

ASRS Database Report Set

Runway Incursions

Report Set Description.....	A sampling of reports from all aviation arenas referencing runway incursions.
Update Number.....	13.0
Date of Update	March 10, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	6
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: 770150 (1 of 50)

Synopsis

A CORPORATE FLT CREW FAILS TO SEE THE HOLD SHORT LINE FOR RWY 9 AT TNCM AND TAXIES 100 FT BEYOND THE LINE BEFORE BEING QUESTIONED BY THE TOWER.

ACN: 766310 (2 of 50)

Synopsis

ACR CAPT REPORTS RWY INCURSION AT HNL RWY 8L/26R AFTER LANDING RWY 4R WITH INSTRUCTIONS TO HOLD SHORT OF RWY 8L AT TXWY KILO.

ACN: 755721 (3 of 50)

Synopsis

CL65 FLT CREW TAXIED ONTO ACTIVE RWY AT CLE DURING PERIOD OF RWY CLOSURE.

ACN: 754738 (4 of 50)

Synopsis

RV9A DISCOVERED OBSTRUCTION ON RWY DURING TKOF ON UNCONTROLLED ARPT. TKOF WAS CONTINUED, OVERFLYING OBSTRUCTION.

ACN: 750426 (5 of 50)

Synopsis

PHL LCL CTLR DESCRIBED GND CONFLICT WHEN ACR ENTERED RWY WITHOUT CLRNC, REQUIRING TKOF CLRNC CANCELLATION AND INITIATING AMASS ALERT.

ACN: 748441 (6 of 50)

Synopsis

GULFSTREAM 5 WAS ESTABLISHED SHORT FINAL WHEN AN ACFT CROSSED THE RWY MIDFIELD. FLT CREW EXECUTED GO-AROUND.

ACN: 748103 (7 of 50)

Synopsis

PA28 STUDENT PILOT REPORTS POOR LIGHTING ON TXWY GOLF AS A CONTRIBUTING FACTOR IN HIS RWY INCURSION AT HTS THAT CAUSES COMMUTER ACFT TO GO AROUND.

ACN: 745679 (8 of 50)

Synopsis

DISTRACTED BY A FUEL IMBALANCE, FA10 FLT CREW LANDS ON WRONG RWY AT MDW. COMPOUND ERROR BY TURNING ONTO AN INACTIVE RWY VICE CLEARED TAXIWAY.

ACN: 740811 (9 of 50)

Synopsis

LAS TWR CTLR DESCRIBED RWY INCURSION AND SEPARATION LOSS, CITING CAUSAL FACTORS AS LACK OF STAFFING AND COMBINED LC POSITIONS.

ACN: 738778 (10 of 50)

Synopsis

AN EMB FLT CREW TAXIING FOR TAKEOFF CROSS AN ACTIVE RWY WITHOUT CLEARANCE, CAUSING ANOTHER AIRCRAFT TO GO AROUND.

ACN: 737938 (11 of 50)

Synopsis

LTA PILOT IS GIVEN CLEARANCE TO LAND AT APC AND TOLD TO WAIT WHILE GROUND CREW IS ESCORTED TO THE BALLOON. WHILE WAITING THE WIND CHANGES, BLOWING THE BALLOON TOWARD THE ACTIVE RWY.

ACN: 737054 (12 of 50)

Synopsis

CE560 FLT CREW HAS A RWY INCURSION AT GCK AFTER RECEIVING AND NOT QUESTIONING UNCLEAR TAXI INSTRUCTIONS.

ACN: 735618 (13 of 50)

Synopsis

PHL CTLR DESCRIBED GAR WHEN AMASS ALERTED AND FLT CREW EXECUTED GAR DUE TO PLT DEV, AS ACFT CROSSED RWY 35 WITHOUT CLRNC.

ACN: 735287 (14 of 50)

Synopsis

PLT OF AR15 GOES AROUND AT 3M5 WHEN AN RV7 TAXIES ACROSS THE RWY IN FRONT OF HIM.

ACN: 733627 (15 of 50)

Synopsis

PLT OF WW24 BELIEVES RWY INCURSION AT SPI WAS DUE TO SIGNAGE ISSUES AND FADED TXWY MARKINGS.

ACN: 732580 (16 of 50)

Synopsis

A C525 CLEARED THE RUNWAY AFTER LANDING BY TURNING ONTO ANOTHER ACTIVE RUNWAY, CAUSING AN AIRCRAFT THAT WAS CLEARED FOR TAKEOFF TO ABORT.

ACN: 730041 (17 of 50)

Synopsis

AN ACR ACFT LANDING ON LGB RWY 30 EXITED ON RWY 7L/25R AND HELD ON THE ACTIVE RWY CAUSING AN ACFT TO GAR.

ACN: 729607 (18 of 50)

Synopsis

BUR CTLR DESCRIBED INCIDENT WHEN AN ACFT TAXIING IN FAILED TO REMAIN ON TAXI LINE CAUSING RWY INCURSION WITH ACFT DEPARTING.

ACN: 727414 (19 of 50)

Synopsis

PA24 PILOT REPORTS LANDING AT CGZ AT NIGHT AND FINDING A DISABLED ACFT ON THE EDGE OF THE RWY.

ACN: 726635 (20 of 50)

Synopsis

E135 FLT CREW ELECTED TO CONTINUE TKOF AFTER HVY JET ENTERED DEP END OF RWY.

ACN: 725836 (21 of 50)

Synopsis

B737-5 FLT CREW ENCOUNTERS A VEHICLE ENTERING THE RWY DURING LNDG ROLL AT DEN.

ACN: 725541 (22 of 50)

Synopsis

A DISTRACTED C177 PILOT LANDED WRONG DIRECTION ON THE ACTIVE RWY BUT AVOIDED THE OTHER LANDING ACFT BECAUSE OF THE 100 FT WIDE RWY.

ACN: 724571 (23 of 50)

Synopsis

A JFK CTLR CLRED AN ACFT FOR TKOF ON A RWY OCCUPIED BY AN ARPT OPS VEHICLE. ACFT CREW SAW VEHICLE PRIOR TO DEPARTING AND HELD.

ACN: 724398 (24 of 50)

Synopsis

A B737-300 PLT COMMENTS THAT ATC ALLOWED ANOTHER ACFT'S RWY 13 TKOF ROLL TO BEGIN WHILE HIS ACFT WAS XING BUT STILL PARTIALLY ON RWY 13.

ACN: 722729 (25 of 50)

Synopsis

A319 FLT CREW EXECUTES A GAR DUE TO A RWY INCURSION AT DIA.

ACN: 721353 (26 of 50)

Synopsis

ABQ CTLR DESCRIBED PLT DEV WHEN LNDG ACFT CROSSED RWY 21/3 HOLD LINE ON TXWY E BECAUSE OF AN ALLEGED POOR SIGNAGE ISSUE.

ACN: 721177 (27 of 50)

Synopsis

CE560 LNDG HWD CROSSED PARALLEL RWY AFTER BEING INSTRUCTED TO HOLD SHORT.

ACN: 719127 (28 of 50)

Synopsis

CITATION CE550 HAS A REJECTED TKOF AT TEB.

ACN: 718112 (29 of 50)

Synopsis

WHILE TAXIING AFTER LNDG, PLT OF SR22 MIS HEARS HOLD SHORT CLRNC DUE TO SIMULTANEOUS COLLISION AVOIDANCE SYS ALERT. ASSUMES THE CLRNC WAS TO CROSS THE RWY. RWY INCURSION AND POTENTIAL LOSS OF SEPARATION WITH DEPARTING ACFT RESULTS.

ACN: 716910 (30 of 50)

Synopsis

LCL CTLR HAS 2 ACFT TKOF ON INTERSECTING RWYS AT BTR.

ACN: 716380 (31 of 50)

Synopsis

C182RG FLT CREW HAS AN UNSTABILIZED APCH TO JVL.

ACN: 715336 (32 of 50)

Synopsis

DEPARTING AN UNCTLED FIELD IFR, PLT BACK-TAXIES ON THE ONE RWY AND CONFRONTS AN INBOUND IFR ACFT JUST IN TIME TO EXIT INTO RUNUP AREA AHEAD OF THEIR ARR.

ACN: 715134 (33 of 50)

Synopsis

LEAR 45 CREW RPTS PROBS WITH RWY HOLD SHORT MARKINGS AT LAS RWY 1L/7L JUNCTION.

ACN: 714949 (34 of 50)

Synopsis

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

ACN: 714818 (35 of 50)

Synopsis

A LIGHT SINGLE WAS TAKING THE RWY AT E16 WHEN ANOTHER ACFT LANDED, MISSING HIM BY ABOUT 50 FT.

ACN: 713625 (36 of 50)

Synopsis

MD80 CREW HAS RWY INCURSION AT DFW RWY 36R AFTER LANDING RWY 36L.

ACN: 712184 (37 of 50)

Synopsis

B727 CREW CROSSES HOLD LINE FOR RWY 31 AT BNA WITHOUT CLRNC.

ACN: 711960 (38 of 50)

Synopsis

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

ACN: 711784 (39 of 50)

Synopsis

C172 PLT HAS A RWY INCURSION AT PVU.

ACN: 710530 (40 of 50)

Synopsis

EMB145 FLT CREW TAKES OFF WITHOUT CLRNC AND CAUSES A TAXIING B737 FLT CREW TO HAVE A RWY INCURSION AT MCO.

ACN: 709677 (41 of 50)

Synopsis

LCL CTLR AT RNO DESCRIBES OPERROR BTWN TAXIING AND LNDG ACFT.

ACN: 709470 (42 of 50)

Synopsis

PHX TWR HDOF CTLR DESCRIBED INCIDENT WHEN CRJ CROSSED RWY HOLD LINE REQUIRING AN ABORTED TKOF.

ACN: 709091 (43 of 50)

Synopsis

CRJ900 FLT CREW HAS A RWY INCURSION AT CLT.

ACN: 707234 (44 of 50)

Synopsis

RWY INCURSION AFTER CTLR ASKS A B737 TO PULL UP TO THE RWY.

ACN: 707098 (45 of 50)

Synopsis

CRJ FLT CREW EXPERIENCE RWY INCURSION AT PHX WHEN BRAKE AND STEERING SYS MALFUNCTION. ATC DIRECTED HIGH SPD ABORT OF DEPARTING ACFT IS NECESSARY.

ACN: 706993 (46 of 50)

Synopsis

PHX TWR CTLR DESCRIBED INCIDENT WHEN ACFT CROSSED RWY HOLD LINES REQUIRING CTLR INITIATED TKOF ABORT.

ACN: 706960 (47 of 50)

Synopsis

PA24 PLT HAS A RWY INCURSION AT PVU.

ACN: 706123 (48 of 50)

Synopsis

CL65 FLT CREW HAS A RWY INCURSION AT CYUL.

ACN: 706112 (49 of 50)

Synopsis

CIRRUS SR22 PLT DURING TKOF ROLL HAS ANOTHER ACFT EXECUTE A RWY INCURSION AT BHB.

ACN: 705488 (50 of 50)

Synopsis

A PA28 PLT AT SCH MISUNDERSTOOD HIS TAXI CLRNC AND TAXIED ONTO AN ACTIVE RWY.

Report Narratives

ACN: 770150

Time / Day

Date : 200712

Place

Locale Reference.Airport : TNCM.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : TNCM.Tower
Operator.General Aviation : Corporate
Make Model Name : Gulfstream IV
Operating Under FAR Part : Part 91
Flight Phase.Ground : Holding
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 11500
Experience.Flight Time.Type : 2500
ASRS Report : 770150

Person : 2

Affiliation.Government : Foreign
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE PNF CAPT. WE HAD DROPPED OFF PAX IN ST. MAARTEN, NETHERLANDS ANTILLES (PRINCESS JULIANA INTERNATIONAL, TNCM) AFTER A 2 SEGMENT FLT FROM THE UK. THERE WAS NO AVAILABLE RAMP SPACE SO WE WERE DEADHEADING TO ZZZZ FOR THE CREW RON. THE TFC WAS EXTREMELY HEAVY. ADDITIONALLY, MAJOR AIR CARRIERS WERE DEPARTING. THERE WAS ONE CTRLR HANDLING GND AND LOCAL ATC (GIVEN ALL THE TFC, HE WAS DOING A SUPERB JOB OF MANAGING EVERYTHING). BY THE TIME WE TAXIED OUT WE WERE AT 13 HRS PLUS OF A MAX 14 HRS PLUS COMPANY DUTY DAY. IT HAD ALSO GOTTEN DARK. OUR PARKING STAND WAS LOCATED ADJACENT TO THE TERMINAL AND INITIALLY WE WERE TOLD TO TAXI TO RWY 9 VIA TXWY A AND HOLD SHORT OF TXWY B. PRIOR TO REACHING TXWY B, WE HAD COMPLETED ALL TAXI CHKS AND THE DEP BRIEF. WE WERE CONCENTRATING ON THE TAXI OUT. UPON REACHING AND HOLDING SHORT OF TXWY B, WE WERE CLRED TO CONTINUE OUR TAXI AND HOLD SHORT OF THE RWY. IT WAS EXTREMELY DARK IN THIS AREA AND THE TXWY NARROWED; HENCE THE PLT TAXIING WAS 'CREEPING' ALONG. OUR COCKPIT DISPLAYS PROVIDE US WITH THE CAPABILITY OF ELECTRONIC CHARTS WITH ACFT POSITION. EVEN SO, WE WERE BEING CAUTIOUS AS THERE ARE INHERENT SURVEY ERRORS FOR THIRD WORLD ARPTS. OUR USE OF THE ARPT DIAGRAM CHART WAS FOR SITUATIONAL AWARENESS ONLY, NOT GUIDANCE. AS WE COULD NOT READILY DISCERN ANY DISTINGUISHABLE HOLD SHORT LINES OR SIGNS, THE TAXIING PLT ELECTED TO STOP AND HOLD WELL SHORT OF WHERE HE THOUGHT THE HOLD SHORT LINE WAS LOCATED. I CONCURRED WITH HIS DECISION. THERE WAS A LARGE HOLDING/TURNING PAD LOCATED IN FRONT OF US. DUE TO THE SIZE OF THE PAD AND THE DISTANCE WE WERE FROM THE END OF THE RWY WE ASSUMED THAT WE WERE NOT CLOSE TO THE HOLD SHORT LINE. SHORTLY THEREAFTER, WE RECEIVED AN EXCITED CALL FROM GND/LOCAL ASKING IF WE HAD TAXIED PAST THE HOLD SHORT LINE. IMAGINE OUR PUZZLEMENT AND CONSTERNATION AS WE HAD NEVER SEEN A HOLD SHORT LINE OR ANY SIGNS INDICATING SUCH. WE WERE INSTRUCTED TO ENTER THE RWY, EXPEDITE OUR BACK TRACK AND EXIT AT TXWY B AND HOLD ON TXWY A. AS WE BACKTRACKED ON THE RWY, IT BECAME APPARENT TO US WHAT THE 'BIG' PROB WAS FOR ATC. THERE WAS AN A340 FACING US AS HE HAD ENTERED THE RWY AT TXWY D. HIS SIZE PREVENTED HIM FROM USING OUR TXWY, SO HE WAS BACK TRACKING FOR DEP. WITH OUR TAIL TO HIM AND ALL THE RADIO CONGESTION, WE HAD MISSED THE FACT THAT HE WOULD BE TAXIING PAST US ON THE RWY FOR DEP PRIOR TO US. THE APPARENT ISSUE BETWEEN US WAS WING CLRNC FOR EITHER HIS TURN AROUND OR DEP ROLL. AS WE WAITED FOR THE A340'S DEP, WE DISCUSSED HOW WE MISSED THE HOLD LINE AND HOW WE WERE GOING TO FIND IT THE SECOND TIME AROUND. WE WERE THEN CLRED AGAIN TO TAXI FORWARD AND HOLD SHORT OF THE RWY. IN ADDITION TO OUR 3 TAXI LIGHTS, I WAS GOING TO TURN ON OUR LNDG LIGHTS TO HELP US FIND THE LINE AS WE CREPT ALONG. THE TAXIING PLT SAW THE HOLD SHORT LINE FIRST AND CALLED IT OUT TO ME. HE HAD ALMOST STOPPED THE ACFT BEFORE I SAW THE LINE. THERE WERE NO SIGNS THAT WE COULD SEE INDICATING A HOLD SHORT LINE. FURTHER, THE PAINTED LINE WAS VERY WEATHERED AND WORN AND FADED INTO THE CONCRETE TXWY. IT WAS ALMOST IMPOSSIBLE TO SEE FROM A STRAIGHT POSITION. THE LINE WAS EASIER TO SEE OUT AT THE EDGES ON THE TXWY (30 PLUS DEGS EITHER SIDE OF THE NOSE) FURTHER TAXI AND DEP PROCEEDED NORMALLY. UPON REVIEW: 1) WE HAD BRIEFED REGARDING THE FACT OF THE LONG CREW DAY AND THE NEED TO PROCEED WITH DUE CARE AND CAUTION. THE TAXI WAS BEING CONDUCTED WITH BOTH PLT'S HEAD OUT OF THE COCKPIT. 2) ATC GND/LOCAL WAS WORKING TO THE MAX. THERE WAS NO ROOM FOR COMMUNICATION MISCUES OR QUERIES ON ANYONE'S PART. 3)

THE TXWYS ARE DIMLY LIT WITH WHAT WE CONSIDER SUBSTANDARD FAA/ICAO LIGHTING. 4) THERE WAS NO HOLD SHORT SIGNS OR ASSOCIATED LIGHTING. 5) THE HOLD SHORT LINE PAINT WAS IN VERY POOR CONDITION AND FADED INTO THE CONCRETE. 6) THE HOLD SHORT LINE WAS NOT LOCATED IN AN AREA NORMALLY ASSOCIATED WITH HOLD SHORT LINES. WE ESTIMATE THAT WE TAXIED APPROX 100 FT PAST THE HOLD SHORT LINE. 7) THE ARPT DIAGRAM DOES NOT REFLECT THIS AREA AS A POTENTIAL 'HOT SPOT.' THE AREA IN QUESTION ON THE CHART IS IN FACT COVERED BY A WIND SOCK ICON. 8) A DISCUSSION WITH ANOTHER CREW IN OUR DEPARTMENT REVEALED THAT THEY HAD EXPERIENCED SOME CONFUSION WITH THIS AREA IN QUESTION IN THE DAYTIME. WE CANNOT BELIEVE THAT WE ARE THE FIRST CREW TO HAVE TAXIED PAST THIS HOLD SHORT LINE. WE COULD TELL BY THE CTRLR'S TONE THAT HE KNEW EXACTLY WHERE WE WERE WHEN WE WERE QUERIED ON OUR POSITION. 9) THE HOLD SHORT LINE IN ITS PRESENT STATE PROVIDES FOR POTENTIAL ACFT CONFLICTS DURING NIGHTTIME OPS. RECOMMENDATION: 1) AT THE VERY MINIMUM, THE ARPT OPERATOR NEEDS TO REPAINT THE HOLD SHORT LINE IN QUESTION. 2) LIGHTED SIGNS INDICATING THE PRESENCE OF THE HOLD SHORT LINE NEED TO BE INSTALLED AT THE SOONEST POSSIBLE TIME.

Synopsis

A CORPORATE FLT CREW FAILS TO SEE THE HOLD SHORT LINE FOR RWY 9 AT TNCM AND TAXIES 100 FT BEYOND THE LINE BEFORE BEING QUESTIONED BY THE TOWER.

