PWR SETTINGS AND NOTICED THAT IF I REDUCED THE PWR A BIT, THE OIL PRESSURE NEEDLE WOULD SETTLE RIGHT IN THE GREEN ARC. AFTER A COUPLE OF 360 DEG TURNS, THE OIL PRESSURE WAS FINE AGAIN AT ANY PWR SETTING, SO I CONTINUED BACK TO GRASS PATCH OVER THE SAME PATH AS PREVIOUSLY FLOWN. AFTER RETURNING TO THE HANGAR, I WAS APCHED BY 2 LOUDOUN COUNTY SHERIFFS. THEY TOLD ME THAT THE HOMELAND SECURITY OFFICE WAS LOOKING FOR A PLT WHO TOOK OFF AND LANDED IN LOVETTSVILLE THAT DAY. THE POLICE GAVE ME A NUMBER TO CALL, WHICH I DID. WHEN I CALLED IN, I IDENTED MYSELF, MY AIRPLANE'S N-NUMBER, AND GAVE MY PLT'S CERTIFICATE NUMBER TO THE AGENT. I CALLED AGAIN LATER IN THE DAY AND WAS TOLD THAT A RPT WAS FILED WITH THE FSDO IN HARRISBURG, PA. THE PROB AROSE FROM MY LACK OF ATTN TO MY VISUAL LANDMARK (THE ROAD) INDICATING THAT I WAS IN ADIZ RESTR AIRSPACE. THE FACT THAT THE OIL PRESSURE INDICATOR WAS FLUCTUATING COULD HAVE BEEN DEALT WITH WHILE MAINTAINING A VISUAL CONTACT WITH THE LANDMARK. INSTEAD, I WAS OVERLY CONCERNED ABOUT THE OIL PRESSURE INDICATOR AND NOT AS CONCERNED ABOUT THE INCURSION INTO THE ADIZ AIRSPACE. THIS LAST FACT WAS MY MISTAKE. THE ENG OIL TEMP WAS FINE, AND THE CYLINDER HEAD TEMP WAS FINE, WITH ONLY THE OIL PRESSURE INDICATOR BEING ERRATIC. THE CORRECT ACTION WOULD HAVE BEEN FOR ME TO TURN N, FLY OVER MY LANDMARK (THE ROAD) AND THEN BEGIN MY CHKS. FLYING AN ANTIQUE AIRPLANE REQUIRES A DIFFERENT SET OF PLTING SKILLS. THESE ANTIQUE AIRPLANES WITHOUT RADIOS AND XPONDERS

SHOULDN'T BE FLOWN IN OR AROUND RESTR AIRSPACE. FROM HERE ON OUT, I WILL DEPART THE GRASS PATCH ARPT, FLY NE TOWARDS THE POTOMAC RIVER. THIS RTE WILL KEEP ME AWAY FROM THE ADIZ AND GIVE ME THE COMFORT OF BEING CLOSE TO MY HOME ARPT, IN THE EVENT I WANT TO GET BACK IN A HURRY.

### **Synopsis**

PLT OF ANTIQUE SMA VENTURES INTO DC ADIZ WHEN DISTR BY ENG OIL PRESSURE FLUCTUATION.

**ACN: 670385**

## **Time / Day**

Date : 200508  
Day : Wed  
Local Time Of Day : 0001 To 0600

## **Place**

Locale Reference.Airport : DCA.Airport  
State Reference : DC  
Altitude.MSL.Single Value : 11000

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : Commercial Fixed Wing  
Operating Under FAR Part : Part 121  
Flight Phase.Descent : Approach

## **Person : 1**

Affiliation.Government : FAA  
Function.Controller : Approach  
Qualification.Controller : Radar  
ASRS Report : 670385

## **Person : 2**

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

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Other Anomaly.Other  
Independent Detector.Other.ControllerA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## **Assessments**

Problem Areas : FAA

## **Narrative**

AN ACR HANDED OFF FROM ZDC WAS DSNDDED TO 11000 FT ON A CLRNC DIRECT BWI (DEST). THE ACFT WAS NOT TURNED IN A TIMELY MANNER TO AVOID THE PROHIBITED AIRSPACE N OF DCA. I WAS DISTR WITH OTHER DUTIES THAT I AM REQUIRED TO DO, WITH THE LATE NIGHT CONFIGN AT THIS FACILITY. THIS

COULD BE AVOIDED IF THERE WAS A FDIO THAT HANDLES ALL OF THE TICKETS FOR THE AREA AT THE POS.

### **Synopsis**

PCT CTLR FAILED TO PROVIDE TIMELY VECTORS FOR BWI ACR ARR THAT RESULTED IN PROHIBITED AIRSPACE INTRUSION.

**ACN: 670260**

## **Time / Day**

Date : 200508  
Day : Wed

## **Place**

Locale Reference.Airport : L67.Airport  
State Reference : CA  
Altitude.MSL.Single Value : 7500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Enroute Altitude Change  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.TRACON : SCT.TRACON  
Operator.Other : Military  
Make Model Name : Fighting Falcon F16  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 30.2  
Experience.Flight Time.Total : 245.3  
Experience.Flight Time.Type : 183.4  
ASRS Report : 670260

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Person : 4**

Affiliation.Government.Other

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Inflight Encounter.Other  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Controller : Provided Flight Assist  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Consequence.FAA : Assigned Or Threatened Penalties  
Consequence.FAA : Investigated

## Assessments

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

## Narrative

THIS WAS TO BE A PURELY VFR FLT TO L12 TO DROP MY BROTHER OFF AT THE LOCAL ARPT. I DID NOT OBTAIN A PREFLT STANDARD BRIEFING FROM EITHER A BRIEFER AT RANCHO MURIETA OR FROM THE COMPUTER SYSTEM AS I USUALLY DO. THE PROPOSED RTE OF FLT WAS TO BE FROM OUR HOME BASE OF TSP DIRECT VNY DIRECT L67 DIRECT L12, OUR DEST. WE WERE USING AN APOLLO GPS SYSTEM, AND WERE CROSS CHKING OUR COURSE USING LOCAL VOR STATIONS. WE HAD BOTH A CURRENT LOS ANGELES SECTIONAL AND A CURRENT LOS ANGELES TAC ABOARD, AS WELL AS AN ARPT GUIDE. WE DID NOT DEVIATE FROM OUR PROPOSED RTE OF FLT. THE CRUISE ALT WAS 7500 FT MSL. I FLY DOWN TO THE LOS ANGELES AREA FREQUENTLY, AND I AM FAMILIAR WITH THE AIRSPACE OF THE AREA. THE RTE AND ALT OF THE FLT WAS INTENDED TO KEEP US WELL AWAY FROM THE CLASS B, C, AND D AIRSPACES THAT ARE ABUNDANT IN THE AREA. USUALLY I WOULD BE USING FLT FOLLOWING WITH SOCAL APCH, BUT ON THIS FLT I DEFERRED ITS USE. WE WERE CRUISING AT APPROX 173 KTS AT 7500 FT MSL APPROX 5 MI N OF POC AND 21 MI W OF L67 WHEN WE WERE FIRST INTERCEPTED BY AN F16 OFF OF OUR L WING. THE F16 WAS IN A SLOW-FLT CONFIGURATION AS IT PULLED NEXT TO US AND FIRED THREE FLARES. I ISSUED THE STANDARD FAA RESPONSE TO THE INTERCEPTOR BY BOBBING THE WINGS THREE TIMES, AND FLASHING MY NAV LIGHTS THREE TIMES. THE INTERCEPTOR THEN BANKED SHARPLY TO THE L AND LIT ITS AFTERBURNERS AND WAS GONE. I IMMEDIATELY CONTACTED THE LOCAL ATC CTLR AT SOCAL, RPTING MY ACFT TYPE, EQUIPMENT, ALT AND EXACT POS, AND ADVISED HIM THAT WE HAD JUST BEEN INTERCEPTED, WE HAD ACKNOWLEDGED THE INTERCEPTOR, AND WERE AWAITING INSTRUCTIONS. WE WERE ASSIGNED A SQUAWK CODE OF XXXX AND WE IMMEDIATELY ENTERED IT AND RECEIVED A RADAR CONTACT CONFIRMATION FROM THE CTLR. I DID NOT KNOW OF ANY RESTRICTED AIRSPACE IN THE AREA, BUT I JUDGED THAT SINCE WE WERE JUST INTERCEPTED, WE MUST HAVE INADVERTENTLY BUSTED SOME FORM OF RESTRICTED AIRSPACE, LIKELY A TFR. THE CTLR THEN INSTRUCTED ME TO REVERSE COURSE IMMEDIATELY BACK TOWARDS VAN NUYS, AND I COMPLIED. I ASKED THE CTLR IF THERE WAS A TFR ACTIVE IN THE AREA, AND HE DID NOT APPARENTLY KNOW EXACTLY WHERE IT WAS, OR IF WE HAD INDEED VIOLATED IT. JUST THEN, WE WERE INTERCEPTED BY ANOTHER F16, AND HE FIRED ANOTHER VOLLEY OF 3 FLARES, AND WE RESPONDED AGAIN BOBBING OUR WINGS AND FLASHING OUR NAV LIGHTS. WE