ACN: 766310

Time / Day

Date : 200712

Place

Locale Reference.Airport : HNL.Airport
State Reference : HI
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : HNL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Medium Large Transport
Operating Under FAR Part : Part 121
Flight Phase.Landing : Hold Short

Aircraft : 2

Controlling Facilities.Tower : HNL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 766310

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 2000
ASRS Report : 766311

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Insufficient Time

Assessments

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

Narrative

MY FIRST ARRIVAL INTO HNL. DURING DESCENT BRIEFED VISUAL/ILS LANDINGS FOR BOTH RWY 8L AND RWY 4L (COPILOT AND CHECK AIRMAN IN THE JUMPSEAT HAD BOTH PREVIOUSLY FLOWN INTO HNL AND MENTIONED WE COULD EXPECT EITHER RWY). BRIEFED BOTH THE COMMERCIAL CHARTS FOR EXITING EITHER RWY AND TAXIING TO THE GATE. FLEW THE ILS TO RWY 4R WITHOUT INCIDENT. LANDED AND DURING ROLLOUT WAS GIVEN INSTRUCTIONS FROM TOWER TO, 'EXIT AT FOXTROT CROSS RWY 4L HOLD SHORT RWY 8L.' WE PASSED BY FOXTROT AT APPROXIMATELY 60 KTS AND PROCEEDED TO KILO TAXIWAY (THE NEXT AVAILABLE TAXIWAY). ADVISED MY COPILOT TO ADVISE TOWER WE WERE UNABLE FOXTROT AND THAT WE WERE EXITING ON KILO. TOWER WAS TALKING TO TWO OR THREE ADDITIONAL AIRCRAFT AND THERE WAS A BREAK IN COMMUNICATIONS AT THAT POINT. AFTER ADVISING TOWER WE WERE ON KILO TAXIWAY TOWER ACKNOWLEDGED AND SAID, 'HOLD SHORT RWY 8L.' I WAS TAXIING FORWARD AND IN MY MIND THOUGHT I STILL HAD TO CROSS RWY 4L PRIOR TO HOLDING SHORT OF RWY 8L BUT IN FACT RWY 4L AND 8L AND KILO INTERSECTION ARE THE SAME PIECE OF CONCRETE. WE HAD ALL EXTERIOR LIGHTS ILLUMINATED AND STILL SAW NO RWY HOLD SHORT MARKING OR LIGHTING TO DELINEATE THE INTERSECTION. ALSO THIS TAXIWAY/RWY IS EXTRA WIDE DUE TO THE INTERSECTING RWYS AND AS SUCH STANDARD TAXIWAY LIGHTING WAS NOT AVAILABLE. TOWER HAD TAXIED AN ACR Y AIRCRAFT INTO POSITION ON RWY 8L AND WAS ABOUT TO CLEAR THEM FOR TAKEOFF WHEN THE ACR Y CAPTAIN REALIZED WHAT WAS HAPPENING (THAT I WAS TAXIING ONTO HIS RWY). AS I WAS TAXIING ONTO RWY 4L/8L I LOOKED TO MY RIGHT AND SAW THE ACR Y IN POSITION 2 MILES AWAY AT THE END OF RWY 8L. I PROCEEDED ACROSS RWY 4L/8L AND EXITED THE RWY REALIZING JUST WHAT HAD OCCURRED. BETTER LIGHTING AND MARKINGS ON THE INTERSECTING RWYS ESPECIALLY AT NIGHT. THERE VERY WELL MIGHT BE SIGNAGE AT THIS INTERSECTION BUT THREE SETS OF EYES DID NOT SEE WHAT NEEDED TO BE SEEN. NOW THAT I KNOW THIS TRAP EXISTS I WOULD BRIEF THIS INTERSECTION IN GREATER DETAIL TO CREWS PRIOR TO USING THIS TAXIWAY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE INITIAL CLEARANCE TO EXIT AT TXWY F WAS NOT POSSIBLE BUT THE CLEARANCE TO CROSS RWY 4L AND HOLD SHORT OF RWY 8L REMAINED FRESH IN THE REPORTER'S MIND. AT TXWY K NO SIGNS WERE NOTED INDICATING RWY 8L WAS AHEAD ALTHOUGH IT WAS DARK AND THE SIGNS MAY NOT HAVE BEEN LIGHTED. BETTER SIGNAGE AND NOT ISSUING TAXI INSTRUCTIONS DURING LANDING ROLL WOULD BE BENEFICIAL. SUPPLEMENTAL INFO FROM ACN 766311: DURING ROLL OUT ON RWY 4R, TOWER ADVISED, 'LEFT ON ECHO, CROSS RWY 4L, HOLD SHORT RWY 8L.' I REPLIED UNABLE ECHO AND WAS TOLD 'EXIT AT KILO, HOLD SHORT RWY 8L.' I UNDERSTOOD THIS TO MEAN 'HOLD SHORT RWY 8L.' THE CAPTAIN

AND CHECK AIRMAN FELT THAT WE SHOULD STILL CROSS ONE RUNWAY AND HOLD SHORT OF ANOTHER. I SAW THE TAXI MARKINGS THAT INDICATED WE WERE LEAVING RWY 4R, BUT NEVER SAW THE YELLOW MARKINGS TO INDICATE THAT WE WERE ENTERING A RUNWAY. I MAY HAVE BEEN LOOKING FOR AIRCRAFT OR OTHER LIGHTING BUT I AM NOT SURE WHY I DID NOT SEE IT. WE DID SEE THE YELLOW LIGHTED SQUARES THAT INDICATE RUNWAYS, BUT NOT THE ASSOCIATED HOLD SHORT LINE. WE WERE CONFUSED BY THE SIGNS BECAUSE THE ONE ON THE LEFT SAID RWY 4L AND THE ONE ON THE RIGHT SAID RWY 8L. SINCE IT APPEARED TO US THAT WE WERE STILL ON A TAXIWAY, WE CONTINUED ONTO 8L. THE AREA WAS VERY DARK. WE HAD DIFFERENT EXPECTATIONS OF WHAT WE WOULD ENCOUNTER ENRTE TO RWY 8L, BUT WE ALL UNDERSTOOD THE BASIC MESSAGE OF WHERE TO HOLD SHORT. WE WERE UNCERTAIN OF MARKINGS. A PICTURE OF THAT INTERSECTION, WITH THE TAXI AND HOLD SHORT MARKINGS, WOULD BE VERY HELPFUL IF IT WAS INCLUDED IN THE COMMERCIAL CHARTS.

Synopsis

ACR CAPT REPORTS RWY INCURSION AT HNL RWY 8L/26R AFTER LANDING RWY 4R WITH INSTRUCTIONS TO HOLD SHORT OF RWY 8L AT TXWY KILO.

ACN: 755721

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport
State Reference : OH
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CLE.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Canadair/Bombardier Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : CLE.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Landing : Go Around

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 185
Experience.Flight Time.Total : 3662
Experience.Flight Time.Type : 2108
ASRS Report : 755721

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

I TAXIED THE ACFT ONTO AN ACTIVE RWY (RWY 24C) AT CLE, CAUSING ANOTHER ACFT TO EXECUTE A GAR. THE INVOLVED PARTIES INCLUDE THE FLT CREW, CLEVELAND GND CTL, AND TWR. SEVERAL FACTORS CONTRIBUTED TO THIS OCCURRENCE, BUT ULTIMATELY THE FAULT IS MY OWN. WE CONTACTED GND AT SPOT X AND WERE GIVEN THE TAXI INSTRUCTIONS TO TAKE TXWY J TO TXWY A TO TXWY R AND HOLD SHORT OF RWY 24C AT TXWY B. THESE INSTRUCTIONS WERE NOT MISUNDERSTOOD AND VERIFIED VIA THE 10-9 PAGES. ADJACENT TO RWY 24C, RWY 24L IS CLOSED AND CURRENTLY UNDER CONSTRUCTION. THE CONSTRUCTION CONTRIBUTED TO A LOSS OF POSITIONAL AWARENESS. I NEVER SAW THE HOLD SHORT MARKINGS FOR RWY 24C, AND DIDN'T REALIZE THAT I WAS TAXIING ONTO AN ACTIVE RWY UNTIL I HAD ALREADY DONE SO. ALSO, APPROXIMATING RWY 24L, GND CTL SWITCHED US OVER TO TWR, WHO GAVE THE CLRNC TO HOLD SHORT OF RWY 24C AT RWY 6L. THIS CREATED SOME CONFUSION AS IT DID NOT MAKE ANY SENSE. I UNDERSTOOD THE CLRNC TO MEAN HOLD SHORT OF RWY 24C AND RWY 6C, WHICH WAS THE INTENDED MESSAGE. THE FO WAS ATTEMPTING TO VERIFY TWR'S INSTRUCTIONS TO US BY EXAMINING HIS CHARTS AND, AS A RESULT, WE HAD 1 LESS PAIR OF EYES OUTSIDE OF THE ACFT. I REALIZED MY MISTAKE ALMOST IMMEDIATELY AFTER IT OCCURRED. UNFORTUNATELY, IT WAS TOO LATE AT THAT POINT TO SIMPLY STOP AND HOLD SHORT OF THE RWY. WE IMMEDIATELY INFORMED ATC OF THE ERROR AND EXPEDITED OUR TAXI OFF OF THE RWY.

Synopsis

CL65 FLT CREW TAXIED ONTO ACTIVE RWY AT CLE DURING PERIOD OF RWY CLOSURE.

ACN: 754738

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 78
Experience.Flight Time.Total : 1750
Experience.Flight Time.Type : 350
ASRS Report : 754738

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

MY PREFLT BRIEFING STATED THAT THE E TXWY WAS CLOSED, NO REASON GIVEN. AFTER RUN-UP, I WAS READY TO DEPART RWY XX, THE CALM WIND RWY THAT IS ABOUT 5100 FT LONG. A LIGHT TWIN HAD JUST LANDED ON XY. THERE WAS SOME ACTIVITY ON THE S HALF OF THE E TXWY, TOO FAR AWAY TO IDENT AND OF NO OBVIOUS INTEREST SINCE I KNEW THE E TXWY WAS CLOSED. THE RWY WAS CLR AND I ANNOUNCED MY DEP AND MY INTENDED TURN TO THE N.

DURING THE TKOF ROLL, I DISCOVERED THAT VEHICLES (OR A DISABLED ACFT) HAD MOVED ONTO THE RWY, APPARENTLY TO CROSS TO THE W SIDE OF THE FIELD. SINCE I COULD LIFT OFF SEVERAL THOUSAND FT BEFORE THE OBSTRUCTION AND CLR IT BY SEVERAL HUNDRED, I CONSIDERED A TKOF SAFER THAN A HIGH SPD ABORT AND CONTINUED MY TKOF. NO ANNOUNCEMENT OF ANY KIND HAD BEEN MADE ON THE CTAF. IT IS CERTAIN THAT MY RADIO WAS WORKING PROPERLY SINCE I LISTENED TO THE ASOS BEFORE SWITCHING FREQS AND I CONFIRMED THE CORRECT FREQ AND WAS SET IMMEDIATELY AFTER TKOF. THE RWY WAS CLR WHEN I TAXIED INTO POS AND IT ID DIFFICULT TO SEE WHAT I COULD HAVE DONE OTHER THAN CONTINUE OR ABORT. A SHORT BUT CLR ANNOUNCEMENT BY THE OBSTRUCTING PARTY WOULD HAVE BEEN HELPFUL.

Synopsis

RV9A DISCOVERED OBSTRUCTION ON RWY DURING TKOF ON UNCONTROLLED ARPT. TKOF WAS CONTINUED, OVERFLYING OBSTRUCTION.

ACN: 750426

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Light : Night

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 10
Experience.Controller.Radar : 2
Experience.Controller.Time Certified In Position1 : 2
Experience.Controller.Time Certified In Position2 : 2
ASRS Report : 750426

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Investigated
Miss Distance.Horizontal : 700

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE WORKING LCL E ON A RWY 9 OP, I NOTICED A B757 APCH RWY 9L AT TXWY N. THE LCL W CTLR WAS ISSUING TAXIING INSTRUCTIONS TO THAT ACFT TO TURN AWAY FROM RWY 9L AND GO S, NOT N ON TXWY N. IT APPEARED THAT THE ACFT WAS NOT FOLLOWING INSTRUCTIONS. I HAD ALREADY ISSUED TKOF CLRNC TO A CRJ2 ON RWY 9L. I IMMEDIATELY CANCELED HIS TKOF CLRNC AND ADVISED HIM TO EXIT THE RWY AT TXWY T. A FEW MOMENTS LATER THE B757 ACFT CROSSED THE RWY. THE AMASS ALERTED BECAUSE THE CRJ2 WAS STILL SLOWING DOWN TO EXIT AT TXWY T. AFTER A REVIEW OF THE VOICE RECORDINGS, THE B757 PLT CROSSED THE RWY WITHOUT ATC AUTH.

Synopsis

PHL LCL CTLR DESCRIBED GND CONFLICT WHEN ACR ENTERED RWY WITHOUT CLRNC, REQUIRING TKOF CLRNC CANCELLATION AND INITIATING AMASS ALERT.

ACN: 748441

Time / Day

Date : 200708
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HPN.Airport
State Reference : NY
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : HPN.Tower
Operator.General Aviation : Corporate
Make Model Name : Gulfstream V
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Aircraft : 2

Controlling Facilities.Tower : HPN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : BAe 146 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 116
Experience.Flight Time.Total : 6520
Experience.Flight Time.Type : 810
ASRS Report : 748441

Person : 2

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Non Radar

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 3000
Miss Distance.Vertical : 500

Assessments

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

Narrative

SHORT FINAL TO RWY 16 AT HPN. CAPT WAS PM FROM R SEAT. CAPT-QUALIFIED FO WAS PF FROM L SEAT. CAPT CONFIRMED LNDG CLRNC AT 700 FT AGL. AT 200 FT AGL AN AVRO RJ CROSSED THE RWY AT TXWY F. CREW SAW ACFT ENTER THE RWY SAFETY AREA AND WAS ABOUT TO INITIATE A GAR WHEN THE TWR ORDERED ONE. IT IS THE RECOLLECTION OF BOTH MYSELF AND THE FO THAT THE RJ WAS STOPPED AT THE HOLD SHORT LINE AND THEN BEGAN TO CROSS THE RWY. WE ASSUME THAT A MISCOM OCCURRED BTWN THE LCL AND GND CTLR. TWR CTLR APOLOGIZED PRIOR TO SWITCHING US TO DEP. HPN HAS A BUSY MIX OF CPR, AIRLINE AND GA ACTIVITY. ADDITIONALLY, LAHSO WAS IN EFFECT FOR ACFT LNDG RWY 11. WE ARE ALWAYS PREPARED FOR A GAR AT HPN IN THESE CONDITIONS.

Synopsis

GULFSTREAM 5 WAS ESTABLISHED SHORT FINAL WHEN AN ACFT CROSSED THE RWY MIDFIELD. FLT CREW EXECUTED GO-AROUND.

ACN: 748103

Time / Day

Date : 200707
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HTS.Airport
State Reference : WV
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : HTS.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Light Transport, Low Wing, 2 Turboprop Eng
Operating Under FAR Part : Part 121
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 56
Experience.Flight Time.Type : 56
ASRS Report : 748103

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS HOLDING SHORT OF RWY 12 ON TAXIWAY A WHEN ATC DIRECTED ME TO 'CROSS RUNWAY 12.' TAXIWAY A CONTINUES FOR A SHORT DISTANCE ON THE FAR SIDE OF THE RUNWAY. THE AREA WAS POORLY LIT, IT WAS GETTING DARK, THERE WAS SOME GROUND FOG AND THE SIGNAGE WAS UNCLEAR TO ME THAT THE TAXIWAY CONTINUED ON THE OTHER SIDE OF THE RUNWAY. I'VE BEEN TO THAT AIRPORT ON 3 OTHER OCCASIONS. ONE TIME I WAS IN THE TOWER AND I WAS AWARE OF THE TAXIWAY CROSSING THE RUNWAY AT THOSE TIMES BUT JUST GOT CONFUSED DURING THE INCIDENT. WHEN I TAXIED ONTO THE RUNWAY I LOOKED AND SAW THE END OF THE RUNWAY WHICH WAS LIT UP BUT COULDN'T SEE THE TAXIWAY SO I THOUGHT I WAS TO BACK TAXI TO THE RUNWAY END WHICH IS WHAT I NORMALLY DO AT MY HOME AIRPORT. WHEN THE CONTROLLER SAW I WAS ON THE RUNWAY HE TOLD THE APPROACHING COMMUTER FLIGHT TO GO AROUND AND TOLD ME TO CLEAR THE RUNWAY. CONTRIBUTING FACTORS TO THIS INCIDENT WAS MY INEXPERIENCE, CONFUSION, AND THE FACT THAT I DID NOT ASK THE CONTROLLER FOR CLARIFICATION PRIOR TO BACK TAXIING. THE POORLY LIT TAXIWAY, THE FACT THAT IT WAS GETTING DARK, AND THE SIGNAGE WERE ALSO CONTRIBUTING FACTORS. I BELIEVE THAT THE MOST SIGNIFICANT ACTION TO IMPROVE SAFETY AT THIS AREA OF HTS WOULD BE TO EXTEND TAXIWAY A ALONG THE SAME SIDE WITHOUT CROSSING THE RUNWAY. SEVERAL PEOPLE HAVE TOLD ME THAT IT WAS A FREQUENT MISTAKE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER'S EXPLANATION FOR TURNING RIGHT ONTO THE RWY WHEN CLEARED TO CROSS WAS THAT HE WAS NOT SURE THAT THE TXWY CONTINUED ON THE OTHER SIDE AND THAT HIS HABIT PATTERN WAS TO BACK TAXI AT HIS HOME FIELD.

Synopsis

PA28 STUDENT PILOT REPORTS POOR LIGHTING ON TXWY GOLF AS A CONTRIBUTING FACTOR IN HIS RWY INCURSION AT HTS THAT CAUSES COMMUTER ACFT TO GO AROUND.

ACN: 745679

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MDW.Tower
Operator.General Aviation : Corporate
Make Model Name : Falcon 10C
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : MDW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Fuel Distribution System

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 95
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 350
ASRS Report : 745679

Person : 2

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

Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 1950
Experience.Flight Time.Type : 130
ASRS Report : 745680

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Airborne Less Severe
Anomaly.Incursion : Runway
Anomaly.Incursion : Taxiway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

SIC WAS FLYING ACFT. WHILE VECTORED FOR THE APCH WE WERE CLRED TO FOLLOW A B737 FOR A VISUAL TO RWY 31C AT MDW AND TO SWITCH TO TOWER. IT WAS NOT A BUSY TIME. WHILE ALIGNING OURSELVES FOR THE SPACING AND OUTSIDE THE MARKER, WE SWITCHED TO TOWER AND THE CTLR ADVISED US THAT THERE WOULD BE AN ACFT DEPARTING BEFORE OUR LNDG AND HE MADE ANOTHER TRANSMISSION THAT SOUNDED LIKE WE NEEDED TO WATCH OUR BASE LEG TURN. I ASKED FOR A REPEAT AND BOTH CREW STILL WERE NOT TOTALLY CLR ON WHAT WAS SAID. WE SHOULD HAVE CLARIFIED. WE ASSUMED IT WAS REGARDING OUR SPACING BEHIND THE B737 IN ORDER TO FACILITATE DEP. AT THAT TIME WE WERE BUSY TRYING TO SLOW, CONFIGURE AND SPACE OURSELVES PROPERLY. AS WE CROSSED THE MARKER THE SIC STATED THAT SOMETHING DID NOT FEEL RIGHT AS EXCESSIVE RIGHT AILERON WAS NEEDED TO KEEP THE WINGS LEVEL AND WING UP TRIM WAS ADDED. THE PIC ASKED FOR A BRIEF TAKEOVER OF THE CONTROLS TO GET A FEEL FOR WHAT THE AIRPLANE WAS DOING AND AT THAT MOMENT WE RECEIVED A CLRNC TO LAND ON WHAT WE THOUGHT WAS RWY 31C. I REPEATED WHAT I BELIEVED WAS RWY 31C TO THE CTLR. AFTER A BRIEF TAKEOVER OF THE CONTROLS AND CONFIRMING THAT WE HAD A RIGHT WING HEAVY FUEL IMBALANCE CAUSING THE ROLL TENDENCY, THE PIC RETURNED CONTROL OF THE ACFT TO THE SIC FOR LNDG. I FELT THAT THIS WOULD BE GOOD EXPERIENCE FOR HIM. BY THIS TIME WE SAW THE DEPARTING ACFT TAXI ONTO THE RWY. WE WERE TIGHT ON SPACING AND BUSY SLOWING IN ORDER TO GIVE THAT ACFT TIME TO DEPART. I SHOULD HAVE CONFIRMED OUR RWY LNDG CLRNC. AFTER LNDG AND ROLL OUT, THE CTLR

STATED THAT WE WERE CLRED TO LAND ON RWY 31R NOT RWY 31C. WE WERE TOLD TO TURN OFF AT TXWY A AND TO CONTACT GROUND. WHILE I WAS CONFUSED ON WHAT CAUSED THE ERROR, THE GROUND CTLR GAVE INSTRUCTIONS TO TAXI TO THE FBO. BECAUSE OF THE LACK OF FOCUS DUE TO THE RWY ERROR, A TURN WAS MADE ONTO A RWY 31L INSTEAD OF THE TXWY. THIS WAS AN INACTIVE RWY. WE WERE GIVEN INSTRUCTIONS TO GET ON THE PROPER TXWY AND RETURNED TO THE FBO. LESSONS LEARNED: CLARIFY WHAT THE CTLR SAYS EVEN IF IT MEANS 3-4 REPEATS. WHEN DISTRACTED ON APCH, RECONFIRM A LNDG CLRNC. IF AN INCIDENT OCCURS, DO NOT ALLOW IT TO TAKE YOUR FOCUS OFF COMPLETING THE TASK AT HAND.

Synopsis

DISTRACTED BY A FUEL IMBALANCE, FA10 FLT CREW LANDS ON WRONG RWY AT MDW. COMPOUND ERROR BY TURNING ONTO AN INACTIVE RWY VICE CLEARED TAXIWAY.

ACN: 740811

Time / Day

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : LAS.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.Tower : LAS.Tower
Operator.Common Carrier : Charter
Make Model Name : Cessna Citation Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Experience.Controller.Military : 10
Experience.Controller.Radar : 3
Experience.Controller.Time Certified In Position1 : 6
ASRS Report : 740811

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance
Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : LAS.Tower
ATC Facility.Staffing : LAS.Tower

Narrative

I WAS ADVISED OF A RWY INCURSION BY CTRLRS AND MGMNT AT THE FACILITY. I WAS NOT WORKING DURING THE TIME OF THE OCCURRENCE. HOWEVER, I HAD THE OPPORTUNITY TO LISTEN TO THE VOICE RECORDINGS AND ASDE VIDEO PLAYBACK OF THE EVENT. IT IS MY BELIEF THAT HAVING THE 2 LCL CTL POS COMBINED (LCL CTL 2 AND LCL CTL 3) WAS A CONTRIBUTING FACTOR FOR THIS RWY INCURSION. THE VOICE TAPE DEMONSTRATES THE FREQ CONGESTION AND DISTR THAT THE CTLR HAD TO DEAL WITH DURING THE TIME OF THE ERROR. LAS VEGAS IS UNIQUE IN THE LARGE VOLUME OF HELIS THAT OPERATE WITHIN THE CLASS B AIRSPACE. AT THE LAS VEGAS CTL TWR THE LCL CTL 2 POS IS THE POS THAT CTLS THE TFC ON THE N/S PARALLEL RWY 19L/R. LCL CTL 2 ISSUES TKOF AND LNDG CLRNCs TO THE N/S RWYS IN ADDITION TO RECEIVING COORDS FOR XING TFC FROM GND CTL, ETC. AT THE TIME OF THE INCIDENT, LCL CTL 2 WAS COMBINED WITH LCL CTL 3. LCL CTL 3 HAS THE 'FOOTPRINT' OF THE CLASS B AIRSPACE FOR LAS TWR. LCL CTL 3 WORKS ALL OF THE HELIS WITHIN THE LAS TWR AIRSPACE BELOW 3000 FT. THIS INCLUDES PRE-ASSIGNED RTES, OVERFLTS, PHOTO MISSIONS, POLICE AND LIFE-FLT HELIS, ETC. WHEN WORKING LCL CTL 3 YOU ARE REQUIRED TO RADAR IDENT TFC AND MONITOR TRANSITIONS INTO, OUT OF, AND THROUGH THE LAS VEGAS CLASS B AIRSPACE. FOR THIS REASON I SEE LCL CTL 3 AS A RADAR POS. DURING THE TIME OF THE INCIDENT LCL CTL 2 AND LCL CTL 3 WERE COMBINED. ACR X B737 DEPARTED RWY 19L WHILE ACFT Y WAS XING THE RWY. ALL NECESSARY COORD FOR THE XING WAS DONE ON A RECORDED LINE WITH THE GND CTLR AS PRESCRIBED BY THE 7110.65. THE CTLR'S MEMORY JOGGERS WERE PLACED ON THE COUNTER TOP IN ACCORDANCE WITH THE FACILITY SOP. WITH BOTH OF THESE SAFETY NETS IN PLACE, THE SYS STILL FAILED. THE CTLR'S ATTN WAS SPLIT BTWN THE RADAR SCOPE AND THE RWYS, BECAUSE HE WAS WORKING '2 DIFFERENT' POS. THE ABOVE SHOULD ILLUSTRATE THE CONFLICT WITH THE 2 POS. THE LCL CTL 2'S PRIMARY RESPONSIBILITY IS THE RWY AND SCANNING OUT THE TWR WINDOWS. WHILE LCL CTL 3'S PRIMARY RESPONSIBILITY IS THE RADAR SCOPE AND SCANNING THE AIRSPACE. THESE 2 INHERENTLY DIFFERENT POS SHOULD ONLY BE COMBINED WHEN TFC VOLUME IS AT A MINIMUM. THE COMBINING OF THESE 2 POS HAS BECOME MORE COMMON WITH THE DECREASE IN STAFFING LEVELS AT LAS VEGAS TWR. KEEPING THESE 2 POS SEPARATE IS A VITAL PART OF PREVENTING A POTENTIAL ACCIDENT. A REVIEW OF THE TAPES WILL SHOW WHY THIS IS NECESSARY.

Synopsis

LAS TWR CTLR DESCRIBED RWY INCURSION AND SEPARATION LOSS, CITING CAUSAL FACTORS AS LACK OF STAFFING AND COMBINED LC POSITIONS.

ACN: 738778

Time / Day

Date : 200705
Day : Thu
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 738778

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 738777

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

THIS EVENT OCCURRED BECAUSE OF SEVERAL REASONS. THE FIRST BEING MY COMPLACENCY IN STUDYING THE ARPT DIAGRAM WHILE TRYING TO COMPLETE OUR LENGTHY TAXI FLOW. THE SECOND BEING MY INEXPERIENCE LEVEL. I THINK THAT IF I HAD A LITTLE MORE TIME IN THE ACFT I WOULD HAVE BEEN DONE WITH MY FLOWS AND CHKLISTS AND BEEN ABLE TO PAY MORE ATTN TO MY SURROUNDINGS. FINALLY THE CLRNC TO 'TAXI TO 17 RIGHT' WITHOUT ANY TXWY ASSIGNMENTS, DIRECT FROM A WIDE OPEN RAMP, WAS A LITTLE CONFUSING ON THE DIRECTION OF TAXI WE WERE SUPPOSED TO TAKE. I THINK THAT LED TO MY DISORIENTATION AS WELL. AFTER WE HAD PUSHED BACK WE RECEIVED CLRNC FROM GND CTL TO 'TAXI TO RWY 17R.' THE CAPT PROCEEDED TO ACCELERATE THE ACFT FORWARD. THE INTXN OF THE INCIDENT IS VERY NEAR THE GATE WE WERE PARKED AT, AND THAT COMBINED WITH MY EXPERIENCE LEVEL LED TO US APCHING THE RWY BEFORE I HAD FINISHED MY TAXI FLOW. WHEN I LOOKED UP TO REGAIN ORIENTATION ON THE ARPT GROUNDS, WE WERE XING RWY 17R. ABOUT 3/4 OF THE WAY ACROSS I HAD STUDIED MY ARPT DIAGRAM CHART AND STATED TO THE CAPT 'I DON'T THINK WE WERE SUPPOSED TO CROSS THAT RWY.' TOO LITTLE TOO LATE. AN ACFT ON FINAL APCH PROCEEDED TO CONDUCT A GAR APPROX 20 SECONDS LATER. GND CTL PROMPTLY ADVISED US OF OUR MISTAKE AND GAVE APPROPRIATE TAXI INSTRUCTIONS TO THE END OF RWY 17R, AND THE FLT CONTINUED WITHOUT DELAY, FREE OF ANY MORE INCIDENTS. I FEEL 50% OF THE BLAME LIES SQUARELY ON MY SHOULDERS AND TAKE FULL RESPONSIBILITY FOR MY INCORRECT ACTIONS WHICH LED UP TO THIS EVENT. NEXT TIME I WILL MAKE SURE NOT TO BE SO INVOLVED THAT I CANNOT MAINTAIN FULL AWARENESS OF THE ARPT SETUP AROUND THE AIRPLANE AND DO MY PART TO AVOID THIS MISHAP. AS WE WERE XING THE RWY I THOUGHT TO MYSELF THAT I DIDN'T REMEMBER HAVING TO CROSS ANY RWYS UPON MY INITIAL EXAM OF THE ARPT DIAGRAM BACK AT THE GATE. I HALTED MY TAXI FLOW AND BEGAN DETERMINING OUR POS ON THE ARPT AND WHERE WE WERE SUPPOSED TO GO AND REALIZED THE MISTAKE WHICH HAD JUST TAKEN PLACE. ONCE I HAD COMMUNICATED TO THE CAPT WHAT I THOUGHT HAD HAPPENED, HE QUICKLY CLRED THE RWY AND ATC IMMEDIATELY ISSUED NEW INSTRUCTIONS FOR THE REMAINDER OF OUR TAXI.

Synopsis

AN EMB FLT CREW TAXIING FOR TAKEOFF CROSS AN ACTIVE RWY WITHOUT CLEARANCE, CAUSING ANOTHER AIRCRAFT TO GO AROUND.

ACN: 737938

Time / Day

Date : 200705
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : APC.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : APC.Tower
Operator.Common Carrier : Charter
Make Model Name : Balloon
Operating Under FAR Part : Part 135
Flight Phase.Ground.Other

Aircraft : 2

Controlling Facilities.Tower : APC.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 3500
Experience.Flight Time.Type : 100
ASRS Report : 737938

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Miss Distance.Horizontal : 500

Assessments

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

Narrative

WITH APPROVAL OF THE TWR I LANDED AT THE ARPT. TWR TOLD ME TO HOLD 15-20 MINS WHILE SUPPORT PERSONNEL WERE ESCORTED TO ACFT. SURFACE WIND CHANGED 90 DEGS AND ACCELERATED TO 5 MPH. BALLOON WAS PUSHED ACROSS GND. TO AVOID CONFLICT WITH ACTIVE RWY BALLOON MAINTAINED MODEST ALT AND FLEW PARALLEL TO E/W RWY. BUSINESS JET TOOK OFF TO THE W AS I WAS HDG E. MY LACK OF ARPT PROCEDURAL KNOWLEDGE AND THE CTLR'S LACK OF LTA LIMITATIONS POSSIBLY CONTRIBUTED TO THIS POSSIBLE INCIDENT.

Synopsis

LTA PILOT IS GIVEN CLEARANCE TO LAND AT APC AND TOLD TO WAIT WHILE GROUND CREW IS ESCORTED TO THE BALLOON. WHILE WAITING THE WIND CHANGES, BLOWING THE BALLOON TOWARD THE ACTIVE RWY.

ACN: 737054

Time / Day

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

Place

Locale Reference.Airport : GCK.Airport
State Reference : KS
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : GCK.Tower
Operator.General Aviation : Corporate
Make Model Name : Citation Excel
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : GCK.Tower
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 16200
Experience.Flight Time.Type : 105
ASRS Report : 737054

Person : 2

Affiliation.Other : Contracted Service
Function.Controller : Ground
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2

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

Assessments

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

Narrative

WE USED GCK FOR A FUEL STOP AND AFTER ENG START AT THE FBO, WE CALLED GND FOR TAXI. GND SAID 'TAXI RWY 35 CHARLIE.' THE SIC SAID TO ME THAT WASN'T SO CLR. I HAD STARTED TO TAXI AND TURNED TO THE L AND COULD SEE TXWY C AND A TWIN CESSNA TURNING S ON RWY 35. SINCE THE TAXI WAS VERY SHORT TO TXWY C AND THE PARALLEL TXWY WAS PARTIALLY CLOSED TO THE S, I ASSUMED THAT WE WERE GOING TO BACK-TAXI BEHIND THE TWIN CESSNA AND EXIT THE RWY AGAIN S OF THE CLOSED AREA. WE WERE RUNNING THE CHKLIST AND I LOOKED UP FROM SETTING THE TKOF HEADING AND THE TWIN HAD MADE A 180 DEG HDG ON THE RWY ABOUT 200 FT S OF THE TXWY C I STARTED BRINGING OUR ACFT TO A STOP AT THE SAME TIME GND TOLD US TO HOLD OUR POS. WE STOPPED JUST PARTIALLY OVER THE HOLD SHORT LINE. I THEN HEARD THE GND CTLR CANCEL A TKOF CLRNC FOR THE TWIN CESSNA. THE CTLR WAS WORKING BOTH GND AND TWR. WE HAD NOT HEARD THE TKOF CLRNC ISSUED TO THE OTHER ACFT AS WE WERE RUNNING THE CHKLIST. GND ASKED US TO MAKE A 180 DEG TURN ON TXWY C TO CLR THE STOP LINE AND THEN HE CLRED THE TWIN FOR TKOF. HE THEN CLRED US TO BACK-TAXI, WHICH WE DID, FULL LENGTH AND ABOUT 1/2 WAY INTO THE BACK-TAXI, THE TWR CLRED US FOR TKOF AND ASKED US TO EXPEDITE OUR BACK-TAXI. WE WERE LURED INTO AN ASSUMPTION AND ON AN ARPT WITH ONLY 1 OPERATIONAL RWY, WE LET OUR GUARD DOWN AND DID NOT CLARIFY WITH GND WHAT EXACTLY WAS INTENDED. IF HE INTENDED FOR THE TWIN TO NOT BACK-TAXI FULL LENGTH HE SHOULD HAVE INCLUDED 'HOLD SHORT' IN HIS TAXI CLRNC TO US. LIKEWISE, WE SHOULD HAVE DELAYED THE CHKLIST WITH SUCH A SHORT TAXI TO THE HOLD SHORT LINE. LESSON LEARNED: NEVER LET YOUR GUARD DOWN AS TO POSSIBLE INCURSIONS!

Synopsis

CE560 FLT CREW HAS A RWY INCURSION AT GCK AFTER RECEIVING AND NOT QUESTIONING UNCLEAR TAXI INSTRUCTIONS.

ACN: 735618

Time / Day

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

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Avro RJ85
Operating Under FAR Part : Part 121
Flight Phase.Descent.Other
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Avro RJ85
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Radar : 25
Experience.Controller.Time Certified In Position1 : 20
ASRS Report : 735618

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS WORKING LCE AT PHL ARPT AND CLRED ACR X TO LAND RWY 35 AT XA30Z.
AT XA34Z THE AMASS ALARM WENT OFF FOR THE RWY 35 ARR TO GO AROUND.
ACR X WAS ALREADY GOING AROUND. AN ACFT HAD CROSSED THE RWY
WITHOUT PERMISSION.

Synopsis

PHL CTLR DESCRIBED GAR WHEN AMASS ALERTED AND FLT CREW EXECUTED GAR
DUE TO PLT DEV, AS ACFT CROSSED RWY 35 WITHOUT CLRNC.

ACN: 735287

Time / Day

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

Place

State Reference : AL
Altitude.AGL.Single Value : 25

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Aeronca Champion
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Aircraft : 2

Make Model Name : Experimental
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 1000
Experience.Flight Time.Type : 90
ASRS Report : 735287

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON SHORT FINAL TO RWY 27 AT MOONTOWN ARPT, 3M5, AN EXPERIMENTAL RV7 TAXIED ACROSS THE RWY CAUSING ME TO INITIATE A GAR TO AVOID A COLLISION. I WAS FLYING AN AERONCA 7AC. WHILE ON FINAL I HAD

OBSERVED THE RV7 TAXIING PARALLEL TO RWY 27. AS I CROSSED THE THRESHOLD TO RWY 27 AND ENTERED MY FLARE FOR LNDG, THE RV7 PLT TURNED AND TAXIED ACROSS RWY 27. HE DID NOT LOOK OR HESITATE. THE RV7 DID NOT STOP BEFORE XING RWY 27 OR MAKE ANY ATTEMPT TO CLR THE AREA. BY APPLYING FULL PWR I WAS ABLE TO AVOID A COLLISION AND CLR HIM BY AN ESTIMATED 25 FT.

Synopsis

PLT OF AR15 GOES AROUND AT 3M5 WHEN AN RV7 TAXIES ACROSS THE RWY IN FRONT OF HIM.