ADVISED THE CTLR AT SOCAL THAT WE HAD JUST BEEN INTERCEPTED AGAIN, AND HAD RESPONDED ACCORDINGLY. I ASKED THE CTLR IF THERE WAS ANY WAY FOR US TO ADVISE THE FIGHTERS THAT WE UNDERSTOOD THEIR PURPOSE, AND WE WERE COMPLYING WITH THEIR WISHES AND THE CTLR'S INSTRUCTIONS. THE ADVISOR RESPONDED THAT THERE WAS NO WAY THAT THEY COULD TALK TO THE FIGHTERS AND COULD NOT ADVISE THEM THAT WE WERE CURRENTLY IN COMPLIANCE. THIS CAUSED ME SOME DISTRESS, AS IT WOULD SEEM THAT THE FIGHTERS DID NOT NOTICE MY FAA SANCTIONED RESPONSE, AND THE CTLR HAS NO MEANS TO ADVISE THE FIGHTERS THAT WE WERE IN COMPLIANCE. THE CTLR INSTRUCTED US TO BEGIN AN IMMEDIATE VFR DSCNT AND PROCEED DIRECTLY TO EL MONTE FOR LNDG. WE ACKNOWLEDGED IMMEDIATELY, AND SET A DIRECT GPS COURSE TO EL MONTE AND BEGAN A 700 FT PER MIN DSCNT. THE SECOND FIGHTER THEN PEELED OFF TO THE L AND WAS GONE. THE NEXT FEW MIN OF THE FLT WERE OTHERWISE NORMAL, A STANDARD DSCNT AND A SETTING UP FOR A NORMAL L DOWNWIND ENTRY INTO EL MONTE'S TFC PATTERN FOR RWY 19. AT AN ALT OF 2500 FT MSL OVER THE DENSELY POPULATED CITY OF EL MONTE A THIRD F16 INTERCEPTED US, THIS TIME VERY CLOSE (LESS THAN 30 FT WINGTIP TO WINGTIP) AND FIRED THREE FLARES. SINCE MY T18 HAS FIXED GEAR, AND WE WERE STILL WELL ABOVE THE WHITE ARC ON THE AIRSPEED INDICATOR, WE COULD NOT LOWER OUR GEAR OR DROP OUR FLAPS TO INDICATE OUR LNDG INTENTIONS. WE RESPONDED AGAIN WITH BOBBING WINGS AND NAV LIGHT FLASHES, AND ADVISED THE CTLR THAT WE HAD BEEN INTERCEPTED FOR A THIRD TIME. AT THIS POINT I WAIVED MY HAND TO THE PLT TO GET HIS/HER ATTENTION, AND SIGNALLED WITH MY DOWNWARD POINTED INDEX FINGER THAT WE WERE COMING DOWN. I DID THIS BECAUSE I WAS BEGINNING TO BELIEVE THAT THE FIGHTERS DID NOT KNOW FOR SURE IF WE WERE COMPLYING WITH THEIR WISHES. THE CTLR ACKNOWLEDGED, AND ADVISED US TO CONTACT EL MONTE TWR. I ACKNOWLEDGED AND SWITCHED TO THE TWR'S FREQUENCY. I ADVISED MY ALT, POS, AND LNDG INTENTIONS AND WAS ADVISED TO ENTER A L DOWNWIND FOR RWY 19. I ACKNOWLEDGED THE INSTRUCTIONS WITH A CORRECT READBACK, AND RPTED MY L DOWNWIND AS PER THEIR REQUESTS. I WAS CLRED TO LAND AND THE REST OF THE FLT WAS ROUTINE, ALTHOUGH I COULD HEAR OVER THE TWR FREQUENCY THE F16'S CIRCLING ABOVE, CONFIRMING THAT I WAS ON FINAL, THAT I HAD TOUCHED DOWN, AND THAT I WAS LEAVING THE ACTIVE RWY. I SWITCHED TO THE GND FREQUENCY AND TAXIED TO THE TRANSIENT PARKING AREA PER THE GND CTLR'S INSTRUCTIONS. I SHUT DOWN THE ENGINE AND SECURED THE ACFT. THAT WAS THE END OF THE FLT. WE WERE DETAINED BY THE POLICE AND GOVERNMENT OFFICIALS. AS I HAD SUSPECTED, WE WERE UNKNOWING AND UNINTENTIONALLY VIOLATED A TFR. WE HAD THOROUGHLY QUESTIONED BY BOTH AGENCIES, WE WERE FOUND TO HAVE NO INTENTIONS TO VIOLATE THE AIRSPACE, AND THEIR INVESTIGATIONS WERE CLOSED AND WE WERE RELEASED. IN RETROSPECT, I WOULD HAVE CONTACTED GUARD FREQUENCY ON 121.5 AND ADVISED THE INTERCEPTORS DIRECTLY, BUT I WAS STICKING TO THE PROC THAT I COULD REMEMBER OFFHAND, AND I DID NOT WAS TO GO OFF FREQUENCY WITH THE SOCAL CTLR. IT WAS RATHER UNSETTLING TO NOT BE ABLE TO ADVISE THE F16'S THAT WE HAD ACKNOWLEDGED AND WERE COMPLYING WITH THEIR WISHES. IN HINDSIGHT: IT WAS MY RESPONSIBILITY TO KNOW ABOUT THE TFR, AND TO GET THE INFO I NEEDED FROM THE APPROPRIATE SOURCE, E G COMPUTER FLT PLAN PROGRAM ON RANCHO MURIETA. THIS INCIDENT, AT ITS CORE, WAS MY RESPONSIBILITY, MY FAILURE, AND MY FAULT. THE SAFETY OF A FLT IS ALWAYS THE RESPONSIBILITY OF THE PLT, AND IGNORANCE IS NEVER AN EXCUSE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR IS BEING

PROCESSED BY THE FAA LEGAL DEP FOR POSSIBLE VIOLATION. HE WAS NOT CERTAIN, BUT THOUGHT THE TFR WAS AROUND RANCHO CUCAMONGA. IN RETROSPECT HE STATES THAT WHAT HE WOULD HAVE DONE DIFFERENTLY WAS CALL THE FIGHTERS ON GUARD.

### **Synopsis**

AN SMA PLT PENETRATES A TFR, AND IS INTERCEPTED BY MIL ACFT THREE TIMES WHILE ATTEMPTING TO COMPLY WITH INTERCEPT PROCEDURES. PLT REPORTS CONCERN OVER LACK OF COMMUNICATION BETWEEN ATC AND MIL INTERCEPT ACFT.

**ACN: 666124**

### **Time / Day**

Date : 200506  
Day : Thu  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : JYO.Airport  
State Reference : VA  
Altitude.AGL.Single Value : 3000

### **Environment**

Flight Conditions : Mixed  
Weather Elements : Turbulence  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : Transponder

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 15  
Experience.Flight Time.Total : 1200  
Experience.Flight Time.Type : 800  
ASRS Report : 666124

### **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

### **Person : 3**

Affiliation.Government : FAA

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

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

## Narrative

I FILED A FLT PLAN WITH ALTOONA FSS AND GOT A STANDARD WX BRIEF ALONG WITH THE PERTINENT NOTAMS. I THEN DEPARTED BVI. WHEN I HAD JYO IN SIGHT, I CANCELED IFR AND SWITCHED TO 122.975 PER POTOMAC'S INSTRUCTIONS. LATER THAT DAY I FILED A FLT PLAN BACK TO BFI AND DID IT IN THE LEESBURG FSS. I WAS GIVEN THE FOLLOWING CLRNC: CLRED BVI VIA STILL INTXN THEN AS FILED. CLB TO 3000 FT. DEP FREQ 125.05, SQUAWK XXXX. AS I WAS LOOKING FOR STILL INTXN ON MY LOW ENRTE CHART, I DIALED IN THE SQUAWK CODE AND TURNED ON MY XPONDER. I COULD NOT FIND STILL INTXN ON MY LOW ENRTE CHART AND CALLED CLRNC DELIVERY FOR CLARIFICATION. THEY TOLD ME IT WAS STRAIGHT OUT RWY 35. I FOUND STILL INTXN ON MY APCH PLATE, DIALED IN THE PROPER RADIAL FROM MARTINSBURG AND FREDERICK, GOT A RELEASE AND DEPARTED JYO. I WAS ON EDGE BECAUSE I COULD NOT FIND STILL INTXN ON THE LOW ENRTE. AFTER ABOUT 10 MINS I CALLED 118.55 FOR VERIFICATION THAT I HAD REACHED STILL INTXN AND WANTED TO PROCEED ON COURSE TO HAGERSTOWN VOR. I WAS TOLD TO CALL 125.05 WHEN ABLE AND THEY WERE 'LOOKING FOR ME.' DURING THE EARLY PART OF MY FLT, THE SQUAWK CODE WAS READ TO ME AND I BELIEVE I VERIFIED THAT I WAS SQUAWKING THE CORRECT NUMBER. THEY DID NOT TELL ME THAT THEY COULD NOT SEE ME. I CALLED 125.05 AND WAS TOLD TO CALL THEM 'WHEN ABLE.' WITHIN A FEW MINS, I CALLED THEM BACK AND THEY GAVE ME A PHONE NUMBER TO CALL WHEN ON THE GND. I BELIEVE THEY TOLD ME THAT THEY COULD NOT SEE ME. I THEN TURNED THE XPONDER OFF AND BACK ON IMMEDIATELY AND I DON'T REMEMBER WHETHER THEY CONFIRMED THEY COULD SEE ME. WHEN I GOT ON THE GND AND CALLED, I WAS TOLD THAT I WAS 'A PRIMARY TARGET' AND THAT I WOULD BE SENT A PACKAGE IN 2-3 WKS. I'M NOT SURE WHAT THE PROB IS, BUT I CAN TELL YOU THAT I WAS SOMEWHAT ON EDGE WHEN NOT BEING ABLE TO LOCATE STILL INTXN ON MY GOV CHART. AFTER RESEARCH, I DID DETERMINE THAT STILL IS CALLED LUCKE ON THE CHART AND IS THE SAME LOCATION AS THE APCH PLATE INDICATES IS STILL INTXN.

## Synopsis

CONFUSED BY HIS IFR CLRNC, SINGLE PLT OF C182 VIOLATES DC ADIZ WITH A MALFUNCTIONING, IMPROPERLY OPERATED XPONDER.

**ACN: 665815**

## **Time / Day**

Date : 200507  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Navaid : LDN.VORTAC  
State Reference : VA  
Altitude.MSL.Bound Lower : 6500  
Altitude.MSL.Bound Upper : 8500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **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 : 42  
Experience.Flight Time.Total : 2200  
Experience.Flight Time.Type : 160  
ASRS Report : 665815

## **Person : 2**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Radar

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Flight Data

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Inflight Encounter : Weather  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.ControllerA : 1  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Investigated

## Assessments

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

## Narrative

CONTACTED POTOMAC CLRNC, RECEIVED SQUAWK CODE, CIRCLED W50 UNTIL RADAR CONTACT WITH POTOMAC APCH, ATC CANCELED UPON EXITING ADIZ. FREDERICK AREA WX WORSE THAN EXPECTED, LANDED AT FDK, REFUEL, WAITED FOR WX TO CLEAR, DEPARTED 45 MINS LATER. AFTER TKOF, MADE TWO ATTEMPTS TO CONTACT FSS TO ACTIVATE FLT PLAN BUT UNSUCCESSFUL (STATIC). CUMULUS CLOUDS IN THE GENERAL AREA WITH CUMULONIMBUS CLOUDS OFF MY RIGHT WING WAY (20+ MILES AWAY). CHOSE TO DEAL WITH THE WX ISSUES FIRST AND CONTACT FSS LATER TO ACTIVATE FLT PLAN. MONITORED POTOMAC APCH ON RADIO #1, RADIO #2 WAS ON THE GUARD CHANNEL. I NEVER HEARD ANYONE 'ANNOUNCE' AN ACFT WAS ABOUT TO OR HAD VIOLATED DC ADIZ AIRSPACE. HEARD NUMEROUS COMMERCIAL AIRLINERS REQUESTING PERMISSION TO CHANGE HDG/ DIRECTION TO AVOID 'CELL ACTIVITY.' AROUND WINCHESTER, VA, CHANGED HDG NUMEROUS TIMES TO MAINTAIN VFR, FSS CAN VERIFY WX CONDITIONS ALONG MY RTE OF FLT. CONVECTIVE WX NORTH OF THE LINDEN VOR FORCED ME TO CHANGE HDG MORE TO THE SOUTH, BUT ONLY BRIEFLY. FLYING A WESTERLY HDG WAS NOT AN OPTION. NORTH OF FLATROCK VOR, CONTACTED WASHINGTON CTR FOR 'FLT FOLLOWING.' AFTER ANSWERING A FEW QUESTIONS (DEST/DEP), WAS ISSUED SQUAWK CODE AND TOLD THAT FAA WANTED ME TO CONTACT THEM IMMEDIATELY UPON LNDG. AT 60J, CALLED ON PHONE, WAS TOLD I HAD VIOLATED ADIZ AIRSPACE BY 1 TO 1.5 MILES. EXPLAINED THAT TO THE BEST OF MY KNOWLEDGE I DID NOT THINK I HAD. TO MAINTAIN VFR, HAD TO CHANGE HDG WHILE IN THAT GENERAL AREA. CONVECTIVE WX AT 8500 FT MSL REQUIRED MY FLYING THE PLANE NOT LOOKING AT LANDMARKS ON THE GND, THAT I RESPECT AND UNDERSTAND THE IMPORTANCE OF THE ADIZ BUT ENTRY WAS UNINTENTIONAL. MY ACFT HAS A TIE DOWN SPACE INSIDE THE DC ADIZ AT ZZZ1. OVER THE PAST THREE YEARS I HAVE FLOWN OUT OF AND BACK INTO THE ADIZ OVER 100 TIMES, HAVE ATTENDED NUMEROUS PLT GROUP SPONSORED SAFETY MEETINGS, READ AND AM FAMILIAR WITH ALL FAA NOTAMS REGARDING FLYING IN THE DC ADIZ. IF I DID VIOLATE THE DC ADIZ, IT WAS VERY BRIEF AND DONE ONLY TO AVOID CONVECTIVE WX. PRIOR TO CONTACTING WASHINGTON CTR FOR 'FLT FOLLOWING,' I HAD TRIED MULTIPLE TIMES TO CONTACT POTOMAC APCH FOR THE SAME SERVICE, BUT THEY WERE TOO BUSY AT THE TIME TO ACCOMMODATE ME.

## Synopsis

A VFR PLT BASED IN THE POTOMAC ADIZ EXITED THE ADIZ VFR THEN ENTERED THE ADIZ WITHOUT CLRNC WHILE AVOIDING WX.

**ACN: 659344**

## **Time / Day**

Date : 200504  
Day : Sat  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : W05.Airport  
State Reference : PA  
Altitude.MSL.Single Value : 3500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Operator.Other : Military  
Make Model Name : Fighting Falcon F16  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Experience.Flight Time.Last 90 Days : 18  
Experience.Flight Time.Total : 707  
ASRS Report : 659344

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Conflict : Airborne Less Severe  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Anomaly.Other  
Resolatory Action.None Taken : Anomaly Accepted  
Consequence.FAA : Assigned Or Threatened Penalties  
Consequence.FAA : Investigated



## Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## Narrative

RECEIVED LETTER ON MAY/FRI/05 INQUIRING ABOUT AN INCURSION INTO THE EXPANDED P40 AIRSPACE ON APR/SAT/05. I WAS NEAR P40 ON THAT DAY ENRTE TO GETTYSBURG (W05) FROM LEESBURG (JYO). I HAD FILED AN ADIZ FLT PLAN FOR THE FIRST LEG OF THE TRIP AND WAS AWARE OF THE P40 EXPANSION AND TOOK GREAT CARE TO STAY E OF THE AREA BY FLYING E AND NE OF FDK UNTIL WELL CLR AND THEN ENGAGED AUTOPLT COUPLED TO GPS ON A COURSE TO W05. THIS COURSE KEPT ME E OF MULRR INTXN AND, THEREFORE, CLR OF THE EXPANDED P40 AREA. WHEN AN F16 PASSED BY, I IMMEDIATELY TUNED TO 121.50 AND TOLD HIM I WAS AWARE OF THE EXPANDED P40, WAS NOT IN P40, AND WAS NOT GOING TO ENTER IT. THE RESPONSE WAS AN AUTOMATED FEMALE VOICE WARNING ME THAT MY ACFT WAS 11.5 MI TO THE E OF P40 -- DOESN'T THAT PUT ME CLR OF THE AREA? I CONTINUED ON TO GETTYSBURG WITHOUT FURTHER INCIDENT OR CONTACT FROM ANYONE. SINCE THIS TIME ALL FLTS I TAKE N OF JYO GO OVER DMW TO STAY 20 MI AWAY FROM P40. THE LETTER FROM THE FAA IS A REAL SURPRISE, BUT I LOOK FORWARD TO HAVING A CHANCE TO EXPLAIN MY SIDE OF THE STORY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: A REGULAR AND FREQUENT FLYER IN THE AREA, RPTR HAD A NEW SECTIONAL IN HIS POSSESSION, BUT FAILED TO SCRUTINIZE IT PRIOR TO FLT. HE LATER LEARNED TO HIS DISMAY THAT THE DEPICTION OF THE EXPANDED P40/R4009 HAD BEEN CHANGED TO A 10 MI RADIUS VICE THE 5 MI DEPICTED ON THE PREVIOUS EDITION.

## Synopsis

C172 PLT ENTERS EXPANDED P40.

**ACN: 656636**

## **Time / Day**

Date : 200505  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : LGA.Airport  
State Reference : NY  
Altitude.MSL.Single Value : 1000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : N90.TRACON  
Controlling Facilities.Tower : LGA.Tower  
Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Make Model Name : Helicopter

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 3.1  
Experience.Flight Time.Total : 260  
Experience.Flight Time.Type : 0.4  
ASRS Report : 656636