ACN: 733627

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : SPI.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : IAI1124/1124A/Westwind
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 145
Experience.Flight Time.Total : 20400
Experience.Flight Time.Type : 255
ASRS Report : 733627

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Consequence.FAA : Assigned Or Threatened Penalties
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Situations

Airport.Markings : SPI.Airport

Narrative

A ROUTINE FERRY FLT WAS FLOWN TO SPI TO DELIVER A WESTWIND II FOR SCHEDULED MAINT. A VISUAL LNDG WAS MADE ON RWY 22 AND THE ACFT TURNED LEFT OFF THE RWY ONTO TXWY H. GND CTL WAS CONTACTED ON 121.9 AND WE WERE CLRED TO, 'TURN LEFT ON TXWY A, CROSS RWY 18, AND HOLD SHORT OF RWY 31.' THE COPLT READ BACK THE CLRNC AS 'HOLD SHORT OF RWY 18,' AFTER WHICH GND CTL RESTATED THE CORRECT CLRNC AS 'HOLD SHORT OF RWY 31.' THIS CLRNC WAS READ BACK CORRECTLY AND UNDERSTOOD BY THE FLT CREW. SHORTLY THEREAFTER GND CTL REPEATED 'HOLD SHORT OF RWY 31.' THEN CLRED US TO 'CONTINUE ON TXWY ALPHA, L TURN ON E, HOLD SHORT OF RWY 22.' THIS CLRNC WAS ACKNOWLEDGED AND COMPLIED WITH. WHILE HOLDING SHORT OF RWY 22, THE GND CTL ASKED US TO CALL THE TWR BY PHONE TO DISCUSS A POSSIBLE PLT DEVIATION. AFTER PARKING THE ACFT, I CALLED THE TWR. THE TWR SUPVR INFORMED ME THAT WE HAD INADVERTENTLY ENTERED AND CROSSED RWY 31 IN VIOLATION OF A CLRNC CAUSING A LIGHT PLANE APCHING THE ARPT TO BE INSTRUCTED TO GAR. HE ALSO INFORMED ME THAT HE WAS ISSUING A RPT ON THE INCIDENT. WE SUBSEQUENTLY REVIEWED THE TAPES THAT AFTERNOON WHICH TO ME SEEMED INCONCLUSIVE. CONTRIBUTING FACTORS: 1) THERE WERE NO STANDARD RED RWY WARNING SIGNS ON TXWY A FOR EITHER RWY 18 OR RWY 31, EVEN THOUGH THE STANDARD RED RWY WARNING SIGNS WERE CLRRLY VISIBLE FOR TXWYS INTERSECTING WITH RWY 04-22. 2) ANY PAINTED STRIPES ON THE SURFACE OF TXWY A WERE INDISTINCT AND FADED MAKING IT DIFFICULT TO IDENTIFY THE RWY INTXN, ESPECIALLY FROM THE LOW SEATING POSITION OF A WESTWIND II ACFT. ADDITIONAL COMMENTS: A PLT WHO IS CLRED TO HOLD SHORT OF A RWY SHOULD HAVE A REASONABLE EXPECTATION THAT STANDARD RED RWY INTXN WARNING SIGNS ARE INSTALLED AT ALL RWY CROSSING INTXNS ESPECIALLY AFTER OBSERVING THESE SIGNS AT INTXNS WITH ANOTHER RWY ON THE SAME ARPT. IN THE ABOVE CASE, I WAS SPECIFICALLY LOOKING FOR THESE STANDARD SIGNS TO IDENTIFY THE INTXN WITH RWY 31 SO WE COULD HOLD SHORT OF IT.

I FEEL THAT IF THESE RWY WARNING SIGNS ARE NOT CONSISTENT OVER THE ENTIRE ARPT THAT THIS FACT SHOULD BE PUBLISHED AS A NOTAM TO ALERT PLTS TO THIS HAZARD.

Synopsis

PLT OF WW24 BELIEVES RWY INCURSION AT SPI WAS DUE TO SIGNAGE ISSUES AND FADED TXWY MARKINGS.

ACN: 732580

Time / Day

Date : 200703
Day : Sat
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements : Ice
Weather Elements : Snow

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Citationjet, C525/C526
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 3370
Experience.Flight Time.Type : 590
ASRS Report : 732580

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Other
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

THE INCIDENT OCCURRED AS I WAS ROLLING TO A STOP AFTER LNDG ON RWY X AT ZZZ, WHICH IS AN ARPT I HAD NOT VISITED RECENTLY. AS I APCHED THE POINT WHERE RWY X CROSSES RWY Y, I AM ADVISED THAT I RECEIVED THE FOLLOWING INSTRUCTION FROM ATC, 'CONTINUE THROUGH THE INTXN, SAY FBO.' I INTERPRETED THIS INSTRUCTION, AS I GAVE THE FBO NAME TO THE CTLR, TO MEAN, 'TAKE THE NEXT INTXN OFF THE RWY AND PROCEED TO THE FBO.' UNFORTUNATELY, THE NEXT INTXN, INTO WHICH I TURNED, WAS RWY Y ON WHICH AN ACFT HAD JUST BEEN CLRED TO TAKE OFF. THE CONFLICT THUS GENERATED CAUSED THE INCIDENT. I RECOLLECT HEARING THE CTLR TELLING THE OTHER ACFT TO ABORT BUT NOT THE XMISSION TELLING THE OTHER ACFT THAT IT WAS CLRED FOR TKOF. I WAS AWARE THAT BOTH RWYS X AND Y WERE IN USE. AS SOON AS I TURNED L OFF RWY X I REALIZED THAT I WAS ON RWY Y, BUT BY THIS TIME IT WAS TOO LATE TO TURN BACK AND, IN ANY EVENT, I THOUGHT MY INSTRUCTIONS WERE TO PROCEED IN THIS WAY, VACATING RWY X AS SOON AS POSSIBLE. CONTRIBUTING FACTORS TO THIS INCIDENT WERE DIFFICULT WX CONDITIONS AT ZZZ. THE ARPT HAD BEEN CLOSED THE PREVIOUS DAY AS A RESULT OF HVY SNOW AND AS A RESULT IT WAS EXCEPTIONALLY BUSY. WHEN I ARRIVED, THERE WAS A GUSTY WIND WHICH MADE LNDG RELATIVELY AWKWARD, AS A RESULT OF WHICH I USED RATHER MORE OF RWY X FOR THE LNDG ROLL THAN I WOULD NORMALLY HAVE DONE. THERE WAS STILL A LARGE AMOUNT OF SNOW AND ICE ON THE GND, INCLUDING ON MANY OF THE TXWYS, MAKING IT HARDER THAN USUAL TO DISTINGUISH BTWN TXWYS AND RWYS. THERE WAS A SUBSTANTIAL AMOUNT OF ACTIVITY ON THE FIELD AND NON-STOP USE OF THE TWR FREQ. ONCE I HAD TURNED OFF RWY X, THE TWR CTLR EVIDENTLY REALIZED PROMPTLY THAT THERE WAS A POTENTIAL CONFLICT AS A RESULT OF MY ACFT BEING ON RWY Y. I WAS TOLD BY THE CTLR TO VACATE THE RWY ASAP AND TO CONTACT THE TWR BY PHONE AS SOON AS I COULD DO SO TO DISCUSS WHAT HAD HAPPENED AND TO INITIATE ANY RPTING ACTION WHICH MIGHT BE NECESSARY. I SPOKE TO THE SUPVR WHO WAS EXCEPTIONALLY COURTEOUS AND HELPFUL. WHAT COULD HAVE BEEN DONE BETTER TO AVOID THIS SIT OCCURRING? I APPRECIATE THAT THE TWR CTLR WAS VERY BUSY, BUT I DO BELIEVE THAT THE INSTRUCTION I WAS GIVEN WHICH LED TO MY TURNING ONTO RWY 1 WAS VERY AMBIGUOUS. THERE ARE 7 INTXNS ALTOGETHER ON RWY X, THE 5TH BEING RWY Y. IT WAS NOT AT ALL CLR THAT 'CONTINUE THROUGH THE INTXN,' THE INSTRUCTION WHICH I RECEIVED WHEN I WAS AT ABOUT INTXN L, REFERRED SPECIFICALLY TO THE INTXN BTWN RWY X AND RWY Y AND NOT TO INTXNS GENERALLY, WHICH USUALLY INVOLVE TURNING OFF THE ACTIVE RWY. I AM SURE THAT THE INCIDENT WOULD NOT HAVE HAPPENED IF THE INSTRUCTION I HAD RECEIVED HAD BEEN 'CONTINUE TO THE END OF THE RWY' OR 'CROSS RWY Y BEFORE VACATING RWY X.' AGAIN, I UNDERSTAND THE PRESSURE WHICH EVERYONE WAS UNDER AT ZZZ AT THE TIME OF THE INCIDENT, BUT IT ALSO SEEMS TO ME TO HAVE BEEN WRONG TO HAVE CLRED THE ACFT ON RWY Y FOR

TKOF BEFORE I WAS CLR OF THE NORTHERN END OF THIS RWY. A FEW MOMENTS' DELAY WOULD HAVE BEEN ENSURED THAT I WOULD NOT HAVE BEEN ON RWY Y, EITHER AS A RESULT OF MY XING IT HAVING BEEN COMPLETED AS THE CTRLR OBVIOUSLY INTENDED SHOULD HAPPEN, OR MY TAXIING OFF RWY Y ONTO TXWY B, WHICH WOULD HAVE TAKEN ONLY A FEW SECONDS LONGER.

Synopsis

A C525 CLEARED THE RUNWAY AFTER LANDING BY TURNING ONTO ANOTHER ACTIVE RUNWAY, CAUSING AN AIRCRAFT THAT WAS CLEARED FOR TAKEOFF TO ABORT.

ACN: 730041

Time / Day

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

Place

Locale Reference.Airport : LGB.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LGB.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 3000
ASRS Report : 730041

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
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 : Airport

Problem Areas : Flight Crew Human Performance

Situations

Chart.Airport : LGB.Airport

Narrative

LANDED ON RWY 30 AT LGB AFTER BEING CLRED TO LAND BY LGB TWR. I HAD PLANNED ON EXITING THE RWY 30 AT TXWY K TO GO TO THE ACR RAMP. THE PF (FO) LANDED A LITTLE LONG AND WE COULD NOT MAKE TXWY K WHICH IS A REVERSE TURN KIND OF EXIT. WE EXITED ON RWY 34L/K AREA BUT IN THE RWY AREA OF RWY 25R. WITH NO PLACE TO GO WE CONTACTED GND CTL WHILE STOPPED AT RWYS 34L/25R/30/K AREA. LGB INSTRUCTED OR INFORMED US THAT WE WERE ON AN ACTIVE RWY AND AN ACFT WAS GOING AROUND BECAUSE OF THAT. I THINK THE ACFT WAS ON APCH TO RWY 25R BUT I AM NOT SURE-- MAYBE RWY 34L? THIS LGB ARPT IS VERY CONFUSING AND WITH MULTIPLE RWYS IN USE WITH NUMEROUS ACFT TYPES THE POTENTIAL FOR UNSAFE SITS IS VERY HIGH WITH REGARD TO RWY INCURSIONS. SUGGESTIONS: 1) BETTER BRIEF OF PLANNED RWY EXIT AFTER LNDG. 2) MORE COM WITH TWR -- PLANNED EXIT, NOT JUST A 'CONTACT GND WHEN CLR.' 3) BE AWARE OF LNDG TFC ON INTERSECTING RWYS WITHOUT LAHSO CLRNC. 4) HOTSPOTS ARE NOT MARKED AS SUCH AS LGB COMMERCIAL CHART. 5) BETTER RWY EXIT POINTS FOR LARGE ACFT OPS.

Synopsis

AN ACR ACFT LANDING ON LGB RWY 30 EXITED ON RWY 7L/25R AND HELD ON THE ACTIVE RWY CAUSING AN ACFT TO GAR.

ACN: 729607

Time / Day

Date : 200703
Day : Mon

Place

Locale Reference.Airport : BUR.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BUR.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-82
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : BUR.Tower
Operator.General Aviation : Corporate
Make Model Name : Falcon 20FJF/20C/20D/20E/20F
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 13
Experience.Controller.Non Radar : 3
Experience.Controller.Radar : 2
ASRS Report : 729607

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Independent Detector.Other.ControllerA : 1
Resolutive Action.None Taken : Anomaly Accepted
Miss Distance.Horizontal : 3000
Miss Distance.Vertical : 100

Assessments

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

Narrative

ACFT X, AN MD82 WAS INSTRUCTED TO TAXI TO THE GATE, REMAIN ON TWR FREQ. ACFT Y WAS SUBSEQUENTLY CLRED FOR TKOF ON A XING RWY THAT THE MD82 HAD LANDED ON AND EXITED. ACFT X MADE A WIDE R TURN FROM THE TAXI LINE TO FACILITATE AN EASIER L TURN INTO THE GATE. THAT R TURN CAUSED THE MD82 TO ENCROACH UPON THE RWY. AFTER INSTRUCTING THE MD82 TO TURN AWAY FROM THE RWY I LOOKED BACK TO CHK THE EXACT LOCATION OF THE DEP. THE DEP WAS ALREADY AIRBORNE APPROX MIDFIELD. AT BURBANK ARPT, THE TERMINAL IS IN CLOSE PROX TO THE RWY ENVIRONMENT, AND OPERATES UNDER A WAIVER DUE THE TERMINAL BEING LESS THAN STANDARD DISTANCE FROM THE RWY ENVIRONMENT. THE TAXI LINE IN THE TXWY A TERMINAL AREA IS DESIGNED TO KEEP ACFT UNDER 118 FT WINGSPAN AWAY FROM THE RWY SAFETY AREA. THE TAXI LINE IN THE TXWY B AREA IS RESTR TO 113 FT WINGSPAN. THE MD82 IS 112 FT GIVING LESS THAN A 1 FT LEEWAY FROM THE WINGTIP TO THE RWY SAFETY AREA. THE RWY SAFETY AREA LINE IS 50 FT FROM THE RWY EDGE. THE MD82 WAS CTRED ON THE RWY SAFETY LINE PLACING ITS WINGTIP OVER THE RWY EDGE LINE. BECAUSE OF THE LIMITED SPACE IN THE TERMINAL AREA IT IS IMPORTANT FOR ALL ACFT TO REMAIN ON THE TAXI LINES UNLESS OTHERWISE INSTRUCTED.

Synopsis

BUR CTLR DESCRIBED INCIDENT WHEN AN ACFT TAXIING IN FAILED TO REMAIN ON TAXI LINE CAUSING RWY INCURSION WITH ACFT DEPARTING.

ACN: 727414

Time / Day

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

Place

Locale Reference.Airport : CGZ.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

Make Model Name : PA-23 Apache (& Geronimo Apache)
Flight Phase.Ground : Parked

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 1180
Experience.Flight Time.Type : 650
ASRS Report : 727414

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Gear Up Landing
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Detected After The Fact

Assessments

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

Narrative

WAS ON A LCL FLT. STOPPED BY CGZ FOR GAS AS USUAL. RWY MARKER LIGHTS NOT WORKING BUT ILS LIGHTS (THE RABBIT) AND OTHERS WORKING. THIS HAPPENS ALL THE TIME AT NIGHT AT THE SMALLER UNCTLED ARPTS IN ARIZONA -- THE ARPT PERSONNEL FORGET TO TURN ON THE LIGHTING SYS OR LEAVE THE ROTATING BEACON OFF ETC SO I DID NOT THINK MUCH OF IT AS ABOUT HALF THE TIME I GO INTO A SMALL UNCTLED ARPT AT NIGHT IN AZ AT LEAST SOME OF THE LIGHTS DON'T WORK. I HAVE 2 HIGH INTENSITY LIGHTS ON THE END OF EACH WING SO I USUALLY DON'T HAVE ANY PROB. ON ROLLOUT AFTER SLOWING DOWN AND LOOKING FOR A TXWY (GOING SLOW -- 10 OR 15 MPH) I NOTICED SOMETHING OFF TO THE S SIDE OF THE RWY ON THE RWY. IT WAS A TWIN -- MAYBE AN APACHE THAT APPEARED TO HAVE BELLIED IN. IT APPEARED THERE WERE REMNANTS OF FLARES ON THE RWY SO I'M GUESSING EITHER IT HAPPENED AFTER HRS OR FLARES WERE PUT OUT BUT HAD EXPIRED. THE AIRPLANE WAS FAR ENOUGH DOWN THE RWY THAT THERE WAS PLENTY OF RWY FOR ME TO TKOF AGAIN. IN ANY EVENT, I'M NOT SURE WHAT I COULD HAVE DONE DIFFERENTLY TO KNOW THE RWY WAS IMPAIRED. AS STATED EARLIER, THIS WAS A LCL FLT SO I DON'T NORMALLY GET A BRIEFING OR FILE A FLT PLAN FOR LCL FLTS. IT'S A COMMON OCCURRENCE TO HAVE SOME PART OF THE LIGHTING NOT WORKING AT MOST OF THE UNCTLED ARPTS IN AZ. THEREFORE THERE WAS NO REASON TO THINK THE RWY WAS IMPAIRED. THIS MAY HAVE BEEN ONE OF THOSE THINGS WHERE THE ACCIDENT OCCURRED AFTER HRS AND NO ONE REALLY KNEW YET. IT WOULD HELP TO HAVE SOMETHING ON CTAF IF AN ARPT IS UNEXPECTEDLY CLOSED. MAYBE EVEN A REPEATING RECORDING STATING THE ARPT IS CLOSED, DON'T LAND HERE. IN MY PERSONAL OPINION, JUST HAVING ONE PART OF THE LIGHTING OFF IS NOWHERE NEAR SUFFICIENT. MAYBE THERE WAS SOMETHING ELSE I SHOULD HAVE/COULD HAVE DONE BUT HAVING GONE OVER IT IN MY MIND AGAIN AND AGAIN I'M JUST NOT SURE WHAT ELSE I COULD HAVE DONE. I WISH THERE WAS A STANDARD AND RECOGNIZABLE WAY TO CLOSE AN UNCTLED FIELD AT NIGHT IN THE EVENT OF A PROB (SUCH AS AN AIRPLANE ON THE RWY) THAT WOULD PREVENT SOMEONE FROM LNDG).

Synopsis

PA24 PILOT REPORTS LANDING AT CGZ AT NIGHT AND FINDING A DISABLED ACFT ON THE EDGE OF THE RWY.

ACN: 726635

Time / Day

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

Place

Locale Reference.Airport : MIA.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MIA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 140 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 726635

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

DURING THE TKOF ROLL AT MIA OFF OF RWY 27R, WE OBSERVED A 'HVY' APCHING THE DEP END OF THE RWY FROM THE L. WE WERE CLRED FOR TKOF BY TWR, BUT WERE UNAWARE IF ANY ACFT WAS CLRED TO CROSS THE SAME RWY. AT V1, WE REALIZED THAT THE ACR Y ACFT WAS NOT STOPPING SHORT OF THE RWY AND CONTINUED XING M1/L1 TXWY NBOUND. ALTHOUGH THE ACR Y ACFT DID NOT STOP SHORT, WE DETERMINED THAT THE SAFEST COURSE OF ACTION, CONSIDERING SPD AND RWY LENGTH (10500 FT PLUS), WAS TO CONTINUE THE TKOF. AT APPROX THE SAME TIME, TWR XMITTED 'ACR Y STOP.' NO REPLY WAS HEARD. NOT KNOWING TWR'S INSTRUCTION TO ACR Y PRIOR TO THEIR 'STOP' CALL, I CAN ONLY GUESS THAT THE ACR Y CREW DID NOT VISUALLY CLR THE RWY THEY WERE XING.

Synopsis

E135 FLT CREW ELECTED TO CONTINUE TKOF AFTER HVY JET ENTERED DEP END OF RWY.