## **Person : 2**

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Local

## **Person : 4**

Affiliation.Government : FAA  
Function.Controller : Approach

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

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

## Narrative

ON THE ABOVE REFERENCED DATE, I FLEW THE NEW YORK HUDSON RIVER VFR CORRIDOR (HUDSON RIVER CLASS B EXCLUSION.) BEFORE THE FLT, I GENERATED AND CONSULTED AN ON-LINE DUAT STANDARD AREA BRIEFING TO VERIFY, AMONG OTHER THINGS, THE WX CONDITIONS, THE WX FORECAST, TFRS AND NOTAMS. CONDITIONS WERE GOOD AND THERE WAS NOTHING SPECIFICALLY ISSUED FOR THE AREA. AS I WAS ON MY WAY TO LEAVE THE CORRIDOR AND RETURN TO MY HOME AIRFIELD, A FELLOW HELI PLT INFORMED ME (THROUGH THE SPECIAL SELF-ANNOUNCE FREQ) THAT I WAS VIOLATING THE STADIUM TFR. I LOOKED ON MY CHARTS (NY SECTIONAL AND NY VFR TERMINAL AREA) TO LOCATE THE STADIUM AND EVALUATE THE TFR. THIS STADIUM IS NOT INDICATED ON EITHER CHARTS. I THEN DECIDED TO CONTACT LA GUARDIA TWR TO ADVISE THEM OF MY PRESENCE AND IDENTIFICATION. THEY ADVISED ME TO CONTACT THEM ON A DIFFERENT FREQ. BY THEN, I ESTIMATED I WAS MOST LIKELY OUTSIDE OF THE TFR. A FEW MINUTES LATER, I CONTACTED NY APCH TO COMPLETE MY FLT, ADVISING THEM THAT I WAS INBND TO MY HOME AIRFIELD. BACK ON THE GND, I CHKED THE FAA WEB SITE FOR THE GRAPHICAL TFRS. THE STADIUM TFR IS NOT REPRESENTED. THE ONLY WAY I WAS ABLE TO CONFIRM THAT I HAD VIOLATED A TFR WAS TO LOCATE THE STADIUM ON A ROAD ATLAS AND CHK THE TEAM'S WEB SITE TO CONFIRM THAT THEY HAD BEEN PLAYING AT THIS PARTICULAR TIME. A FOLLOWING PHONE CALL TO THE FAA PHONE NUMBER LISTED IN THE GENERIC FDC NOTAM CONFIRMED THAT NO INFO WAS AVAILABLE FROM THE FAA. FROM THIS EXPERIENCE, IT IS CLEAR THAT IT IS VERY DIFFICULT FOR A PLT TO COMPLY WITH STADIUM TFRS AS THE AIRMAN INFO DISTRIBUTED DOES NOT PROVIDE THE MEANS OF IDENTIFYING THESE TFRS NOR TO IDENTIFY WHEN THEY ARE ACTIVE. AT A MINIMUM, I WOULD SUGGEST THAT AVIATION CHARTS BE AMENDED TO DEPICT THE STADIUMS SUBJECT TO TFR (CAPACITY GREATER THAN 30000) AND THE TFR AROUND IT, WITH THE POSSIBILITY FOR THE PLT TO CALL A PHONE NUMBER OR CONTACT A CTLING AUTHORITY TO VERIFY IF THE TFR IS ACTIVE. ALSO, SPECIFIC TFRS OR NOTAMS COULD BE ISSUED WHENEVER TFRS ARE ACTIVATED. A COMPLEMENTARY OPTION WOULD BE TO HAVE AN OFFICIAL WEB SITE MAKING THIS INFO AVAILABLE TO THE COMMUNITY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR IS NOT A SPORTS FAN, AND UNTIL AFTER THIS EVENT, DID NOT KNOW WHERE THE STADIUM WAS LOCATED AND FURTHERMORE DID NOT KNOW UNTIL HE LATER CHECKED THAT THERE WAS AN EVENT IN PROGRESS. HE LOCATED THE STADIUM ON A RAND MCNALLY MAP AND TRANSPOSED IT ONTO HIS VFR CHART. FURTHER, HE USED DUATS TO CHECK HIS VFR FLT AND DID NOT

SEE A TFR NOTIFICATION. ESSENTIALLY, WHEN THE TFR IS ACTIVE, THE VFR CORRIDOR IS CLOSED.

### **Synopsis**

A PA28 PLT IN THE NY HUDSON RIVER VFR CORRIDOR ENTERED A STADIUM TFR BECAUSE HIS DUAT PREFLT BRIEFING DID NOT INDICATE ACTIVITY AND THE STADIUM WAS NOT DEPICTED ON HIS AERONAUTICAL CHART.

**ACN: 655295**

### **Time / Day**

Date : 200504

Day : Thu

### **Place**

Locale Reference.Airport : ACT.Airport

State Reference : TX

Altitude.MSL.Single Value : 5500

### **Environment**

Flight Conditions : VMC

Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : ACT.TRACON

Controlling Facilities.Tower : ACT.Tower

Operator.Common Carrier : Air Carrier

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

Operating Under FAR Part : Part 91

Navigation In Use.Other : GPS

Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : GPS & Other Satellite Navigation

### **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Total : 14000

Experience.Flight Time.Type : 590

ASRS Report : 655295

### **Person : 2**

Affiliation.Government : FAA

Function.Controller : Approach

### **Person : 3**

Affiliation.Government : FAA

Function.Oversight : Supervisor

### **Events**

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Panel Mounted GPS

Independent Detector.Other.ControllerB : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Problem Areas : Navigational Facility

## Narrative

MY ACFT WAS ON AUTOPLT TRACKING TO ACT. THE PANEL MOUNTED GPS/COM WAS IN MAP MODE TO VERIFY THE PROPER TRACK WAS BEING FLOWN. I WAS USING A NEW HAND-HELD GPS FOR SITUATIONAL AWARENESS. I BROUGHT UP THE WACO COM PAGE TO SET IN WACO APCH FREQ IN ORDER TO CONTACT WACO APCH FOR A DISCRETE CODE, FLT CLRNC, AND FLT FOLLOWING THROUGH THE WACO AREA AND THE TFR IN EFFECT. I HIT A KEY TO REMOVE THE COM FREQ PAGE AND THE UNIT REVERTED BACK TO MAP. I THOUGHT IT WAS STILL ON ACT, IN FACT IT WAS NOT! I WAS MONITORING APCH AND HEARD THEM TALK TO ANOTHER ACFT. I CALLED THEM TO MAKE WHAT I THOUGHT WAS EARLY CONTACT TO GET XPONDER CODE AND CLRNC. THE CTRLR ASKED FOR MY POSITION. I READ THE DISTANCE OFF THE HAND-HELD GPS AS 130 MILES I THINK (CHK TAPE). THE CTRLR SAID TO CONTACT HIM IN 45 MILES. MY GUT TOLD ME SOMETHING WAS WRONG. I KNEW THAT I COULD NOT BE THAT FAR FROM ACT. I BEGAN TO INVESTIGATE WHAT WAS WRONG. I CHANGED THE PANEL MOUNTED GPS/COM, WHICH WAS TRACKING TO ACT, TO A DIFFERENT PAGE TO READ DISTANCE TO ACT. TO MY SHOCK I WAS 25 MILES FROM ACT. I CALLED WACO APCH AND TOLD THEM I WAS LOOKING AT THE WRONG GPS AND THAT I WAS NOW 22 MILES FROM ACT. THEY GAVE ME A XPONDER CODE AND GOT RADAR CONTACT WITH ME. LATER, THEY INFORMED ME OF THE TFR INCURSION AND GAVE ME A PHONE NUMBER TO CONTACT THEM. LATER, THEY ASKED ME TO LAND AT ACT IN THE NAME OF NATIONAL SECURITY. OF COURSE, I AGREED AND TURNED AROUND AND LANDED BACK AT ACT, AND WAS DEBRIEFED BY THE LOCAL TWR CHIEF AND LATER BY THE SECRET SERVICE. IN MY MIND, I HAD TRIED TO CONTACT THEM OVER 100 MILES OUT. BUT BECAUSE OF MY ERROR ON THE NEW HAND-HELD GPS, I FAILED TO CONTACT THEM BEFORE THE 30 MILE ARC. NOTE: I LEFT HOME FOR THE ARPT WITHOUT THE HAND-HELD, BUT RETURNED HOME TO GRAB THE NEW GPS. IF I HAD LEFT IT AT HOME, THIS INCIDENT WOULD NOT HAVE HAPPENED. FLYING INTO A TFR, I SHOULD HAVE ONLY USED THE PANEL MOUNTED UNIT THAT I WAS TOTALLY PROFICIENT WITH.

## Synopsis

PLT OF SMA ENTERS TFR NEAR ACT DUE TO RELIANCE ON UNFAMILIAR HAND-HELD GPS.

**ACN: 637673**

### **Time / Day**

Date : 200411  
Day : Mon  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Special Use Airspace : DCADIZ.OtherSUA  
State Reference : VA  
Altitude.MSL.Single Value : 1000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : GPS  
Navigation In Use.Other : Pilotage  
Flight Phase.Climbout : Initial

### **Component : 1**

Aircraft Component : VHF

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 95  
Experience.Flight Time.Total : 10000  
Experience.Flight Time.Type : 500  
ASRS Report : 637673

### **Person : 2**

Affiliation.Government : FAA  
Function.Oversight : Supervisor

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Departure

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

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

## Narrative

I FLEW A C182T FROM CHESTERFIELD, VA, ON BUSINESS. THE TRIP WAS TO LOCATIONS IN PA, WV, AND VA. AFTER A LEG FROM HYO, VA, TO RMN ARPT, I WAS ASKED TO CONTACT THE WASHINGTON TRACON. DURING THIS CALL, I WAS ASKED ABOUT MY LAST ARPT OF DEP AND NOTIFIED I MAY HAVE VIOLATED THE AIRSPACE AROUND WASHINGTON, DC. I EXPLAINED THAT I DIDN'T BELIEVE I HAD VIOLATED ANY AIRSPACE AND IMMEDIATELY REVIEWED THE FLT PLANNING BRIEFING NOTES I ACCUMULATED PRIOR TO THIS TRIP. MY SCAN OF THIS DOCUMENT WHICH IS ESTIMATED TO HAVE BEEN OVER 20 PAGES, RECEIVED FROM THE COMPUTER BASED BRIEFING, INDICATED TO ME THAT I HAD NOT VIOLATED ANY ATC OR FAR REQUIREMENTS. MY THOUGHTS AT THAT TIME WERE THAT THE SEVERE RESTRS FOR ATC CTL APPLIED TO REAGAN NATION, WASHINGTON DULLES, AND A FEW ARPTS IN MARYLAND. A CAREFUL STUDY OF THESE NOTES INDICATE TO ME NOW THAT I WAS WRONG. IN SUMMARY, I HAVE SIGNIFICANT AVIATION EXPERIENCE AND AN ACFT THAT IS EXTREMELY WELL EQUIPPED. I THOUGHT I HAD REVIEWED ALL AVAILABLE INFO FOR THE FLTS I CONDUCTED. I CONDUCTED THE FLTS SAFELY IN AN EFFORT TO COMPLY WITH MY UNDERSTANDING OF THE FLT RESTRS IMPLIED BY THE PUBLISHED INFO. REGARDLESS, I EVIDENTLY MADE A MISTAKE BY NOT FILING AND FLYING A VFR OR IFR FLT PLAN.