ACN: 725836

Time / Day

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

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 3000
ASRS Report : 725836

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 800
ASRS Report : 725833

Person : 3

Function.Other Personnel : Vehicle Driver

Person : 4

Affiliation.Company : Air Carrier
Qualification.Other : Dispatcher

Events

Anomaly.Conflict : Ground Critical
Anomaly.Ground Encounters : Vehicle

Anomaly.Incursion : Runway
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 : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 200

Assessments

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

Narrative

ON SHORT FINAL, AFTER BEING CLRED TO LAND, THE FO AND I OBSERVED A SNOWPLOW SLOWLY MOVING TOWARDS OUR LNDG RWY FROM AN UNNAMED SVC ROAD FROM L TO R. ALTHOUGH NOT VERBALIZED, WE BOTH WONDERED IF IT WAS GOING TO HOLD SHORT, AND I MENTALLY PREPARED TO GO AROUND. THE PLOW PROCEEDED TO STOP JUST SHORT OF THE RWY, SO WE BOTH CONCLUDED THAT HE HAD SEEN US AND WOULD CONTINUE TO HOLD SHORT. ON ROLLOUT AT SOMEWHERE BTWN 60-100 KTS I OBSERVED THE PLOW SLOWLY ENTERING THE RWY ENVIRONMENT. I IMMEDIATELY TOOK THE CTLS FROM THE FO AND APPLIED SIGNIFICANT REVERSE THRUST AND MANUAL BRAKING TO AVOID CONTACT WITH THE PLOW. AT ABOUT THAT TIME IT LOOKED AS IF THE DRIVER HAD SEEN US AND WAS ACCELERATING TO CLR THE RWY. I WOULD GUESSTIMATE WE STOPPED THE ACFT SOMEWHERE WITHIN 100-300 FT OF THE SPOT WHERE THE PLOW WAS QUICKLY EXITING THE RWY. ONCE STOPPED, WE RPTD THE INCIDENT TO TWR BEFORE EXITING THE RWY AT THE 1ST HIGH-SPEED. WE THEN TAXIED TO THE GATE WITHOUT INCIDENT. ABOUT HALFWAY TO THE GATE THE TWR SUPVR CAME ON THE FREQ AND ASKED WHAT HAD HAPPENED AND IF WE HAD ALMOST HIT AN ANIMAL ON THE RWY.

Synopsis

B737-5 FLT CREW ENCOUNTERS A VEHICLE ENTERING THE RWY DURING LNDG ROLL AT DEN.

ACN: 725541

Time / Day

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

Place

Locale Reference.Airport : YUM.Airport
State Reference : AZ

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : YUM.Tower
Operator.General Aviation : Personal
Make Model Name : Cardinal 177/177RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : YUM.Tower
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 : Visual

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 : 20
Experience.Flight Time.Total : 1440
Experience.Flight Time.Type : 100
ASRS Report : 725541

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Person : 3

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 3
Resolutive Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 20

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I CONTACTED THE TWR ON APCH (119.3). THE TWR SAID CONTACT 5 MI E AT 1200 FT (TFC PATTERN). I DID ALL OF THE RIGHT PROCS, BUT FOR SOME REASON I HAD A MINDSET FOR RWY 26, WHICH IS NORMALLY THE DUTY RWY. ON THIS DAY RWY 8 WAS ACTIVE. AT THE SAME TIME THE TWR CTLR HAD 1 PLANE DOING TOUCH-AND-GOES (CESSNA SKYHAWK) AND A CHK FLT (MIL), AND ME ON THE SCOPE. THE CTLR PUT ALL OF HIS ATTN ON THE MIL FLT AFTER TELLING ME I WAS #2 BEHIND THE CESSNA DOING TOUCH-AND-GOES. I LANDED AND AT THE SAME TIME THE CESSNA SKYHAWK HAD STARTED TO LAND (RWY 8). I WAS LNDG IN THE WRONG DIRECTION AND ON THE WRONG RWY (RWY 26). THE SKYHAWK APPLIED PWR AND SIDESTEP TO THE R WITH NO PROBS. THERE WAS ENOUGH FOR BOTH OF US. THERE WAS NO DANGER OF AN ACCIDENT DUE TO THE RWY CONFIG. THE RWY IS APPROX 100 FT WIDE. ONCE I WAS ON THE GND, I WAS TOLD TO CALL THE TWR. I DID. THE CTLR HAD TO CALL ME BACK. WHEN HE DID, THAT IS WHEN I FOUND OUT WHERE HE PUT HIS ATTN. HE STATED THAT THEY WOULD HAVE TO WRITE THIS UP, JUST HOW FAR IT WILL GO IS UP TO THE TWR CHIEF. NORMALLY WHEN YOU ARE COMING FROM THE E TO THE W, THE TWR TELLS YOU TO PASS OVER THE FIELD AT 1200 FT FOR THE R DOWNWIND TO RWY 8. THAT STATEMENT WAS NEVER MADE. I KNOW IT IS NO EXCUSE, BUT I WAS JUST HAVING A VERY BAD DAY. I FOUND OUT THAT I HAD TO PUT \$1000 INTO SEALING UP A LEAKING FUEL TANK, AND THAT I HAD TO FLY BACK TO ZZZ1 FOR MAINT NEXT WK. I HAVE THOUGHT LONG AND HARD ON WHAT HAPPENED, AND I STILL DO NOT KNOW WHY I HAD MINDSET FOR RWY 26 INSTEAD OF RWY 8, OTHER THAN TO SAY IT WAS A TEMPORARY LAPSE IN CONCENTRATION.

Synopsis

A DISTRACTED C177 PILOT LANDED WRONG DIRECTION ON THE ACTIVE RWY BUT AVOIDED THE OTHER LANDING ACFT BECAUSE OF THE 100 FT WIDE RWY.

ACN: 724571

Time / Day

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

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Position And Hold

Person : 1

Affiliation.Government : FAA
Function.Controller : Ground
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 20
Experience.Controller.Supervisory : 2
ASRS Report : 724571

Person : 2

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 8
Experience.Controller.Non Radar : 8
Experience.Controller.Time Certified In Position1 : 8
Experience.Flight Time.Total : 10
ASRS Report : 723791

Person : 3

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

Person : 4

Affiliation.Company : Air Carrier
Function.Other Personnel : Vehicle Driver

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Vehicle
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

IN THE MIDDLE OF A VERY DIFFICULT AND UNNECESSARY RWY CHANGE, I, AS THE GND CTLR, INSTRUCTED A PORT AUTH VEHICLE TO ENTER RWY 4L FOR A RWY INSPECTION AND TO HOLD SHORT OF RWY 31L (INTERSECTING RWY). I COPIED DOWN THE ARPT VEHICLE NUMBER ON A BLANK PROGRESS STRIP, BUT WAS SO BUSY I DID NOT PUT THE RWY OWNERSHIP STRIP NEXT TO IT LIKE I USUALLY DO. I HAD APPROX 20-25 ACFT ON THE FREQ AT THE TIME AND WAS MAKING A CHANGE FROM 31'S A PAIR TO 4'S A PAIR WITH AN OVERFLOW FROM RWY 31L AT AN INTXN. THE LCL CTLR AND I COORDINATED NUMEROUS ACFT XINGS (TO GET TO THE DEP RWY 4L YOU NEED TO CROSS RWY 31L AT A POINT BEHIND WHERE THE OVERFLOW INTXN IS) BECAUSE WE STILL HAD NUMEROUS ACFT DEPARTING FROM THE FULL LENGTH. DUE TO MY WORKLOAD I FORGOT ABOUT THE ARPT VEHICLE. WHEN LCL CTL ASKED FOR OWNERSHIP OF RWY 4L, I ASSUMED THAT THE VEHICLE WAS CLR (IT HAD BEEN ABOUT 15 MINS) AND THE VEHICLE NEVER CALLED OR PROMPTED ME THAT HE WAS STILL ON THE RWY. LCL CTL CLRED A B757 FOR TKOF ON RWY 4L, BUT THE B757 HAD THE COMMON SENSE TO REALIZE THAT THERE WAS A VEHICLE ONLY A COUPLE OF THOUSAND FEET IN FRONT OF HIM ON THE RWY AND ADVISED THE TWR. THE RWY CHANGE WAS MADE DUE TO CONSTANT PRESSURE FROM THE USERS TO HAVE 2 DEP RWYS AVAILABLE. HOWEVER, THE VOLUME OF OVERFLOW DEP TFC WAS EXTREMELY SLIGHT AND THE MAJORITY OF ACFT TAKEN TO RWY 4L WERE ACTUALLY DELAYED DUE TO THE RWY CHANGE. THE CAB COORDINATOR POS WAS NOT OPEN DUE TO SHORT STAFFING (AN EXTRA SET OF EARS AND EYES). THE AMOUNT OF VOLUME AND COMPLEXITY CAUSED THE GND CTL TO NOT FOLLOW HIS USUAL ROUTINE IN ORDER TO EXPEDITE THE TAXI TIMES OF NUMEROUS ACFT. THE LCL CTLR SCANNED THE RWY PRIOR TO ISSUING TKOF INSTRUCTIONS, BUT A COMBINATION OF SUN GLARE, FILTHY SHADES AND DIRTY WINDOWS MADE IT VERY DIFFICULT TO SEE SUCH A SMALL VEHICLE.

Synopsis

A JFK CTLR CLRED AN ACFT FOR TKOF ON A RWY OCCUPIED BY AN ARPT OPS VEHICLE. ACFT CREW SAW VEHICLE PRIOR TO DEPARTING AND HELD.

ACN: 724398

Time / Day

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

Place

Locale Reference.Airport : PBI.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft : 1

Controlling Facilities.Tower : PBI.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : PBI.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Holding

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 191
Experience.Flight Time.Type : 11000
ASRS Report : 724398

Person : 2

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

Person : 3

Affiliation.Government : FAA

Person : 4

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport

Narrative

THE SAME PERSON WAS WORKING CLRNC DELIVERY, GND AND TWR. TAXI CLRNC WAS 'TAXI TO RWY 9L, CROSS RWY 13, AN ACFT IS HOLDING ON RWY 13.' I CHKED MY CHART AND TOLD THE FO, WHO HAD NEVER BEEN TO PBI, LOOKS LIKE A STRAIGHT AHEAD TAXI ON TXWY A AND WE ARE CLRED ACROSS RWY 13. 100 YARDS FROM RWY 13 I REMARKED I COULD SEE THE ACFT HOLDING ON THE RWY. THE FO ASKED GND TO CONFIRM WE WERE CLRED TO CROSS RWY 13 AND RECEIVED AN AFFIRMATIVE RESPONSE. ALL LNDG LIGHTS AND OTHER EXTERNAL LIGHTS WERE ILLUMINATED 25 YARDS FROM RWY 13. AS THE NOSEWHEEL WAS ABOUT 10 FT FROM THE HOLD SHORT LINE OF RWY 13, 10 KTS TAXI SPD, TWR CLRED THE ACFT HOLDING IN POS FOR TKOF. I IMMEDIATELY APPLIED MORE PWR AND CROSSED THE RWY. IF I HAD APPLIED BRAKES, WE WOULD HAVE STOPPED WITH THE MAJORITY OF OUR ACFT ON THE RWY. I BELIEVE WE WERE OFF THE RWY BEFORE THE OTHER ACFT BEGAN HIS TKOF ROLL. DISTANCE BTWN ACFT WAS NEVER LESS THAN 300-500 FT. I TOLD TWR WE WERE ON THE RWY WHEN HE CLRED THE OTHER ACFT FOR TKOF. HE REPLIED THAT IT WAS DIFFICULT TO TELL FROM THE TWR AND HE THOUGHT WE WERE PAST RWY 13. I WAS VERY UPSET AND MADE NO FURTHER RADIO CALLS. THE TWR IS NOT LOCATED IN A GOOD POS. TWR SHOULD EITHER HAVE TOLD US TO CALL CLR OF THE RWY, LIKE IN CAT 3 OPS OR HAVE A POINT OF REF THAT TELLS THEM WE ARE CLR. ALSO, GND RADAR MIGHT HELP. HOWEVER, THERE IS ONLY SO MUCH 1 PERSON IN THE TWR CAB CAN DO. COMPANY PROCS ARE GREAT. WE EVEN MADE AN EXTRA CALL TO CONFIRM RWY XING PERMISSION. MAKE IT FOGGY, DISTANCES A LITTLE CLOSER AND WE HAVE ANOTHER CANARY ISLANDS INCIDENT.

Synopsis

A B737-300 PLT COMMENTS THAT ATC ALLOWED ANOTHER ACFT'S RWY 13 TKOF ROLL TO BEGIN WHILE HIS ACFT WAS XING BUT STILL PARTIALLY ON RWY 13.

ACN: 722729

Time / Day

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

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Metro Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Ground : Position And Hold

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 4200
ASRS Report : 722729

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Incursion : Runway
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

WE WERE CLRED TO LAND ON RWY 35L AT DIA. THE WX WAS 600 FT OVCST WITH A VISIBILITY OF BTWN 1/2 AND 1 MI. THE APCH WAS BRIEFED FOR CAT 1, WITH THE FO AS THE PF. WHILE THE ACFT DSNDDED XING THE THRESHOLD, THE DENVER TWR INSTRUCTED US TO GO AROUND. BOTH PLTS AT THAT SAME TIME OBSERVED THE METROLINER ACFT IN THE TOUCHDOWN ZONE OF RWY 35L. THE PF ADVANCED THE THROTTLES TO TOGA AND APPLIED FULL BACK PRESSURE ON THE CTLS. A SUCCESSFUL GAR WAS COMPLETED AND WE LANDED ON RWY 35R. DUE TO THE ACFT SIZE, LOW VISIBILITY AND BLOWING SNOW, THE METROLINER WAS IMPOSSIBLE TO SEE UNTIL WE WERE DIRECTLY UPON IT. THE SAVING FACTORS WERE GOOD TRAINING, FLYING THE APCH AS CAT 1, NOT CAT 3 WHERE PLT'S ATTENTIONS ARE MORE INSIDE FOCUSED AND AN ALERT TWR CTLR. I FEEL THAT THE CREW COULD NOT HAVE DONE ANYTHING DIFFERENT. THE OTHER PARTY SHOULD NOT HAVE BEEN ON THE RWY WITHOUT PROPER CLRNC.

Synopsis

A319 FLT CREW EXECUTES A GAR DUE TO A RWY INCURSION AT DIA.

ACN: 721353

Time / Day

Date : 200612
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM
Altitude.AGL.Single Value : 0

Environment

Weather Elements : Fog
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ABQ.Tower
Operator.General Aviation : Personal
Make Model Name : Chancellor 414A & C414
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : ABQ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

Affiliation.Government : FAA
Function.Controller : Ground
Qualification.Controller : Non Radar
Qualification.Controller : Radar
Experience.Controller.Non Radar : 4
Experience.Controller.Radar : 16
ASRS Report : 721353

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.FAA : Investigated

Assessments

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

Situations

Airport.Signage : ABQ.Airport

Narrative

WE HAD ANOTHER RWY INCURSION AT ABQ TODAY DUE TO POOR ARPT SIGNAGE. I WAS WORKING GND CTL AT ABQ. C414 HAD JUST LANDED RWY 8 AND HAD EXITED THE RWY AT E5. I INSTRUCTED C414 TO TAXI VIA TXWY E, HOLD SHORT RWY 3. I ALSO TOLD THE PLT THAT TFC WAS ON A 1 MILE FINAL. THE PLT READ BACK THE HOLD SHORT INSTRUCTION. THE PLT THEN CROSSED THE HOLD SHORT LINE FOR THE RWY AS A B737 WAS TOUCHING DOWN ON RWY 3. I TOLD THE PLT OF C414 TO HOLD HIS POSITION, WHICH WAS INSIDE OF THE HOLD SHORT LINE, BUT NOT YET ON RWY 3. B737 LANDED SAFELY AND I EVENTUALLY TAXIED THE C414 TO PARKING. AS INSTRUCTED BY MY SUPVR, I INFORMED THE PLT OF C414 THAT HE MAY HAVE BEEN INVOLVED IN A PLT DEV AND INSTRUCTED HIM TO CONTACT THE TWR VIA LAND LINE. THE ARPT SIGNAGE AT THE INTXN OF RWY 03/21 AND TXWY E ONLY SHOWS RWY 21. RWY 3 IS NOT INDICATED. CTRLRS AND PLTS HAVE HAD PROBS AT THIS INTXN FOR YEARS. ALTHOUGH IT MAY BE 'STANDARD,' IT'S VERY CONFUSING AND HAS LED TO PROBS BEFORE. MY FACILITY HAS SPECIFICALLY ASKED ABQ ARPT MANAGEMENT TO FIX THIS PROB, BUT THE FAA FLT STANDARDS WILL NOT ALLOW THE CHANGE, CITING 'STANDARD MARKING REGULATIONS.' THE FAA'S STANDARD MARKING REGULATIONS ARE UNSAFE, AND COULD RESULT IN A CATASTROPHIC ACCIDENT ON THE GND SOMEDAY. WE HAVE A SITE-SPECIFIC PROB, AND ARE UNABLE TO MAKE SITE-SPECIFIC CHANGES BECAUSE OF FAA POLICIES. THIS PROB HAS EXISTED AT ABQ FOR YEARS. OUR ATTEMPTS TO FIX THIS PROB HAVE ALL BEEN REJECTED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT THE INCIDENT REPORTED INVOLVED A PLT THAT WAS VERY FAMILIAR WITH THE ARPT BUT THAT THE PLT STILL ERRED AND CROSSED THE HOLD POINT. THE RPTR CONFIRMED THAT THE FAA WAS REFUSING TO ALLOW THE ARPT TO PLACE A 'NON-STANDARD' SIGN ON TXWY 'E.' THE RPTR INDICATED THAT BECAUSE THE CTRLRS ARE AWARE OF THE POTENTIAL PROB, ALL OF THEM TAKE GREAT CARE IN PREVENTING THIS EXACT TYPE OF PROB. THIS PREVENTION EFFORT REDUCES THE ACTUAL EVENTS, MAKING JUSTIFICATION FOR THE SIGNAGE MORE DIFFICULT WITH THE FAA OFFICIALS. THE RPTR FELT THAT BOTH THE FAA FACILITY AND ARPT STAFF ARE VERY SUPPORTIVE OF SOME TYPE OF SIGN TO ASSIST PLTS.

Synopsis

ABQ CTLR DESCRIBED PLT DEV WHEN LNDG ACFT CROSSED RWY 21/3 HOLD LINE ON TXWY E BECAUSE OF AN ALLEGED POOR SIGNAGE ISSUE.

ACN: 721177

Time / Day

Date : 200612
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HWD.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : HWD.Tower
Operator.General Aviation : Personal
Make Model Name : Citation V
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : HWD.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 14500
Experience.Flight Time.Type : 4450
ASRS Report : 721177

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerB : 3
Independent Detector.Other.Flight CrewA : 4
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Emotional Trauma
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE LANDED ON RWY 28L AT HWD AND STARTED TO CLR AT TXWY D. THE TWR ADVISED US TO TURN R AT TXWY E. WE CONTINUED DOWN THE RWY AND TURNED N AT TXWY E AND CONTINUED ONTO RWY 28R TOWARDS THE PARKING AREA. I CHKED L AND HEARD 'OH @&*\$' ON THE RADIO AND LOOKED R TO SEE AN ACFT CLBING OFF RWY 28R. THE CLBING ACFT APPEARED TO BE APPROX 200-300 FT AGL, AS IT WENT OVER TOP OF US. TWR ADVISED THAT WE HAD BEEN TOLD TO HOLD SHORT OF RWY 28R! CONTRIBUTING FACTORS MAY HAVE BEEN THE FACT THAT WE HAD BEEN HAVING TROUBLE WITH INTERCOM COM IN THE COCKPIT WITH THE CAPT'S SIDE HEARING BROKEN RECEPTION FROM THE COPLT'S SIDE. ON AT LEAST 5 OCCASIONS, I STATED THAT I WAS ONLY HEARING EVERY SECOND WORD AND ASKED THE COPLT TO PLACE THE MIKE CLOSER TO HIS MOUTH. (WE EVEN SWITCHED TO A SPARE HEADSET EARLIER IN THE FLT, TO TRY AND ALLEVIATE THE SITUATION.) THE COPLT CLAIMS HE HEARD THE CTRLR'S INSTRUCTIONS TO HOLD SHORT OF RWY 28R. I DID NOT. NOR DID I HEAR THE COPLT REPEAT THAT INSTRUCTION. THE COPLT SAID HE HAD GONE 'HEADS DOWN' AS WE TURNED THE CORNER ONTO TXWY E AND HE DID NOT LOOK R PRIOR TO ENTERING THE RWY, OR NOTICE THAT WE WERE ACTUALLY XING RWY 28R, UNTIL HE HEARD THE RADIO EXCLAMATION AND LOOKED UP. THIS IS A CLASSIC CASE THAT PROVES, ONCE AGAIN, NO MATTER HOW EXPERIENCED (36 YRS IN MY CASE) WE ARE ALL HUMAN AND ERRORS CAN AND DO OCCUR. FOR 7 YRS I HAVE BEEN HEARING, 'TURN R, TAXI TO PARKING' 99.9% OF THE TIME, AT THIS ARPT AND I MAY HAVE BEEN PROGRAMMED TO DO JUST THAT. I AM GRATEFUL THAT NO ACCIDENT RESULTED AND THAT WE CAN ALL GO HOME TO OUR FAMILIES. REST ASSURED, I WILL BE EXTREMELY VIGILANT WHEN APCHING OR XING ANY RWY FOR THE REST OF MY CAREER! I PAID A VISIT TO THE TWR AFTERWARDS AND FOUND THAT THEY WERE SHORT-STAFFED WITH A NEW TRAINEE AND ONLY 1 PERSON CHKED OUT ON 'GND.' WOULD THEY HAVE NOTICED THAT WE WERE NOT STOPPING, OTHERWISE? WE WILL NEVER KNOW AND YOU SHOULD NEVER COUNT ON IT! PLEASE FLY SAFE AND TAXI SAFE, TOO!

Synopsis

CE560 LNDG HWD CROSSED PARALLEL RWY AFTER BEING INSTRUCTED TO HOLD SHORT.

ACN: 719127

Time / Day

Date : 200612
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Citation II S2/Bravo
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 125
Experience.Flight Time.Total : 11500
Experience.Flight Time.Type : 115
ASRS Report : 719127

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 1500
ASRS Report : 719417

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

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

Events

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

Assessments

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

Narrative

TWR CLRED US FOR TKOF ON RWY 24. TKOF PWR WAS SET AND WE ACCELERATED TO ABOUT 40-50 KTS. THEN THE CTL TWR TOLD US TO ABORT TKOF. THE SAME TIME WE SAW ANOTHER CPR JET XING THE ACTIVE RWY AT TXWY L. WE COME TO A COMPLETE STOP AFTER ABOUT 1500 FT LEAVING ANOTHER 1500 FT SEPARATION TO THE XING ACFT. THE XING ACFT NEVER STOPPED, BUT CONTINUED TO CROSS THE RWY. THE GND CTL WAS VERY BUSY. THEY WERE USING A SEPARATE GND HOLD FREQ ON 125.1 FOR ENG START. 1 FBO WAS CLOSED DUE TO SATURATION OF ACFT AND MANY ACFT WERE HAVING TO CHANGE FBO WITH A SHORT NOTICE. I DON'T KNOW IF THIS WAS JUST AN OVERLOADED GND CTL PERSON OR IF THE ACFT XING THE ACTIVE RWY MADE A MISTAKE.

Synopsis

CITATION CE550 HAS A REJECTED TKOF AT TEB.

ACN: 718112

Time / Day

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

Place

Locale Reference.Airport : FPR.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : FPR.Tower
Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : FPR.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Climbout : Takeoff

Component : 1

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 605
Experience.Flight Time.Type : 397
ASRS Report : 718112

Person : 2

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Ground Critical

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

AFTER LNDG ON RWY 27 AT FPR, I EXITED A2 AND CONTACTED GND AS INSTRUCTED BY THE TWR. DURING GND'S XMISSION, THE TCAS ALERT (TFC, TFC) SOUNDED. THINKING I HAD HEARD AND UNDERSTOOD THE INSTRUCTIONS, I READ BACK 'TAXI ALPHA, CROSS RWY 32, TO THE RAMP.' JUST AFTER XING THE HOLD LINE AT RWY 32, I SAW AN ACFT LIFTING OFF RWY 32 TO MY L, AT THE SAME TIME, GND CALLED 'STOP,' AND INFORMED ME I WAS 'TOLD TO HOLD AT RWY 32 AND THAT'S WHERE I WAS.' THE DEPARTING ACFT PASSED WELL IN FRONT OF ME AND AT LEAST 100 FT ABOVE. I CALLED GND TO TELL THEM I HAD UNDERSTOOD AND READ BACK CROSS RWY 32, NOT HOLD. GND CLRED ME TO TAXI TO THE RAMP. IN RETROSPECT, I BELIEVE WHEN GND'S XMISSION WAS STEPPED ON BY THE TCAS ALERT, I 'FILLED-IN' WITH WHAT I EXPECTED TO HEAR -- THINKING THE READBACK WOULD CATCH ANY ERROR. WHAT I WILL TAKE AWAY FROM THIS INCIDENT: 1) IF THE TCAS ALERTS WHILE RECEIVING INSTRUCTIONS, I WILL ASK FOR A REPEAT AND NOT TRUST A READBACK TO CATCH ANY ERRORS. 2) I WILL ALWAYS CHK BEFORE XING RWY HOLD LINES -- REGARDLESS OF WHAT CLRNC HAS BEEN GIVEN. 3) I WILL SEE IF THERE IS AN APPROVED MODIFICATION TO THE TCAS SYS THAT WILL TURN THE AUDIO PORTION OFF WHEN ON THE GND (FULL FLAP DEPLOYMENT SINCE THE GEAR IS FIXED). (I UNDERSTOOD NEWER MODELS ALLOW FOR MANUAL DISABLING OF TCAS.)

Synopsis

WHILE TAXIING AFTER LNDG, PLT OF SR22 MIS HEARS HOLD SHORT CLRNC DUE TO SIMULTANEOUS COLLISION AVOIDANCE SYS ALERT. ASSUMES THE CLRNC WAS TO CROSS THE RWY. RWY INCURSION AND POTENTIAL LOSS OF SEPARATION WITH DEPARTING ACFT RESULTS.

ACN: 716910

Time / Day

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

Place

Locale Reference.Airport : BTR.Airport
State Reference : LA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BTR.Tower
Operator.General Aviation : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Aircraft : 2

Controlling Facilities.Tower : BTR.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Function.Controller : Combined Local
Function.Controller : Local
Experience.Controller.Military : 5
Experience.Controller.Radar : 3
ASRS Report : 716910

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 745

Experience.Flight Time.Type : 305
ASRS Report : 716250

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 100

Assessments

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

Narrative

I WAS TRAINING A DEVELOPMENTAL ON THE LCL CTL POS. MY TRAINEE INSTRUCTED XXX TO 'POS AND HOLD' RWY 13 AFTER YYY LANDED AND WITH A PA28 ON A 3 1/2 MI FINAL. A C182 CALLED FOR DEP RWY 4R. TRAINEE INSTRUCTED ZZZ TO 'POS AND HOLD RWY 4R, TFC LNDG AND DEPARTING RWY 13.' ZZZ REPLY WAS 'SAY AGAIN.' TRAINEE CLRED XXX FOR TKOF RWY 13. XXX READ BACK THE DEP INSTRUCTIONS, XMITTING OVER ZZZ'S XMISSION, BOTH XXX AND ZZZ ROLLED ON INTERSECTING RWYS, WITH ZZZ THROUGH THE RWYS 13/4R INTXN AS XXX PULLED UP ON RWY 13 AT TXWY K. ZZZ WAS NEVER ISSUED A DEP CLRNC. ZZZ HAD POOR AWARENESS AND LISTENING SKILLS. THE INCIDENT IS BEING CLASSIFIED AS AN OPERROR BY THE REGION. MY FACILITY MGR AS WELL AS THE HUB MGR BELIEVE IT IS A PLTDEV. SUPPLEMENTAL INFO FROM ACN 716250: I RECEIVED WHAT I THOUGHT WAS AN INCOMPLETE CLRNC AND REQUESTED THAT THE CLRNC BE REPEATED. THE TWR REPEATED CLRED TO TAKE OFF AND FLY RWY HDG. I REPEATED TAKING RWY 4R CLRED TO TAKE OFF FLY RWY HDG. I THEN PROCEEDED TO TAKE OFF.

Synopsis

LCL CTLR HAS 2 ACFT TKOF ON INTERSECTING RWYS AT BTR.

ACN: 716380

Time / Day

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

Place

Locale Reference.Airport : JVL.Airport
State Reference : WI
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : JVL.Tower
Operator.General Aviation : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : JVL.Tower
Operator.General Aviation : Personal
Make Model Name : Cessna 140
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 4
Experience.Flight Time.Total : 1070
Experience.Flight Time.Type : 35
ASRS Report : 716380

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 8

Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 215
ASRS Report : 716371

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

I WAS FLYING FROM THE L SEAT AS PIC. AFTER RECEIVING THE CURRENT ATIS, WE RPTD OUR POS, 10 MI SE AT 3000 FT MSL TO THE JANESVILLE TWR, REQUESTING LNDG INSTRUCTIONS. AT ALMOST THE SAME TIME, ANOTHER ACFT, A C140, RPTD IN AT ALMOST THE SAME POS. THE TWR ASKED US IF WE COULD SEE THE OTHER ACFT. WE SAID WE COULD. THE TWR ASKED US FOR OUR TYPE ACFT AND ASKED THE OTHER ACFT THE SAME. THE TWR TOLD US TO THEN FOLLOW THE OTHER ACFT FOR LNDG. I GOT IN TRAIL BEHIND THE C140 AND DID SOME S-TURNS TO SLOW OUR APCH. I BELIEVE I BECAME DISTR BY TRYING TO REMAIN, IN A MUCH FASTER ACFT, AT A SAFE DISTANCE BEHIND THE LEADING AIRPLANE. IN SO DOING, I CAME IN TOO FAST, BOUNCED THE PLANE A COUPLE OF TIMES AND ASKED MY R SEAT ACCOMPANYING PLT (AN ATP AND FORMER CFI) TO TAKE OVER. HE ACCOMPLISHED THIS VERY QUICKLY AND BROUGHT US TO A HALT. AT THIS POINT THE OTHER ACFT WAS JUST CLRING THE RWY AHEAD OF US. I BELIEVE THE PROB DEVELOPED INITIALLY BY THE COINCIDENCE OF THE ARR OF 2 ACFT IN ALMOST IDENTICAL POS. CONTRIBUTING FACTORS WERE THE DIVERGENT SPDS OF THE 2 ACFT. CORRECTIVE ACTIONS SHOULD HAVE BEEN TO EITHER DISCUSS THE SPD ISSUE WITH THE TWR AND ASK TO BE THE FIRST TO LAND OR TO REQUEST A 360 DEG TURN TO RE-ENTER THE APCH. FAILING EITHER OF THOSE, I SHOULD HAVE PERFORMED A GAR OFF OF THE APCH. SUPPLEMENTAL INFO FROM ACN 716371: ABOUT 2 MI OUT, THE PIC STATED TO ME THAT WE SHOULD GO AROUND. I KNEW THAT WE COULD SLOW FURTHER AND MAKE S-TURNS TO STAY IN TRAIL WITH ADEQUATE SPACING. I RECOMMEND THAT WE CONTINUE THE APCH. THE APCH DETERIORATED WITH THE PIC FLYING AN UNCOMFORTABLE APCH WHICH HE DIDN'T WANT TO BE DOING. THE TOUCHDOWN WAS FAST WITH THE OTHER PLANE STILL ON THE RWY. THE PIC THEN LOST CTL AND THE ACFT STARTED TO BOUNCE. HE THEN PASSED CTL TO ME AND I MANAGED TO GET THE ACFT UNDER CTL AND ALMOST CAUGHT UP TO THE OTHER

ACFT AS HE TURNED OFF THE RWY. WHAT I HAD DONE IN PUSHING THE PIC TO CONTINUE COULD HAVE TURNED INTO A RWY COLLISION. LESSON LEARNED: IF YOU ARE NOT PIC, RESTRICT YOUR SUGGESTIONS TO SAFETY ITEMS.

Synopsis

C182RG FLT CREW HAS AN UNSTABILIZED APCH TO JVL.

ACN: 715336

Time / Day

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

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Other Localizer
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

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 : 40
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 1000
ASRS Report : 715336

Person : 2

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

VYS IS MY HOME BASE. IT IS AN UNCTLED ARPT WITH AN AWOS. ONE RWY, 18/36. RWY 36 HAS A PARALLEL TXWY, RWY 18 DOES NOT. I RECEIVED MY WX BRIEFING (DUATS), FILED A FLT PLAN AND GOT MY PLANE READY TO GO. MY PRACTICE IS TO TAXI TO THE ACTIVE BEFORE CALLING FOR A VOID TIME CLRNC SO THAT I TIE UP THE ARPT FOR AS SHORT A TIME AS POSSIBLE. I ANNOUNCED ON THE UNICOM THAT I WAS BACK-TAXIING ON RWY 18. I WAS BACK-TAXIING ON RWY 18 WHEN AN ACFT ANNOUNCED THAT THEY WERE ON A 2 1/2 MI FINAL TO RWY 18. THEY CALLED RIGHT BACK AND ASKED IF I WAS STILL ON THE RWY. I REPLIED THAT I WAS BUT WOULD BE OUT OF THE WAY IN TIME. I WAS OUT OF THE WAY -- BUT BARELY. JUST AS I TURNED IN TO THE HOLDING AREA THEY POPPED OUT OF THE CLOUDS AT ABOUT 100 FT AGL, LESS THAN 1/8 MI AND ABOUT 100 FT W OF THE RWY. HE CORRECTED HIS APCH AND LANDED. THE WHOLE INCIDENT LASTED ABOUT 1 MIN. I MADE A POOR DECISION: 1) I EXPECTED TO SEE THEM LONG BEFORE I DID AS THE AWOS WAS RPTING 600 AND 2. 2) I THOUGHT I HAD MORE TIME TO TAXI BECAUSE THEY SAID THEY WERE 2 1/2 MI OUT. I WAS WRONG ON BOTH COUNTS. TURNING BACK WAS NOT AN OPTION FOR ME AS THAT WOULD HAVE TAKEN LONGER THAN CONTINUING TO THE HOLDING AREA, BUT I COULD HAVE PULLED OFF INTO THE GRASS. I SHOULD NEVER BE IN THAT POS AGAIN BECAUSE FROM NOW ON, AFTER ANNOUNCING THAT I AM GOING TO TAXI ON THE ACTIVE, I WILL STOP AND WAIT FOR A TIME TO SEE IF ANYONE SAYS THEY ARE ON AN APCH. HOWEVER, IF SOMEHOW I AM IN THAT SITUATION AGAIN, I WILL IMMEDIATELY EXIT THE RWY. THERE SHOULD HAVE NOT BEEN ANY IMMINENT THREAT OF AN ACCIDENT AS HE COULD HAVE GONE AROUND. HOWEVER, IT APPEARED THAT HE HAD NO INTENTION OF DOING SO.

Synopsis

DEPARTING AN UNCTLED FIELD IFR, PLT BACK-TAXIES ON THE ONE RWY AND CONFRONTS AN INBOUND IFR ACFT JUST IN TIME TO EXIT INTO RUNUP AREA AHEAD OF THEIR ARR.

ACN: 715134

Time / Day

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : LAS.Tower
Operator.General Aviation : Corporate
Make Model Name : Learjet 45
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 5640
Experience.Flight Time.Type : 1160
ASRS Report : 715134

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 65
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 1200
ASRS Report : 715135

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolutive Action.Controller : Issued New Clearance

Assessments

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

Situations

Airport.Markings : LAS.Airport
Chart.Airport : LAS.Airport

Narrative

WE WERE CLRED TO TAXI FROM FBO TO RWY 1L VIA TXWY H AND TO HOLD SHORT OF RWY 7L. THE NIGHT WAS VERY DARK BUT CLR. AS WE APCHED TXWY B, I COMMENTED TO THE COPLT THAT I COULD NOT SEE A HOLD LINE AND WOULD STOP OPPOSITE THE TXWY B SIGN. THIS WAS AN AREA WHERE THE THRESHOLDS OF RWY 7L AND 1L CAME TOGETHER. THE COPLT CONTACTED THE TWR WHO THEN CLRED US TO CROSS RWY 7L AND TO HOLD SHORT OF RWY 1L. THIS AREA OF THE ARPT WAS ALSO VERY DARK AND THE TXWY LINES WERE FADED AND DIFFICULT TO SEE. I TAXIED ON THE GREEN LIGHTED TXWY CTRLINE THAT I THOUGHT LED TO RWY 1L. THE COPLT, WHO HAD THE TAXI CHART IN HAND, WAS HELPING ME WITH DIRECTIONS AND SEEMED OK WITH THIS ACTION. AS I MADE THE LEFT TURN ALONG THE CTRLINE, I REALIZED THAT I TURNED ONTO RWY 7L. I IMMEDIATELY TURNED BACK TO THE RIGHT TO GET OFF THE RWY AND TO WHAT I THOUGHT TO BE THE TXWY TOWARD RWY 1L. I HEARD THE TWR ISSUE A GO AROUND TO AN ACFT ON FINAL FOR RWY 1L AND I IMMEDIATELY STOPPED AND TOLD THE COPLT TO TELL THE TWR WE WERE NOT SURE WHERE WE WERE AND TO ASK FOR DIRECTIONS. I NEVER DID SEE A HOLD SHORT LINE FOR ANY RWY. APPARENTLY, WE ENDED UP BETWEEN RWY 1L EDGE LINE AND THE HOLD SHORT LINE WHEN I MADE THE RIGHT TURN AWAY FROM RWY 7L BACK TO RWY 1L. WE WERE BOTH CONFUSED AT THIS POINT AS TO HOW WE GOT TO WHERE WE WERE AND WHERE TO GO NEXT. TWR THEN TOLD US TO FLASH OUR TAXI LIGHTS. HE THEN ISSUED CLRNC TO TAXI STRAIGHT AHEAD TO RWY 1R AND PUT US IN POSITION AND HOLD ON RWY 1R. WE NOW HAD OUR SITUATIONAL AWARENESS BACK AND EVERYTHING PROCEEDED NORMALLY FROM HERE ON. I ALWAYS CARRY AND REVIEW GOV TAXI CHART FOR EACH ARPT I FLY INTO. I DOWNLOAD THESE FROM THE WEB PRIOR TO EACH FLT SO THAT I HAVE AN UP-TO-DATE CHART. UNFORTUNATELY, THERE IS VERY LITTLE DETAIL ON THE CHART FOR THE LAS TAXI AREA FOR RWY 7L AND RWY 1L. AFTER THIS INCIDENT, I ALSO REVIEWED THE LAS CHART THAT COMMERCIAL CHART COMPANY PROVIDES. WHILE IT ALSO SHOWS LITTLE DETAIL OF THE TAXI AREA FOR RWY 7L AND RWY 1L, IT DOES, HOWEVER, IDENTIFY THIS AREA AS A RWY INCURSION 'HOT SPOT.' THE GOV CHART DOES NOT HAVE THIS FEATURE. SUPPLEMENTAL