## Synopsis

PLT OF C182 ENTERS AND OPERATES WITHIN THE DC ADIZ WITHOUT AUTH.



**ACN: 637128**

### **Time / Day**

Date : 200411  
Day : Sun  
Local Time Of Day : 0601 To 1200

### **Place**

Locale Reference.Airport : 3W3.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 1500

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern  
Route In Use.Approach : Visual

### **Component : 1**

Aircraft Component : Transponder

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 22  
Experience.Flight Time.Total : 195  
Experience.Flight Time.Type : 185  
ASRS Report : 637128

### **Person : 2**

Function.Other Personnel.Other

### **Person : 3**

Function.Other Personnel.Other

### **Person : 4**

Affiliation.Government : FAA

### **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance

## Narrative

I WAS APCHING 3W3 FOLLOWING THE PUBLISHED NOTAM APCH PROC FOR 2 EASTERN SHORE, MD, GA ARPTS THAT LAY JUST WITHIN THE EASTERN BOUNDARY OF THE DC ADIZ. THE PROC CALLS FOR ACFT NOT ON A FLT PLAN, AND APCHING FROM THE E, TO FOLLOW A DEFINED CORRIDOR AND SQUAWK A SPECIAL XPONDER CODE: XYZZ FOR 3W3 AND XYYW FOR W29. THE 2 GA ARPTS ARE ABOUT 3 MI APART ON THE COAST OF THE CHESAPEAKE BAY. AN 8 MI WIDE, E/W ADIZ CORRIDOR THAT OVERLAYS RTE 50 AT THE ANNAPOLIS BRIDGE PERMITS THIS ACCESS TO BOTH ARPTS. I WAS SPECIFICALLY FOLLOWING THE APCH PROC FOR 3W3 THAT REQUIRED AN XYZZ SQUAWK CODE. I SWITCHED THE XPONDER FROM 1200 TO XYZZ PRIOR TO PENETRATING THE ADIZ BOUNDARY ABOUT 10 MI E OF THE ARPT AT APPROX 200 FT MSL. I MADE A CTAF CALL ON 3W3 ARPT FREQ TO ANNOUNCE ARR AND CHK FOR TFC. THERE WAS NO IMMEDIATE RESPONSE. I CONTINUED THE APCH DSNding TO 1000 FT PATTERN ALT AND AFTER MAKING A SECOND CALL WITH NO RESPONSE, I VISUALLY DETERMINED THAT THERE WAS NO TFC IN THE AREA, DECIDED TO MAKE A PASS AT PATTERN ALT UPWIND TO THE R OF THE AIRFIELD TO CHK THE CONDITION OF THE GRASS, THE LOCATION OF THE DISPLACED THRESHOLDS AND THE ORIENTATION OF WINDSOCKS. AS I NEARED THE FIELD, WHICH IS A 2400 FT GRASS STRIP AND AIRPARK, I GOT A RADIO CALL FROM SOMEONE ATTENDING WHO FIRST SAID THE FIELD WAS WET AND UNUSABLE AND THEN SAID THAT 'CUSTOMS' WANTED TO TALK TO ME. WITH THIS INFO, I DECIDED TO COMPLETE MY PASS OVER THE FIELD AND THEN MADE AN IMMEDIATE R 180 DEG TURN TO EXIT THE ADIZ CORRIDOR. I FURTHER DECIDED TO RE-ENTER THE CORRIDOR WITH A PLAN TO LAND AT W29, THE NEAREST ARPT, TO CALL ATC. WE EXITED THE ADIZ AND RESET THE XPONDER TO SQUAWK XYYW PER THE NOTAM PROC FOR APCHING W29 VIA THE SAME ADIZ CORRIDOR. UPON LNDG AT W29 AND EXITING THE ACFT, I WAS ADVISED BY THE ATTENDANT THERE THAT 'POTOMAC' WANTED TO SPEAK WITH ME. I CALLED THE PHONE NUMBER HE GAVE ME AND SPOKE TO A CTLR ABOUT THE SIT. HE WAS FAMILIAR WITH THE ISSUE AND HE ADVISED ME THAT DURING MY APCH TO 3W3 AND WITHIN THE ADIZ CORRIDOR, MY XPONDER ABRUPTLY INDICATED A CHANGE FROM XYZZ TO 'STANDARD' THEN BACK TO XYZZ. HE ADVISED THAT THERE WOULD BE NO FURTHER ACTION TAKEN BUT HE RECOMMENDED THAT I HAVE THE XPONDER SVCED. I HAD EXPLAINED TO HIM THAT I DID NOT TOUCH THE XPONDER AFTER THE INITIAL CHANGE TO XYZZ SQUAWK DURING MY ENTIRE FIRST EXCURSION INTO THE ADIZ CORRIDOR. I PLAN TO HAVE THE XPONDER CHKED. IT IS AN OLDER, ROTARY KNOB MODEL THAT DOES NOT GET CHANGED FROM 1200 FREQUENTLY. THERE COULD BE DUST AND DEBRIS INTERFERING WITH THE KNOB CONTACTS.

## Synopsis

PLT OF C172 ARRIVING A 3W3 IN THE DC ADIZ SUFFERS INTERMITTENT XPONDER MALFUNCTION WHICH GENERATES AN OFFICIAL RESPONSE.

**ACN: 637063**

## **Time / Day**

Date : 200411  
Day : Wed  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : GAI.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 2000

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Corporate  
Make Model Name : Citation Excel  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : FMS or FMC  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual  
Route In Use.Arrival : On Vectors

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 60  
Experience.Flight Time.Total : 22000  
Experience.Flight Time.Type : 1000  
ASRS Report : 637063

## **Person : 2**

Affiliation.Company : Corporate  
Function.Flight Crew : First Officer  
Qualification.Pilot : ATP  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 4000  
Experience.Flight Time.Type : 100  
ASRS Report : 637054

## **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

## Events

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Non Adherence.Other  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.None Taken : Detected After The Fact  
Consequence.FAA : Investigated

## Assessments

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

## Narrative

WE WERE BEING VECTORED FOR A VISUAL APCH. WE WERE TOLD TO RPT THE FIELD IN SIGHT TO COMPLETE THE VISUAL APCH TO RWY 15. I RPTED IN SIGHT AND WAS TOLD TO GO TO ADVISORY FREQ (CTAF). I ASKED IF HE WANTED US TO CANCEL IFR IN AIR OR ON THE GND. HE SAID IT WAS OUR CHOICE. I CANCELLED IN THE AIR AND WAS TOLD TO SQUAWK VFR. ON ARRIVING, THE LINEMAN SAID APCH WANTED TO TALK TO ME. I CALLED, AND THE PARTY I TALKED TO COULD NOT FIND ANYTHING ABOUT WANTING THE CALL. SO I CONSIDERED THE MATTER CLOSED. THE FAA NOW WANTS TO TALK TO ME ABOUT IT. HAVEN'T MADE CONTACT WITH THE FAA YET. MADE CONTACT WITH FAA OFFICE INVESTIGATING VIOLATION OF ADIZ SPECIAL PROCS. AWAITING OUTCOME OF INVESTIGATION. THIS DISCREPANCY IS A MISUNDERSTANDING OF COMS OR A MISCOMMUNICATION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SWEARS THE APCH CTLR INSTRUCTED HIM TO SQUAWK VFR WHEN THE CREW CANCELLED IFR PRIOR TO LNDG. HE DID ADMIT THAT THEY ARE SO SPRING LOADED TO HEARING THE INSTRUCTIONS 'SQUAWK VFR AND CALL CTAF' THAT THEY MAY HAVE AUTOMATICALLY SWITCHED EVEN THOUGH THE CTLR MAY NOT HAVE GIVEN THE LATER COMMAND AS PER THE ADIZ GUIDELINES. THE OTHER ISSUE FOR THE RPTR WAS THAT WHEN HE CALLED APCH ON THE LAND LINE HE WAS TOLD THERE WAS NO ISSUE, SO MENTALLY HE DROPPED HIS CONCERN UNTIL THE FAA CALLED AND SAID HE WAS UNDER INVESTIGATION. THE TAPES HAVE BEEN PULLED AND THE FAA ADVISED THE RPTR TO FILE HIS ASRS RPT FORM.

## Synopsis

A C560XL CREW DID NOT CONTINUE SQUAWKING A DISCRETE XPONDER CODE AFTER CANCELING IFR AND PROCEEDING TO AN ARPT IN AN ADIZ.