INFO FROM ACN 715135: IT WAS DAY 4 OF A VERY LONG DUTY DAY. IT WAS NIGHT, BUT WX WAS NOT A FACTOR. NEITHER PLT HAD EVER FLOWN TO LAS BEFORE. AS PNF, I WAS RUNNING THE RADIOS. UPON THE CALL TO GND CTL WE WERE CLRED TO TAXI TO RWY 1L, HOLD SHORT OF RWY 7L. AS WE DEPARTED THE FBO RAMP, THE CAPT COMMENTED THAT THE TXWY CTRLINE WAS FADED. WE PROCEEDED S ON TXWY H AND HELD JUST BEYOND TXWY B. AFTER A FEW MINUTES OF HOLDING, I CALLED GND TO ADVISE, 'HOLDING SHORT OF RWY 7L.' THE CTLR TOLD US TO SWITCH TO TWR. AFTER CALLING TWR, HE INSTRUCTED US TO, 'HOLD SHORT OF RWY 7L.' THIS WAS ACKNOWLEDGED BY ME. WE DID NOT MOVE AT THAT POINT. A VERY SHORT TIME LATER (APPROX 20 SECONDS), HE CALLED US AND TOLD US TO HOLD SHORT OF RWY 1L. THIS WAS ALSO ACKNOWLEDGED. AS WE STARTED TO MOVE, I GLANCED DOWN AT THE TAXI CHART. WHEN I LOOKED BACK OUT, I WAS MOMENTARILY DISORIENTED BUT THE CAPT AND I SIMULTANEOUSLY REALIZED WE WERE LINED UP WITH RWY 7L. I SUGGESTED A HARD RIGHT TURN TO GET BACK OVER TO RWY 1L. AT ABOUT THIS TIME THE CTLR ORDERED AN AIR CARRIER TO GO AROUND. THE CAPT DID MAKE A HARD RIGHT TURN TO MANEUVER BACK OVER TO RWY 1L. HE TAXIED SLOWLY LOOKING FOR THE HOLD SHORT LINE. NEITHER OF US EVER SAW ANY HOLD SHORT MARKINGS FOR EITHER RWY. AS WE APPROACHED THE RWY EDGE LINE FOR RWY 1L, I ADVISED THE CAPT TO STOP. TWR CALLED US BEFORE WE COULD CALL HIM AND HE INSTRUCTED US TO EXPEDITE ACROSS RWY 1L AND HOLD SHORT OF RWY 1R. WE COMPLIED, AND AFTER A PERIOD OF TIME WE WERE CLRED TO DEPART RWY 1R. CONCLUSIONS: IF I HAD TO DO IT ALL OVER AGAIN, I WOULD REQUEST A RWY 1L AT TXWY B DEPARTURE AND NOT DEAL WITH THE POORLY MARKED CORNER OF THE AIRFIELD. CREW FATIGUE WAS PROBABLY A FACTOR. CALLBACK CONVERSATION WITH RPTR ACN 715134 REVEALED THE FOLLOWING INFO: THE INTXN IS EXTREMELY CONFUSING AND THEY NEVER DID SEE THE HOLD LINE.

Synopsis

LEAR 45 CREW RPTS PROBS WITH RWY HOLD SHORT MARKINGS AT LAS RWY 1L/7L JUNCTION.

ACN: 714949

Time / Day

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

Place

Locale Reference.Airport : DYL.Airport
State Reference : PA
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR20
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Flight Phase.Landing : Missed Approach

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 600
Experience.Flight Time.Type : 550
ASRS Report : 714949

Person : 2

Affiliation.Government : Military
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 18
Experience.Flight Time.Total : 330
Experience.Flight Time.Type : 330
ASRS Report : 715060

Events

Anomaly.Conflict : NMAC
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON A VERY SHORT FINAL TO LAND ON RWY 23, WHEN I HEARD AN ACFT BROADCAST THAT THEY WERE TAKING THE ACTIVE RWY. I NOTICED THAT THE ACFT HAD NOT PASSED THE HOLD LINE, AND I IMMEDIATELY XMITTED THAT I WAS ON SHORT FINAL. I OBSERVED THAT THE DEPARTING ACFT STILL HAD SUFFICIENT TIME TO STOP AFTER MY XMISSION, AND REMAIN CLR OF THE ACTIVE RWY. INSTEAD OF STOPPING, THE DEPARTING ACFT ACTUALLY SPED UP. WHEN I REALIZED THIS, I IMMEDIATELY EXECUTED A FORCED GAR, SINCE THERE WAS NO POSSIBILITY OF LNDG WITHOUT THE 2 ACFT COLLIDING. I THEN TRIED TO ESTABLISH COMS WITH THE DEPARTING ACFT TO ENSURE THEY KNEW OF MY POS. I RECEIVED NO RESPONSE AFTER SEVERAL ATTEMPTS. THE LACK OF RESPONSE FROM THE ACFT CONTINUED TO COMPROMISE THE SAFETY OF MY PAX AND ME. IN ADDITION, THE GAR HAD FORCED US TO BE IN A DANGEROUS POS WITH OTHER ACFT THAT WERE ENTERING THE PATTERN VIA A XWIND ENTRY, SINCE I WAS AT A HIGHER ALT ABOVE THE RWY THAN NORMAL FOR A DEPARTING ACFT. I FINALLY TOLD THE ACFT THAT I COULD NO LONGER SEE IT BECAUSE IT WAS UNDER MY WING. THIS TIME I RECEIVED A RESPONSE THAT THEY WOULD CONTINUE TO GO STRAIGHT OUT, AND THAT I SHOULD JUST CIRCLE AROUND THEM. THIS RESPONSE CAME WITH A LOT OF ATTITUDE FROM THE OTHER PLT, LIKE THEY WERE DISGUSTED AT ME FOR BOTHERING THEM. SUPPLEMENTAL INFO FROM ACN 715060: I ANNOUNCED OVER THE UNICOM THAT I WAS TAKING THE ACTIVE RWY 23 AND TAXIED ONTO RWY 23 AND BEGAN MY TKOF ROLL. I ANNOUNCED MY L XWIND TURN AND CONTINUED TO CLB ABOVE PATTERN ALT AND EXITED THE PATTERN TO THE SE AND THEN CHANGED HDG TO E TO CONTINUE OUR TRAINING MISSION. I STAYED ON DYL UNICOM FREQ UNTIL REACHING NEW HOPE, PA. AT THIS POINT I SWITCHED OVER TO TTN TWR TO MONITOR AIR TFC TRANSITIONING IN THE AREA OVER NEW HOPE AND LAMBERTVILLE. (NOTE: AFTER WHEELS UP AT DYL, I DID NOT HEAR ANY CONVERSATION OVER THE DYL UNICOM EXCEPT FOR MY ANNOUNCEMENTS.)

Synopsis

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

ACN: 714818

Time / Day

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

Place

Locale Reference.Airport : E16.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Ground : Position And Hold

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 29
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 3000
ASRS Report : 714818

Person : 2

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

TAXIING TO THE TKOF END OF RWY 14, I HEARD A PLANE ANNOUNCE ENTERING DOWNWIND FOR RWY 14. HE MIGHT HAVE BEEN SEVERAL MI OUT OR IN THE DOWNWIND, I DIDN'T HEAR THE WHOLE XMISSION. WHEN I GOT TO THE RUN-UP AREA OF RWY 14 I HELD SO AS TO BE ABLE TO SEE THE APCH END AND LOOKED AND SAW NO ONE EITHER ON BASE OR FINAL. I TAXIED UP TO THE HOLD LINE WHILE ANNOUNCING MY DEP ON RWY 14 FOR A L DOWNWIND DEP. I WAS ON THE HOLD LINE OR JUST CROSSED IT WHEN A PIPER CHEROKEE CROSSED IN FRONT OF ME TOO CLOSE FOR COMFORT. I STOPPED AND HE COMPLETED HIS LNDG. AS HE TAXIED OFF AT THE FAR END OF THE RWY HE XMITTED, 'REMAIN OFF THE RWY UNTIL I AM CLR.' MY ANSWER, 'SURE THING.' WHEN HE WAS CLR I XMITTED 'I LOOKED FOR YOU, I'M SORRY I DIDN'T SEE YOU,' TAXIED ONTO THE RWY AND TOOK OFF. SCARY! IF HE XMITTED HIS POS OTHER THAN THE INITIAL ONE, I NEVER HEARD IT AND WHY I DIDN'T SEE HIM ON FINAL I DON'T KNOW, EXCEPT HE MIGHT HAVE AT THAT INSTANT BEEN SO CLOSE AS TO BE BELOW THE MOUNTAIN HORIZON AND THUS BLENDED INTO IT. ANYWAY, I DIDN'T SEE HIM. I SHOULD HAVE MADE MY ANNOUNCEMENT AND THEN STARTED MY TAXI ONTO THE RWY RATHER THAN BOTH AT THE SAME TIME, AND I WILL IN THE FUTURE. I WAS NOT ALONE AS I THOUGHT I WAS!

Synopsis

A LIGHT SINGLE WAS TAKING THE RWY AT E16 WHEN ANOTHER ACFT LANDED, MISSING HIM BY ABOUT 50 FT.

ACN: 713625

Time / Day

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

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Weather Elements : Fog
Weather Elements : Rain
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : DFW.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 713625

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 713626

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Incursion : Runway

Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance

Narrative

LANDED RWY 36L...LOW VIS APCH. CLEARED ONTO TXWY E AND ASKED TO HOLD SHORT RWY 36R ON TXWY Y. WHILE HOLDING SHORT RWY 36R WITH BRAKES PARKED, I HEARD A FLT ATTENDANT PA ASKING PAX TO REMAIN SEATED. I MAKE A QUICK PA REMINDING EVERYONE TO REMAIN SEATED. AFTER PUTTING HANDSET DOWN IN CRADLE, WE WERE CLEARED TO CROSS RWY 36R AND TO CONTACT GND. FO READ BACK CLRNC AND GAVE HAND SIGNAL TO CROSS. THE RWSL LIGHT FLICKERED AND WE CROSSED WITH CONFIDENCE OF THE CLRNC AND NO OBVIOUS TFC. AT MID CROSSING POINT WE REALIZED THE LIGHTS THAT WE THOUGHT WERE AN ACFT HOLDING IN POSITION WAS ACTUALLY AN ACFT ON TKOF ROLL RWY 36R. WE CLEARED THE RWY WELL BEFORE THE ACFT FLEW OVERHEAD AND TWR CALLED AND THEN SAID TO DISREGARD. WE TAXIED TO GATE AND CALLED WEST TOWER AND GAVE MY CONTACT NUMBER TO TOWER. CALLBACK CONVERSATION WITH RPTR ACN 713626 REVEALED THE FOLLOWING INFO: RPTR STATED THAT A PHONE CALL TO THE TOWER AFTER PARKING REVEALED THAT THE TOWER CTLR MADE A MISTAKE. THE CHAIN OF EVENTS THAT LED UP TO THAT MISTAKE WERE ACFT Y ON RWY 36R DID NOT COMMENCE ITS TKOF ROLL UNTIL 50 SECONDS AFTER IT WAS CLEARED TO DO SO. THE CTLR DID NOT CONFIRM THE DEP WITH ELECTRONIC MEANS AND CLEARED ACFT X TO CROSS RWY 36R THE RWY STATUS LIGHT SYSTEM WAS APPARENTLY CONFUSED BY THE LONG HOLD IN POSITION AND INITIALLY ALLOWED ACFT X TO CROSS, THEN TURNED RED AS ACFT Y STARTED TO MOVE.

Synopsis

MD80 CREW HAS RWY INCURSION AT DFW RWY 36R AFTER LANDING RWY 36L.

ACN: 712184

Time / Day

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

Place

Locale Reference.Airport : BNA.Airport
State Reference : TN
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : BNA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B727 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 480
ASRS Report : 712184

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Person : 5

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Narrative

VFR/NIGHT CONDITIONS. BNA IS A NEW FIELD FOR OUR CARRIER. EXPECTED DEP ON RWY 20R PER THE ATIS. CALLED GND AND TOLD TO TAXI TO RWY 31 VIA TXWY K. ACR HAS RECENTLY SWITCHED TO NEW COMMERCIAL APCH PLATES, THE ARPT OPERATIONAL INFO PAGE STATES 'COMPLY WITH ALL HOLD SHORT INSTRUCTIONS PARTICULARLY AT TXWY L8 AND RWY 31.' THIS LED TO AN EXPECTATION OF A HOLD SHORT POS AT L8 AND RWY 31. IN THE VICINITY OF L7 AND TXWY K, WE NOTICED A HOLD SHORT LINE AND APPARENTLY MISIDENTED IT AS THE ILS CRITICAL AREA HOLD SHORT LINE. THIS IS SOME DISTANCE FROM THE END OF THE RWY. WE TAXIED PAST IT, AND TWR CLRED US FOR AN IMMEDIATE TKOF WITH 'TFC ON A 3 MI FINAL.' WE SPOTTED THE TFC, AND TOLD TWR WE WOULD HOLD POS, WE FELT THE TFC WAS A LITTLE TOO CLOSE. THE CTLR THEN INFORMED US THAT WE WERE IN THE RWY CLR ZONE, AND SENT THE FINAL TFC ON A GAR. WE WERE THEN CLRED FOR TKOF. I BELIEVE MY MISTAKE WAS CAUSED BY SEVERAL FACTORS: 1) THE CHART STATEMENT REGARDING HOLDING AT L8 LED ME TO EXPECT A HOLD SHORT LINE AT L8. 2) I WAS OVERLY COMFORTABLE WITH BNA, HAVING FLOWN THERE FOR OVER 20 YRS IN PREVIOUS ACFT/CARRIERS. HOWEVER, I HAD NOT BEEN TO BNA IN OVER A YR, AND HAD RARELY USED RWY 31, AND THEN USUALLY FROM THE OTHER SIDE (TXWY L). ON SOME APCH PLATES, THE APCH HOLD LINE IS CLRLY SHOWN ON THE ARPT DIAGRAM ON THE TXWY L SIDE. IT IS NOT DEPICTED ON TXWY K. 3) APCHING THE HOLD SHORT LINE, I SAW THE FIRST HOLD SHORT LIGHTS AND SIGN, AND THEN LOOKED FORWARD TO THE L8 AREA AND SAW ANOTHER RED SIGN, WHICH I MISIDENTED AS THE HOLD SHORT LINE. IT APPARENTLY WAS THE RWY ENTRY WARNING SIGN. AS SUCH, I FAILED TO CORRECTLY IDENT THE MARKINGS AND SIGN IDENT THE ACTUAL HOLD SHORT LINE. FORTUNATELY, THE CTLR WAS ALERT AND PROMPTLY SENT AROUND THE ACFT ON FINAL. ALTHOUGH THE TXWYS AND SIGNS ARE PROPER, THE APCH PLATES COULD BE BETTER MARKED TO ADVISE OF THE ACTUAL HOLD SHORT POS AS THEY ARE SIGNIFICANTLY SHORT OF THE RWY, IN MUCH THE SAME FASHION AS AN ILS CRITICAL AREA. THE FACT THAT THE HOLD SHORT LINE IS MARKED ON TXWY L ON SOME ARPT DIAGRAMS

LEADS ME TO BELIEVE THAT THIS HAS BEEN AN ISSUE FOR PAX CARRIERS OPERATING FROM THE TERMINAL RAMP. THE NEW CHART DOES NOT SHOW EITHER, AND THE PREVIOUSLY MENTIONED REMARKS ON HOLDING SHORT AT 'L8 AND RWY 31' COULD BE CONFUSING.

Synopsis

B727 CREW CROSSES HOLD LINE FOR RWY 31 AT BNA WITHOUT CLRNC.

ACN: 711960

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

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

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 711784

Time / Day

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

Place

Locale Reference.Airport : PVU.Airport
State Reference : UT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 400
Experience.Flight Time.Type : 250
ASRS Report : 711784

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground

Person : 3

Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

MY WIFE AND I WERE ON A XCOUNTRY FLT FROM OUR HOME ARPT TO CEDAR CITY, UT. WX WAS MARGINAL THAT DAY WITH LOW CEILINGS IN AREAS STILL 1000+ FT AGL. AFTER FLYING THROUGH THE SALT LAKE VALLEY, I DECIDED TO LAND IN PROVO AND VERIFY THE WX AHEAD. I HAD NEVER LANDED AT PROVO BEFORE BUT DIDN'T HAVE ANY PROBS ON MY ARR, ALTHOUGH I HAD TO HAVE HELP FROM GND CTL KNOWING WHERE TO TAXI. ON THE GND AT PROVO, I CHKED THE WX AND VIEWED THE SATELLITE IMAGES OF MY RTE TO CEDAR CITY AND DETERMINED IT WAS SAFE TO GO ON. AFTER FUELING UP AND UPON LEAVING PROVO, I CONTACTED GND CTL ON 119.4 TO ASK FOR TAXI INSTRUCTIONS (I HAD A CURRENT FLT GUIDE OF THE ARPT DIAGRAM BUT THERE WAS ONGOING CONSTRUCTION AND IT HADN'T BEEN UPDATED TO SHOW THE CURRENT CONDITION). GND CTL SEEMED OUT OF PATIENCE WITH ME BECAUSE I HAD TO ASK TO REPEAT A COUPLE OF TIMES (I RARELY FLY INTO CTLED ARPTS AND I'M NOT ACCUSTOMED AS WELL AS I SHOULD BE WITH TWR COMS PLUS I WAS UNFAMILIAR WITH PVU). I HAD THE ATIS INFO AND KNEW FROM MY ARR THAT RWY 18/31 WAS CLOSED DUE TO CONSTRUCTION. WITH ALL THAT INFO, I WAS GIVEN CLRNC TO TAXI TO RWY 13 VIA TXWY A. I WAS LEAVING THE FBO THINKING I NEEDED TO TAXI ON WHAT WAS MARKED AS A3 TO GET TO TXWY A. WHEN I CROSSED THE RWY HOLD MARKINGS, I THOUGHT I WAS XING THE HOLD MARKING FOR RWY 18 THAT WAS CLOSED AND I HAD APPROVAL TO TAXI DIRECT TO RWY 13. A FEW FT AFTER I CROSSED THE HOLD MARKINGS, I SAW A SMALL PLANE DEPARTING RWY 13 AND IMMEDIATELY REALIZED WHERE I WAS. THERE WASN'T ENOUGH ROOM IN MY JUDGEMENT TO DO A 180 DEG TURN. AFTER THE ACFT THAT WAS TAKING OFF WAS CLR, I TAXIED AHEAD A LITTLE FURTHER STILL NOT ON THE STRIP OF RWY 13 AND CONTACTED GND CTL. I TOLD THE CTLR I HAD MISTAKENLY TAXIED PAST THE RWY HOLD MARKINGS AND ASKED TO TAXI DOWN THE CLOSED RWY 18 TO PICK UP TXWY A. THE CTLR WAS OBVIOUSLY STARTLED AT MY MISTAKE AND STERNLY TOLD ME TO DO A 180 DEG TURN, RETURN TO THE TIE-DOWN AREA, PARK MY PLANE AND CALL THE TWR. I DID AS HE INSTRUCTED. IN MY 20 YRS OF FLYING I HAVEN'T HAD TO DO THAT.

Synopsis

C172 PLT HAS A RWY INCURSION AT PVU.