**ACN: 636938**

### **Time / Day**

Date : 200411  
Day : Sun  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : BWI.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 1200

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON  
Operator.General Aviation : Personal  
Make Model Name : Cessna 170  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level

### **Component : 1**

Aircraft Component : Transponder

### **Component : 2**

Aircraft Component : VHF

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 20  
Experience.Flight Time.Total : 13000  
Experience.Flight Time.Type : 800  
ASRS Report : 636938

### **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger  
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 : 12000  
Experience.Flight Time.Type : 1500  
ASRS Report : 636939

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

### **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Controller : Issued New Clearance  
Consequence.FAA : Assigned Or Threatened Penalties

### **Assessments**

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

### **Narrative**

ON A PLEASURE FLT BTWN DOVER, DE, AND WINCHESTER, VA, I DEPARTED CHANDELLE ARPT HEADED FOR WINCHESTER. THIS WAS A VFR FLT THAT NECESSITATED NAVING NEAR AND POTENTIALLY THROUGH CLASS B AIRSPACE IN THE BALTIMORE AREA. I CALLED FSS TO FIND OUT ABOUT TFRS IN THE AREA AND ANY OTHER RESTRS OR ENHANCEMENTS TO THE AIRSPACE. ABOUT 10 MI FROM THE CLASS B AIRSPACE AS DEPICTED ON MY SECTIONAL CHART, I RADIOED BALTIMORE APCH. AFTER CALLING THEM A NUMBER OF TIMES, I DID NOT HEAR A REPLY TO MY CALL. THE AIR WAVES WERE EXTREMELY BUSY WITH MUCH STATIC AND VARIOUS OTHER CALLS BEING STEPPED ON. I REMAINED CLR OF THE CLASS B AIRSPACE GOING JUST UNDERNEATH THE RING AND GENERALLY IN THE DIRECTION I NEEDED TO GO. HOWEVER, DUE TO THE CONGESTION OF AIRSPACE IN THIS AREA, I PURSUED A CLASS B TRANSITION. FINALLY I BEGAN TO GET A LITTLE NERVOUS. IT WAS THEN THAT I REALIZED THAT THE SECTIONAL CHART WHICH I WAS USING FOR NAV WAS OUT OF DATE. I HAD INADVERTENTLY GRABBED 1 OF 2 SECTIONALS FOR WASHINGTON. I ALWAYS KEEP OLDER SECTIONALS AROUND TO MARK UP WITH PEN AND PENCIL, KEEPING THE NEWER ONES CLEAN AND MORE READABLE. THE ONE I MISTAKENLY SELECTED WAS INDEED OUT OF DATE (BY 8 MONTHS -- IT WAS THE PRECEDING CHART THAT HAD BEEN ISSUED). IN THE CONFUSION OF MAKING RADIO CALLS UNANSWERED, NAVING COMPLEX VFR AIRSPACE, STAYING CLR OF CLASS B AIRSPACE, ETC, I WAS ALSO USING AN OUT-OF-DATE CHART. I THEN ASKED MY FRIEND (WHO WAS ASLEEP) TO HELP ME OUT AND LOOK FOR THE CURRENT CHART WHICH I KNEW WAS IN THE PLANE. HE FINALLY FOUND IT AFTER SEVERAL MINS. JUST ABOUT THAT TIME I HEARD A RADIO CALL FROM APCH LOOKING FOR AN ACFT SQUAWKING 1200. I ASSUMED THAT THE CALL WAS MEANT FOR ME -- THE RETURN RADIO CALL FROM APCH. MY FRIEND AGAIN HELPED OUT AND ANSWERED THE CALL AND OBTAINED A SQUAWK CODE FOR ME. I STUDIED THE MORE UP-TO-DATE CHART AND WAS SHOCKED TO FIND THAT THE DC ADIZ INCLUDED THE AREA IN WHICH I WAS FLYING! -- NOT SO WITH THE PREVIOUS SECTIONAL CHART. I HAD ENTERED THE ADIZ WITHOUT OBTAINING A SQUAWK

CODE AND HAD PROCEEDED ABOUT 5 MI INTO IT BEFORE GETTING A CODE. SHORTLY THEREAFTER, THE VOICE ON THE RADIO ASKED ME TO CALL A PHONE NUMBER ONCE WE LANDED. AGAIN MY FRIEND MADE THE CALL TO EXPLAIN WHAT HAD HAPPENED, AS HE IS MORE EXPERIENCED THAN I WHEN IT COMES TO THIS TYPE OF MATTER AND I, REALIZING THAT I HAD MADE A FLT INTO ADIZ AIRSPACE, THOUGH JUST A SHORT WHILE, WAS VERY SERIOUS INDEED. MY FRIEND CALLED THE NUMBER, BUT RATHER THAN LISTEN TO HIS EXPLANATION THEY SIMPLY ASKED FOR AND WERE GIVEN HIS NAME AND PLT CERTIFICATE NUMBER. ACTUALLY HE TRIED TO EXPLAIN THAT I WAS PIC BUT THEY APPARENTLY WERE SO BUSY AND RUSHED THEMSELVES THAT HE COULD NOT GET A WORD IN EDGWISE AND SO IT WAS LEFT AT THAT. THEY PROBABLY ASSUMED THAT HE WAS PIC. HOWEVER, I HAD PLTED THE PLANE INTO AN ADIZ BY VIRTUE OF HAVING REDED THE WRONG CHART AND DID NOT HAVE THE SIT CORRECTED UNTIL I RECEIVED A SQUAWK CODE ABOUT 5-10 MI INTO THE ADIZ. I NEVER DID GET A CLASS B TRANSITION. I REMAINED ON THE CODE UNTIL EXITING THE ADIZ. I KNOW THAT ANY FLT INTO SUCH AN AIRSPACE IS VERY SERIOUS. HOWEVER, I CAN SEE THAT WITHOUT UP-TO-DATE INFO OF ALL KINDS THAT SUCH AN EVENT IS POSSIBLE.

### **Synopsis**

2 RATED PLT ABOARD A C170 ENTER THE DC ADIZ WITHOUT AUTH. PLT WERE USING AN OUTDATED CHART THAT DID NOT DISPLAY THE ADIZ.

**ACN: 636935**

## **Time / Day**

Date : 200411

Day : Sat

## **Place**

Locale Reference.Airport : FDK.Airport

State Reference : MD

Altitude.MSL.Single Value : 2000

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : PCT.TRACON

Operator.General Aviation : Personal

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Operating Under FAR Part : Part 91

Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : Instrument

Qualification.Pilot : Private

Experience.Flight Time.Last 90 Days : 44

Experience.Flight Time.Total : 1708

Experience.Flight Time.Type : 494

ASRS Report : 636935

## **Person : 2**

Affiliation.Government : FAA

Function.Controller : Flight Data

Function.Other Personnel : FSS Specialist

## **Person : 3**

Affiliation.Government : FAA

Function.Controller : Approach

## **Person : 4**

Affiliation.Government : FAA

Function.Controller : Flight Data

Function.Other Personnel : FSS Specialist

## **Events**



Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 2  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course  
Consequence.FAA : Reviewed Incident With Flight Crew

## Assessments

Problem Areas : FAA  
Problem Areas : Flight Crew Human Performance

## Narrative

FLT WAS ON VFR FLT PLANS FROM CEF, WESTOVER ARB, TO ROA, VA. FILED 2 PLANS, CEF TO FDK THEN FDK TO ROA. I FILED FLT PLANS AND RECEIVED A BRIEFING FOR BOTH FLTS FROM BURLINGTON FSS ON THE EVENING OF NOV/FRI/04 AND UPDATED THE BRIEFING 90 MINS PRIOR TO TKOF. BOTH BRIEFERS RPTED THE EXPANSION OF AREA P-40 AND THE EXISTENCE OF THE CAPITAL ADIZ WITHOUT ELABORATION. I RECEIVED RADAR SVCS FOR THE ENTIRE RTE FROM CEF TO FDK. THE FLT PLAN FOR CEF TO FDK WAS OPENED ON DEP AND CLOSED ON ARR. ON DEP FROM FDK FOR THE FLT TO ROA, I ACTIVATED MY FLT PLAN AND THEN CONTACTED POTOMAC APCH FOR RADAR SVCS. I WAS ON A HDG OF 240 DEGS, 2000 FT MSL AND 13 MI FROM THE CLASS B ADIZ. IF POTOMAC APCH WAS ABLE TO PROVIDE RADAR SVCS, I WOULD HAVE CONTINUED ON THIS COURSE WHICH WOULD TAKE ME THROUGH THE OUTER EDGE OF THE CLASS B ADIZ. IF NO RADAR SVCS WERE AVAILABLE, I WOULD STILL HAVE ENOUGH SEPARATION TO DIVERT MORE TO THE W AROUND THE CLASS B ADIZ. ON CONTACT WITH POTOMAC APCH, I NOTIFIED THE CTLR OF MY POS, ALT, FLT PLAN, DEST AND REQUEST FOR RADAR SVCS. THE CTLR REPLIED THAT HE WAS 'A LITTLE BUSY WITH IFR TFC,' THAT HE WOULD GET BACK TO ME AND TO 'REMAIN BELOW THE CLASS B AIRSPACE.' MY RTE TOOK ME JUST NE OF THE LUCKE INTXN BELOW THE FLOOR OF THE CLASS B AIRSPACE. AT APPROX 15 MI SW OF FDK, JUST N OF THE LUCKE INTXN AND APPROX 1 MI INSIDE OF THE OUTER RING OF THE CLASS B AIRSPACE, THE CTLR ASKED FOR MY POS. AFTER PROVIDING THAT INFO, THE CTLR DIRECTED ME TO EXIT THE AREA. I TOOK A 270 DEG HDG AND EXITED. HE THEN GAVE ME A TELEPHONE NUMBER TO CALL UPON ARR AT MY DEST. CONTRIBUTING FACTORS IN THIS INCIDENT INCLUDE THE FOLLOWING: BURLINGTON FSS WAS UNFAMILIAR WITH OPERATING PROCS AROUND THE CAPITAL CLASS B/ADIZ. THE ONLY INFO I RECEIVED IN THAT REGARD WAS THAT AREA P-40 HAD EXPANDED AND THAT THE ADIZ EXISTED. BY CONTRAST, WHEN I RECEIVED A BRIEFING FOR THE RETURN TRIP FROM THE FSS SERVING ROA, LEESBURG, I RECEIVED A COMPREHENSIVE BRIEFING ON THE NECESSARY PROCS FOR TRAVERSING THE ADIZ. THE BRIEFER ALSO STATED THAT THE FSS BRIEFERS 'UP THERE' (BURLINGTON), WERE NOT FAMILIAR WITH THOSE PROCS. NOTABLY, IF I HAD RECEIVED A MORE COMPREHENSIVE BRIEFING FROM BURLINGTON FSS I WOULD HAVE QUESTIONED THE POTOMAC APCH CTLR'S DIRECTION TO 'REMAIN UNDER THE CLASS B AIRSPACE.' BURLINGTON FSS SHOULD HAVE BEEN FAMILIAR WITH THE SPECIAL PROCS FOR THE ADIZ AND SHOULD HAVE BECOME AWARE WHEN I GAVE THEM MY ROUTING. MY DEP POINT AND ROUTING SHOULD HAVE ACTED AS A PROMPT FOR THE BRIEFER. GIVEN THAT PLTS ARE DIRECTED TO 'CONTACT A LCL FSS FOR NOTAM INFO PRIOR TO FLT IN THE WASHINGTON, DC, METROPOLITAN AREA' (WASHINGTON SECTIONAL CHART), A COMPREHENSIVE

BRIEFING CAN BE CRITICAL. ANOTHER ISSUE IS WHY THE CTLR DIRECTED ME TO STAY UNDERNEATH THE CLASS B AIRSPACE. I HAVE NO EXPLANATION FOR THAT DIRECTION. ALSO NOTABLE IS THAT DURING THE RETURN TRIP, NOV/SUN/04, I WAS DIRECTED BY POTOMAC APCH TO STAY OUTSIDE (W THEN N) OF THE CLASS B AIRSPACE EVEN THOUGH I HAD AN ADIZ FLT PLAN ON FILE AND ACTIVATED.

### **Synopsis**

TRANSIENT C182 PLT ENTERS DC ADIZ WITHOUT AUTH DESPITE ALL REASONABLE EFFORTS TO OBTAIN A COMPLETE FSS BRIEFING.

**ACN: 636934**

### **Time / Day**

Date : 200411  
Day : Sat  
Local Time Of Day : 1201 To 1800

### **Place**

Locale Reference.Airport : W00.Airport  
State Reference : MD  
Altitude.MSL.Single Value : 1000

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

Controlling Facilities.TRACON : ACT.TRACON  
Operator.Common Carrier : Air Carrier  
Make Model Name : M-20 J (201)  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Intermediate Altitude

### **Component : 1**

Aircraft Component : Transponder

### **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 63  
Experience.Flight Time.Total : 245  
Experience.Flight Time.Type : 190  
ASRS Report : 636934

### **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger

### **Person : 3**

Affiliation.Government : FAA  
Function.Controller : Approach

### **Events**

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR  
Anomaly.Non Adherence : Published Procedure  
Independent Detector.Other.ControllerA : 3  
Resolatory Action.None Taken : Detected After The Fact

## Assessments

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

## Narrative

I WAS RETURNING TO FREEWAY ARPT IN MITCHELLVILLE, MD. AFTER RPTING THE ARPT IN SIGHT, I WAS INSTRUCTED BY POTOMAC APCH TO MAINTAIN MY SQUAWK CODE UNTIL ON THE GND, FREQ CHANGE TO ADVISORY FREQ WAS APPROVED, AND I WAS ADVISED THAT TFC WAS IN THE PATTERN. I REPEATED THE INSTRUCTION TO MAINTAIN MY CURRENT CODE, ADVISED THAT I WAS SWITCHING TO ADVISORY FREQ AND WOULD LOOK FOR THE TFC. AS I WAS SETTING UP FOR LNDG, LOOKING FOR TFC, CHANGING TO THE ARPT ADVISORY FREQ AND ANNOUNCING MY POS ENTERING THE PATTERN, MY PAX (ALSO A PLT) RESET THE XPONDER TO SQUAWK 1200. I WAS NOT AWARE THAT HE HAD CHANGED THE CODE. APPARENTLY, HE MISTAKENLY THOUGHT CTLR'S AUTH TO 'CHANGE TO ADVISORY FREQ' MEANT CHANGING THE XPONDER TO 1200, THE COMMON VFR CODE. ALL OF THIS OCCURRED IN THE LAST 5 MINS OF THE FLT. WE WERE LESS THAN 1 MI FROM THE ARPT, ENTERING THE TFC PATTERN AT 1000 FT. I WAS COMPLETELY FOCUSED ON THE TASK AT HAND: SLOWING THE PLANE, SETTING UP FOR LNDG, LOOKING FOR/ADVISING OTHER ACFT IN THE PATTERN AND, MOST IMPORTANTLY, FLYING THE ACFT TO A SAFE LNDG. CHKING AND RECHKING THE XPONDER IS NOT ON THE LNDG CHKLIST. IT'S NOT GOING TO DETERMINE THE SAFETY OF THE AIRPLANE AND PAX, PARTICULARLY AT THIS MOST CRITICAL POINT IN A FLT. I WAS UNAWARE THAT THE XPONDER HAD BEEN CHANGED UNTIL I WAS CONTACTED BY PHONE BY POTOMAC APCH AFTER LNDG. THE OTHER PLT THEN REVEALED WHAT HAD HAPPENED. HE WANTS TO ASSUME FULL RESPONSIBILITY AND ACCEPT ANY PENALTY OR VIOLATION, BUT BECAUSE I WAS PIC, IT'S COMING TO ME. THE PENALTY IS A BIGGER DEAL FOR ME, AS HE RARELY FLIES. I'M THE ONE WHO FLIES ALL THE TIME IN THE ADIZ, AND CAN LEAST AFFORD SOMETHING LIKE THIS ON MY RECORD. I HAVE NO OTHER VIOLATIONS.

## Synopsis

PLT OF M20 SUFFERS DC ADIZ INCURSION WHEN INEXPERIENCED PLT PAX IN R SEAT SWITCHES XPONDER TO 1200 WHILE STILL IN THE ADIZ.

**ACN: 636874**

## **Time / Day**

Date : 200411

Day : Wed

## **Place**

Locale Reference.Airport : HGR.Airport

State Reference : MD

Altitude.MSL.Single Value : 3300

## **Environment**

Flight Conditions : VMC

Light : Dusk

## **Aircraft : 1**

Controlling Facilities.Tower : HGR.Tower

Operator.General Aviation : Personal

Make Model Name : Trinidad TB-20

Operating Under FAR Part : Part 91

Navigation In Use.Other : GPS

Flight Phase.Cruise : Level

Route In Use.Enroute : Direct

## **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 : 20

Experience.Flight Time.Total : 538

Experience.Flight Time.Type : 135

ASRS Report : 636874

## **Person : 2**

Affiliation.Other : Contracted Service

Function.Controller : Local

## **Person : 3**

Affiliation.Other : Personal

Function.Observation : Passenger

## **Events**

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.ControllerA : 2  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Exited Penetrated Airspace  
Consequence.FAA : Assigned Or Threatened Penalties

## Assessments

Problem Areas : Airspace Structure  
Problem Areas : Flight Crew Human Performance  
Problem Areas : Navigational Facility  
Problem Areas : Passenger Human Performance

## Narrative

DURING A VFR FLT AT 3300 FT MSL FROM ZZZ1 TO ZZZ2 I INADVERTENTLY ENTERED THE 5-10 MI RING OF THE TFR ASSOCIATED WITH P-40. THE EXPANDED TFR WAS ESTABLISHED BY NOTAMS. AT THE TIME I WAS MONITORING THE ZZZ2 TWR FREQ AND THE ASOS. I WAS NOT MONITORING 121.5. BEFORE THE FLT, I FILED A VFR ADIZ FLT PLAN TO EXIT AND RE-ENTER THE ADIZ WITH THE FSS AND OBTAINED THE NOTAM DESCRIBING THE TFR. CHAIN OF EVENTS: THE PROB AROSE BECAUSE I MISINTERPED THE 2 CONCENTRIC RANGE RINGS AROUND P-40 SHOWN ON MY GARMIN 430 GPS. I MISTAKENLY THOUGHT THE INNER RING WAS A 5 MI RING AND THE OUTER RING WAS THE 10 MI RING. ACCORDINGLY, RATHER THAN FLY DIRECTLY FROM ZZZ1 TO ZZZ2, I WAS MANEUVERING TO THE SW OF P-40 TO REMAIN ABOUT 3 MI OUTSIDE OF THE LARGER RANGE RING AROUND P-40. I THOUGHT THAT THIS SHOULD KEEP ME WELL AWAY FROM THE TFR. I DISCOVERED MY POS ERROR WHEN THE ZZZ2 TWR CTLR CALLED ME (TFR FREQ) AND TOLD ME I WAS IN THE TFR AND TOLD ME TO TURN TO THE L. I IMMEDIATELY COMPLIED WITH HIS INSTRUCTION AND EXITED THE TFR TO THE SW. HUMAN PERFORMANCE CONSIDERATIONS: ONE HUMAN FACTOR MAY HAVE CONTRIBUTED TO THIS EVENT. THE ORIGINAL FLT WAS PLANNED ONLY FROM ZZZ1 TO ZZZ3 IN ORDER TO EXIT THE ADIZ TO PERFORM SOME LNDG PRACTICE. SHORTLY BEFORE TKOF, ANOTHER PLT ASKED ME IF I WOULD TAKE HIM TO ZZZ2 TO PICK UP HIS PLANE THAT WAS IN THE SHOP. THIS LAST MIN CHANGE OF DEST MAY HAVE CONTRIBUTED TO THIS EVENT IN THAT I HAD ORIGINALLY NOT ANTICIPATED FLYING NEAR THE TFR IN THAT AREA. FUTURE PREVENTION: THERE ARE 2 THINGS THAT I WILL DO IN THE FUTURE TO PREVENT THIS EVENT FROM HAPPENING AGAIN. 1) WHEN FLYING NEAR P-40, I WILL USE THE GPS TO PLACE A CURSOR ON THE CTR OF P-40 SO THAT I GET A CONTINUOUS READOUT OF MY DISTANCE FROM THE CTR. I USED THIS TECHNIQUE ON MY RETURN FLT AND IT PROVED QUITE HELPFUL. 2) I WILL MONITOR 121.5 WHEN IN THE ADIZ AND NEAR P-40. IT IS POSSIBLE THAT I MIGHT HAVE BEEN WARNED BY POTOMAC APCH ON 121.5 AS I NEARED P-40 IF I HAD BEEN MONITORING THIS FREQ. A THIRD ACTION MIGHT BE SUGGESTED TO THE GPS MANUFACTURERS TO HAVE THEM PLOT A DOTTED CIRCLE AROUND P-40 AT THE 10 MI RADIUS AS AN AID TO NAV IN THAT AREA. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT VIRTUALLY EVERY PLT HE HAS SPOKEN WITH THOUGHT THE CONCENTRIC CIRCLES ON THE GPS DISPLAYS WERE 5 AND 10 MI. IN FACT THEY ARE ABOUT 3 AND 5 MI RESPECTIVELY. THE RPTR'S LCL FSDO HAS CONTACTED HIM AND IS PROCESSING THE VIOLATION. THE RPTR SAID TYPICALLY THE FAA WILL SUSPEND LICENSES 30 DAYS IF ENFORCEMENT IS WARRANTED.

## Synopsis

A TB20 PLT VIOLATED P40 AIRSPACE BECAUSE HE MISINTERPED THE CONCENTRIC RINGS ON HIS GPS AS MILEAGE INDICATORS.

**ACN: 636855**

## **Time / Day**

Date : 200410  
Day : Sun  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZPH.Airport  
State Reference : FL  
Altitude.AGL.Single Value : 1200

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.General Aviation : Personal  
Make Model Name : De Havilland Canada Undifferentiated or Other Model  
Operating Under FAR Part : Part 91  
Navigation In Use.Other : Pilotage  
Flight Phase.Cruise : Level

## **Aircraft : 2**

Controlling Facilities.TRACON : TPA.TRACON  
Operator.Other : Military  
Make Model Name : Fighting Falcon F16  
Operating Under FAR Part : Part 91  
Flight Phase.Cruise : Level

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Instrument  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 6  
Experience.Flight Time.Total : 2200  
Experience.Flight Time.Type : 750  
ASRS Report : 636855

## **Person : 2**

Affiliation.Government : Military  
Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Airspace Violation : Entry  
Anomaly.Non Adherence : FAR



Anomaly.Non Adherence : Published Procedure  
Independent Detector.ATC Equipment.Other ATC Equipment : Radar  
Resolatory Action.Flight Crew : Diverted To Another Airport  
Resolatory Action.Other  
Consequence.FAA : Investigated

## Assessments

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

## Narrative

THE PVT PLT INVOLVED ROUTINELY TAKES A LCL VICINITY SUNDAY PLEASURE FLT FROM THE PLANT CITY ARPT IN A VINTAGE DEHAVILLAND CHIPMUNK OUTSIDE OF TAMPA CLASS B AIRSPACE. AS A MATTER OF ROUTINE, THE PVT PLT STAYS CLR OF TAMPA'S CLASS B AIRSPACE AND WAS DOING SO ON OCT/SUN/04. ON THIS DAY, THE PVT PLT WAS CRUISING AT APPROX 1200 FT AND WAS COMPLYING WITH ALL THE FAA RULES AND REGS KNOWN TO HIM, INCLUDING THE USE OF A MODE C XPONDER. AT APPROX XA20 HRS LCL TIME, AN F16 MIL ACFT 'BUZZED' HIS ACFT AND ATTEMPTED TO DRAW NEAR. THE PVT PLT DECIDED TO LAND AT THE CLOSEST ARPT AVAILABLE AT THE TIME WHICH WAS THE ZEPHYRHILLS ARPT. THE F16 PLT DID NOT LAND BUT DEPARTED THE AREA. THE PVT PLT WAS ONE OF SEVERAL PLTS WHO HAD BEEN INTERCEPTED THAT WEEKEND UNDER SIMILAR CIRCUMSTANCES, SAID THE FAA WHEN THE PLT CONTACTED THE FAA THROUGH COUNSEL. APPARENTLY THE F16'S ACTIONS WERE RELATED TO A PRESIDENTIAL VISIT TO TAMPA, FL. IN RELATION TO THIS VISIT, A TFR WAS ISSUED ON OCT/FRI/04, UNDER 14 CFR 91.141, FLT RESTRS IN THE PROX OF THE PRESIDENTIAL AND OTHER PARTIES. THE PVT PLT NOW FILES THIS FORM 277B TO EXPRESS REGRET THAT THIS EVENT OCCURRED AND TO EXPRESS CONCERN THAT THE OCT/FRI/04, 91.141 TFR WAS NOT ADEQUATELY COMMUNICATED TO LCL PLTS. ALTHOUGH THE TFR WAS APPARENTLY PUBLISHED IN A NOTAM, IT IS COMMON PRACTICE IN THIS PART OF FLORIDA FOR PVT PLTS TO TAKE SHORT LCL PLEASURE FLTS IN CLR WX ON WEEKENDS. THE PVT PLT RESPECTIVELY SUGGESTS THAT FACTORS CONTRIBUTING TO THIS EVENT MAY HAVE INCLUDED: A NEED FOR THE SECRET SVC TO CONTACT THE FAA AND/OR REGIONAL ARPTS CONCERNING THE TFR'S IN EFFECT FOR A PRESIDENTIAL VISIT. A NEED FOR AN EXTERIOR VISUAL POSTING OF THE TFR NOTICE AT AFFECTED ARPTS, ESPECIALLY UNCTLED ARPTS. A NEED FOR THE FAA TO DIRECTLY CONTACT REGIONAL ARPT MGRS TO ADVISE THEM THAT A SPECIAL TFR IS IN EFFECT. A NEED FOR THE FAA TO DIRECTLY CONTACT REGIONAL ARPT MGRS TO ADVISE THEM THAT A 91.141 TFR RAISES UNIQUE NATIONAL SECURITY CONCERNS AND MAY BE SUBJECT TO CHANGE ON SHORT NOTICE. A NEED FOR REGIONAL ARPT MGRS TO ADVISE PVT PLTS AT GA AREAS THAT A SPECIAL NOTAM HAS BEEN ISSUED RELEVANT TO NATIONAL SECURITY. THE PVT PLT SUBMITS THAT THESE MEASURES WOULD POSE NO SUBSTANTIAL BURDEN TO THE FAA, BECAUSE PRESIDENTIAL PARTY VISITS ARE RELATIVELY RARE. BY CONTRAST, THESE MEASURES WOULD LEND A SUBSTANTIAL BENEFIT TO AIR SAFETY AND NATIONAL BY ENSURING THAT PVT PLTS HAD ADDITIONAL OPPORTUNITIES TO RECEIVE NOTICE OF 91.141 TFR'S AND TO COMPLY WITH THOSE TFR'S. THE OCT/SUN/04 EVENT DID NOT ARISE OUT OF A KNOWING, INTENTIONAL, OR RECKLESS VIOLATION BY THE PVT PLT. THE PVT PLT ALSO HAS TAKEN CORRECTIVE ACTION BY RETAINING COUNSEL TO RESEARCH THE TYPE AND NATURE OF THE ALLEGED TFR VIOLATION, AND TO ASSIST IN PREPARING THIS FORM FOR SUBMISSION TO NASA. THE PVT PLT

SUBMITS THAT NEITHER HE, NOR ANY OF THE OTHER SEVERAL PLTS INTERCEPTED, WERE EVER A THREAT TO THE SAFETY AND SECURITY OF THE PRESIDENT. IT IS ASSUMED THAT THE OBJECT OF THE FAA IN ISSUING THE TFR IS TO KEEP PLTS WHO ARE IN NO WAY A THREAT TO THE SAFETY AND SECURING OF THE PRESIDENT ON THE GND SO THAT TRUE AIRBORNE THREATS MAY BE MORE EASILY IDENTED. THE PVT PLT SUBMITS THAT IF SAFETY AND SECURITY FOR THE PRESIDENT IS TRULY THE ISSUE, THEN THE CURRENT PROCS DO NOT EFFECTIVELY ACCOMPLISH THE STATED OBJECTIVE.

### **Synopsis**

PLT OF CIVILIAN REGISTERED ACFT VIOLATES PRESIDENTIAL TFR IN FLORIDA AND IS INTERCEPTED BY MIL FIGHTERS.