ACN: 710530

Time / Day

Date : 200604
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MCO.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : MCO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.Tower : MCO.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 4000
ASRS Report : 710530

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 8000

Experience.Flight Time.Type : 3800
ASRS Report : 710051

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 4500
ASRS Report : 710312

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 166
Experience.Flight Time.Type : 1200
ASRS Report : 710210

Person : 5

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 3
Resolatory Action.Controller : Issued Alert
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ON TKOF ROLL ON RWY 17R I SAW A B737 APCHING THE RWY FROM TXWY F, AT ABOUT THE SAME TIME THE TWR TOLD THEM TO HOLD SHORT OF RWY 17R. THEY STOPPED, THEN RPTED OVER THE HOLD SHORT LINE. AS I SAW THE APCHING ACFT IN A HIGH-SPD TAXI, I KNEW I WAS IN THE WRONG, AND WAS ABOUT TO ABORT THE TKOF, BUT AT THAT TIME THE TWR ISSUED THE HOLD SHORT AND THE B737 LOOKED TO BE ABLE TO STOP. SO I CONTINUED RATHER THAN ATTEMPTING A HIGH-SPD ABORT. THE B737 LOOKED TO HAVE THEIR NOSE OVER THE HOLD LINE, AS WE ROTATED. SOME FACTORS THAT ATTRIBUTED TO THE INCIDENT WERE, A COM PROB WITH THE FLT ATTENDANT RECEIVING IOE AT THE SAME TIME WE WERE GETTING OUR POS AND HOLD INSTRUCTIONS, WHICH DIVERTED SOME OF MY ATTN FROM THE TWR INSTRUCTIONS. I WAS ALSO ANXIOUS TO GET TO OUR OVERNIGHT BECAUSE OF THE SHORT NIGHT. SUPPLEMENTAL INFO FROM ACN 710312: WE WERE CLRED TO LAND RWY 17L AT MCO. WE MADE A VISUAL APCH AND LANDED RWY 17L. I WAS THE PF. WE CLRED RWY 17L AT TXWY F. MY FO READ BACK THE INSTRUCTIONS AND I REPEATED

THEM OUT LOUD. WHILE TAXIING W ON TXWY F, THE TWR ISSUED A NEW TAXI CLRNC TO US. WE WERE NOW CLRED TO CROSS RWY 17R AT TXWY F, JOIN TXWY G, N TO THE GATE. ONCE AGAIN, MY FO READ BACK OUR NEW CLRNC AND I REPEATED THEM OUT LOUD. TWR ALSO SAID TFC WILL BE HOLDING IN POS RWY 17R. AS WE APCHED THE INTXN ON RWY 17R AND TXWY F, I TURNED ON ALL EXTERIOR LIGHTS, LOOKED TO MY L AND SAID, 'CLR L.' MY FO SAID SOMETHING LIKE, 'THIS GUY HAS A LOT OF LIGHTS ON.' THIS IS NOT WHAT I EXPECTED TO HEAR. I EXPECTED TO HEAR 'CLR R.' AS I TURNED MY HEAD TO THE R, TWR CAME UP ON FREQ AND TOLD US TO HOLD SHORT OF RWY 17R. I BRAKED AGGRESSIVELY TO A STOP. MY NOSE GEAR WAS PAST THE HOLD SHORT LINES, WE WERE ON RWY 17R. MY FO TOLD THE TWR, 'WE HAVE BREACHED THE RWY.' I'M NOT SURE WHY I DID THIS, HOWEVER, WHILE MY FO WAS CALLING THE TWR, I TURNED OFF THE EXTERIOR LIGHTS. LOOKING BACK, I THINK THAT WAS A MISTAKE. NOT 2 SECONDS LATER, AN AIRPLANE TOOK OFF IN FRONT OF US. I'M NOT SURE THE TYPE OF JET (MAYBE A CRJ, EMB145 OR MD80) OR THE COMPANY. AFTER THE JET GOES BY WE ARE RECLRED TO CROSS RWY 17R TXWY G TO THE GATE.

Synopsis

EMB145 FLT CREW TAKES OFF WITHOUT CLRNC AND CAUSES A TAXIING B737 FLT CREW TO HAVE A RWY INCURSION AT MCO.

ACN: 709677

Time / Day

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

Place

Locale Reference.Airport : RNO.Airport
State Reference : NV
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : RNO.TRACON
Controlling Facilities.Tower : RNO.Tower
Operator.General Aviation : Personal
Make Model Name : Baron 58/58TC
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.TRACON : RNO.TRACON
Controlling Facilities.Tower : RNO.Tower
Operator.General Aviation : Personal
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Function.Controller : Local
Function.Controller : Supervisor
Qualification.Controller : Radar
Experience.Controller.Radar : 5
Experience.Controller.Time Certified In Position1 : 6
ASRS Report : 709677

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.Other : Emotional Trauma
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 0

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : FAA

Narrative

AN OPERROR OCCURRED AT RNO. RWY 16R/L WERE THE ACTIVE RWYS. THE GND CTLR RELEASED CTL OF RWY 7 TO LCL CTL FOR AN ARR. THE GND CTLR THEN TAXIED A BE58 TO RWY 16R, WITH NO RESTRS OTHER THAN A RTE WHICH GAVE THE ACFT PERMISSION TO CROSS RWY 7. THE LIGHTS WERE SET TO THE APPROPRIATE INDICATORS, AND THE RWY IN USE PLACARD WAS IN PLACE ON THE CTLR'S PAD ACCORDING TO DIRECTIVES. THE BE58 CROSSED RWY 7 AS A C210 WAS LNDG. THEIR PATHS INTERSECTED AT THE INTXN OF RWY 7 AND TXWY A. THE C210 TOOK EVASIVE ACTION SWERVING TO THE L SIDE OF THE RWY, SMOKING A BRAKE IN THE PROCESS. THE BE58 SAW THE ACFT LNDG AND STOPPED/TURNED HIS ACFT TO THE R. THE ACFT PASSED WITHIN LESS THAN 20 FT OF EACH OTHER. AT THE TIME OF THE OCCURRENCE, I WAS WORKING GND CTL AND CIC COMBINED. LCL CTL #1 AND CLRNC DELIVERY POS WERE OPENED. THE MOST DIRECT CAUSE OF THE INCIDENT WAS THAT I FORGOT I NO LONGER HAD CTL OF RWY 7. INDIRECT CAUSAL FACTORS WERE DISTRS IN THE TWR CAB, ONE OF WHICH WAS THAT AS CIC, I WAS ATTEMPTING TO WORK THE STANDBY RADIO TO DETERMINE IF THE ATIS BROADCAST WAS GOING OUT. (WE HAD RECEIVED SEVERAL COMPLAINTS THAT THE ATIS WAS NOT BEING RECEIVED THROUGH CLRNC DELIVERY.) STAFFING AT THIS FACILITY IS CRITICAL. WE ARE OPERATING AT APPROX 75% STAFFING LEVEL. IF CIC HAD BEEN STAFFED SEPARATELY, THERE WOULD HAVE BEEN AN EXTRA SET OF EYES/EARS IN THE TWR CAB, I WOULD NOT HAVE BEEN DISTR BY OTHER DUTIES, AND THIS ERROR/NEAR FATAL INCIDENT WOULD NOT HAVE OCCURRED. AN ADDITIONAL FACTOR TO THIS INCIDENT DIRECTLY RELATES TO STAFFING AND CURRENT FAA MANDATES. I WAS NOT FEELING WELL THAT DAY DUE TO LACK OF SLEEP AND SEVERE HEADACHE. (THIS HEADACHE EVENTUALLY GREW TO A MIGRAINE FOR WHICH I HAD TO BE MEDICATED AFTER LEAVING WORK.) UNDER THE THREAT OF THE LOSS OF MY JOB, I ROUTINELY RPT TO WORK WHEN I FEEL INCAPACITATED FOR DUTY. UPON RPTING TO WORK, I DID REQUEST ANNUAL LEAVE ASAP. HOWEVER, DUE TO STAFFING, THE SUPVR WAS UNABLE TO RELEASE ME. AT THE TIME OF THIS INCIDENT, AN UNUSUAL EVENT OCCURRED WHICH I CONSIDER MY PERSONAL CAUSAL FACTOR FOR THE INCIDENT. I HAD PLACED THE RWY IN USE

PLACARD ON MY PAD (WHICH IS ONE OF THE OPTIONS IN ACCORDANCE WITH LCL DIRECTIVES) RATHER THAN HOLDING IT IN MY L HAND, WHICH IS THE HAND I USE TO 'TALK' (PUSH THE BUTTON ON MY HEADSET) AND IS MY NORMAL OPERATING PRACTICE/HABIT. I HAVE BEEN UNABLE TO DETERMINE WHY AT THIS PARTICULAR MOMENT, I DID NOT HAVE THE PLACARD IN MY HAND, OTHER THAN TO BLAME IT ON DISTRS BOTH IN THE CAB AND DUE TO MY 'HEALTH.' TO PREVENT FURTHER SIMILAR EVENTS, THIS AND ALL ATC FACILITIES NEED TO BE ADEQUATELY STAFFED SO THAT CTLRS ARE NOT OVERWORKED NOR TAXED WITH EXTRA DUTIES THAT CAUSE DISTRS. CTLRS ALSO SHOULD NOT BE UNDER THE THREAT OF THE LOSS OF THEIR JOB WHEN THEY ARE ILL, ESPECIALLY CONSIDERING THAT BECAUSE WE MUST MAINTAIN OUR MEDICAL CLRNC AND ARE RESTR FROM TAKING MOST ANY MEDICATIONS TO TREAT ILLNESS BECAUSE OF THE NATURE OF OUR JOB. ATC IS A UNIQUE AND SERIOUS JOB THAT CAN LEAD TO SERIOUS CONSEQUENCES UNDER LESS THAN IDEAL SITUATIONS. ADMINISTRATIVE PERSONNEL AT HIGHER LEVELS WHO ARE IN CHARGE OF OUR STAFFING AND OTHER DIRECTIVES SHOULD NOT TRY TO 'COOKIE CUT' THE FAA AND ITS CTLRS TO A BUSINESS MODEL NOR HOLD US ACCOUNTABLE TO ALL OTHER OPM REGS (REGARDING SICK LEAVE) WHEN WE ARE HELD TO A HIGHER STANDARD ELSEWHERE. ATC CTLRS NEED TO OPERATE AT A 100% SUCCESS RATE 100% OF THE TIME. ATC CTLRS ALSO CANNOT TAKE MEDICATION WHEN THEY ARE ILL AS WE ARE RESTR DUE TO OUR MEDICAL CLRNC. THIS JOB IS UNIQUE. THESE PEOPLE ARE UNIQUE. WE NEED APPROPRIATE SUPPORT TO DO THE JOB WE ALL LOVE TO DO.

Synopsis

LCL CTLR AT RNO DESCRIBES OPERROR BTWN TAXIING AND LNDG ACFT.

ACN: 709470

Time / Day

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

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PHX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Aircraft : 2

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

Person : 1

Affiliation.Government : FAA
Function.Controller : Handoff Position
Experience.Controller.Limited Radar : 23
Experience.Controller.Time Certified In Position1 : 14
ASRS Report : 709470

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground
Experience.Controller.Limited Radar : 11
Experience.Controller.Military : 4
Experience.Controller.Radar : 9
Experience.Controller.Time Certified In Position1 : 8
Experience.Controller.Time Certified In Position2 : 8
ASRS Report : 709469

Person : 3

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

Person : 4

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Investigated
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS WORKING THE HDOF S POS DURING LIGHT TO MODERATE TFC. I OBSERVED THAT GND CTLR HAD AN ACFT (CRJ9) RETURNING TO THE GATE. LCL S CROSSED SEVERAL ACFT THAT HAD BEEN HOLDING BTWN THE RWYS. ONE OF THOSE WAS A REGIONAL JET THAT WAS GOING TO BE A CONFLICT WITH THE CRJ9 THAT WAS RETURNING TO THE GATE. I COORDINATED WITH THE GND CTLR THAT WE WERE XING. DUE TO CONSTRUCTION THE GND CTLR HAD TO USE SOME NON STANDARD RTES. I WENT BACK TO SCANNING STRIPS AND SETTING THE DEP SEQUENCE WHEN I HEARD THE GND CTLR YELL 'ACFT Y STOP!' I LOOKED UP AND OBSERVED THE CRJ9 IN THE E7 INTXN PASS THE HOLD BARS AND ALMOST ON THE RWY WITH ACFT X 3600 FT INTO HIS TKOF ROLL. I YELLED AN EXPLETIVE AND POINTED TO THE INTXN AND LET THE LCL CTLR KNOW THERE WAS AN ACFT HEADING ONTO THE RWY. LCL S CANCELED ACFT X TKOF CLRNC AND THE PLT ABORTED THE TKOF.

Synopsis

PHX TWR HDOF CTLR DESCRIBED INCIDENT WHEN CRJ CROSSED RWY HOLD LINE REQUIRING AN ABORTED TKOF.

ACN: 709091

Time / Day

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

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Aircraft : 3

Controlling Facilities.TRACON : CLT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Radar : 21
Experience.Controller.Time Certified In Position1 : 12
ASRS Report : 709091

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 1500
ASRS Report : 709092

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 408
Experience.Flight Time.Type : 207.6
ASRS Report : 709103

Person : 4

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

Person : 5

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ACFT Y, ACR ABCD WAS #1 ACFT WAITING TO DEPART RWY 18L. I HEARD LCL CTL E CLR ACFT Y, ACR ABCD TO TIPH RWY 18L. I HEARD A GARBLED READBACK THAT SOUNDED LIKE ACFT SAID RWY 18R. THE LCL CTL E SAID CONFIRM 'ACFT ABCD RWY 18L TIPH' AND AGAIN HEARD A GARBLED RESPONSE. I TURNED AROUND TO LOOK AT RWY 18R AND OBSERVED AN ACFT (ACFT X, ACR ABBD) TAXIING ONTO RWY 18R WITH A B737 ABOUT A 1 MI FINAL. I TOLD LCL CTL W TO SEND THE B737 AROUND AND LCL CTL E TO TELL ACFT X, ACR ABBD TO TAXI OFF RWY 18R. ACFT X, ACR ABBD SHOULD HAVE BEEN ON TWR FREQ 126.4, BUT INSTEAD

TUNED IN WRONG FREQ OF 118.1. SUPPLEMENTAL INFO FROM ACN 709103: WE WERE FOLLOWING A JET. HE WAS HOLDING SHORT OF RWY 18R AND WE WERE BEHIND HIM. I PUT IN TWR FREQ OF 118.1 WHICH I BELIEVED TO BE THE RIGHT FREQ AND I BRIEFLY GLANCED AT MY CHART. AN ACR LANDED AND THE ACFT AHEAD WAS CLRED ONTO THE RWY AND FOR TKOF AND I'M NOT QUITE SURE THAT THE TWR READ RWY '18R OR 18L,' BUT HE MAY HAVE SAID IT. THE ACFT AHEAD OF US TAXIED ONTO THE RWY AND TOOK OFF AT THE SAME TIME THE TWR SAID. AT THIS TIME, WE TAXIED UP TO THE HOLD SHORT LINE AND WAITED FOR A CALL FROM TWR. I LOOKED AND SAW THAT THE LNDG ACFT WAS ON A 5-6 MI FINAL AND AT THAT TIME TWR CALLED AND I BELIEVED THAT HE SAID ACFT X, ACR ABBD, POS AND HOLD RWY 18R, SO I READ BACK THE CLRNC PUTTING EMPHASIS ON THE CALL SIGN AND ON THE RWY, THEN MY CAPT STARTED TO TAXI ONTO THE RWY. A SECOND OR TWO LATER, TWR SAID 'WAIT, ACFT X, ACR ABBD, WHAT IS YOUR FIRST FIX?' WE REPLIED 'NALEY' AND HE SAID 'HOLD YOUR POS.' AT THIS TIME, THE NOSE OF THE ACFT WAS JUST ON THE EDGE OF THE RWY. THEN TWR SAID TAXI ONTO THE RWY AND OFF AT THE NEAREST TXWY. AFTER WE WERE ON THE TXWY HE SAID 'CONTACT TWR ON 126.4.'

Synopsis

CRJ900 FLT CREW HAS A RWY INCURSION AT CLT.

ACN: 707234

Time / Day

Date : 200608
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CVG.Airport
State Reference : KY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CVG.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Holding
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : CVG.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Military : 8
Experience.Controller.Non Radar : 6
Experience.Controller.Radar : 26
Experience.Controller.Supervisory : 4
ASRS Report : 707234

Person : 2

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

Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 2200
ASRS Report : 707249

Person : 3

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

Person : 4

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 3000

Assessments

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

Narrative

I INSTRUCTED A B737 (ACR X) TO PULL UP TO THE RWY. HE WAS #1 FOR DEP. I TOLD ACR Y TO FOLLOW THE B737 IN FRONT OF HIM. ACR Z ON FINAL ASKED IF THERE WAS AN ACFT ON THE RWY. ACR X WENT INTO POS AND HOLD ON HIS OWN. I SENT ACR Z AROUND AND CLRED ACR X FOR TKOF. SUPPLEMENTAL INFO FROM ACN 707249: RWY INCURSION. A COMBINATION OF EVENTS OCCURRED THAT RESULTED IN THE CAPT TAXIING ONTO RWY 18L CVG WITHOUT A CLRNC, AND MYSELF THE FO NOT CATCHING IT IN TIME TO PREVENT IT. 1) SCHEDULE. WE WERE ON LAST LEG OF DAY. LATE DUE TO MECHANICAL (APU DEFERRED), NOW FACING AN 8 HR REDUCED REST. A FATIGUE ISSUE AGAIN. 2) APU REQUIRED A NONSTANDARD TAXI RTE TO GO TO A HOLDING AREA TO XBLEED START THE SECOND ENG, AS WELL AS ADDITIONAL XBLEED CHKLIST. 3) MOST IMPORTANT -- CREW SCHEDULING SENDING AN ACARS ALERT WITH CHIME FOR A FLT ATTENDANT RERTE JUST AS WE SWITCHED FROM GND TO TWR FREQ. 4) AMBIGUOUS INSTRUCTION FROM GND THAT CAPT MISINTERPED AS A 'POS AND HOLD' CLRNC. NARRATIVE OF EVENT: WHILE HOLDING ON TXWY S, WE PERFORMED XBLEED START AND CHKLIST, THEN ADVISED GND WE WERE READY. HAD A B777 ON TXWY T AT OUR 2 O'CLOCK POS. GND TOLD US TO FOLLOW THE B777 AS HE WASN'T 'TAKING TO HIM.' THE B777 THEN SAID HE WAS STILL ON GND. CTLR THEN TOLD US WE WERE 'NEXT' AND TO 'MOVE UP ONTO HOLD, CONTACT TWR.' AS INSTRUCTED BY CAPT, I MADE DEP PA, COCKPIT BEFORE TKOF FLOW, ACKNOWLEDGED FLT ATTENDANT'S CALL, CHKED WINGTIP CLRNC

WITH THE B777, THEN HAD TO LOOK DOWN TO SEE ACARS ALERT. CONSIDERING HEIGHTENED SECURITY IN PLACE, FELT IT WAS PRUDENT TO SEE ALERT MESSAGE. BY THE TIME I LOOKED UP (STILL HAD NOT TAXIED TO TWR) WE WERE ACROSS THE HOLD LINE. ACFT ON FINAL (2 MI OUT) SAW CONFLICT ABOUT TO HAPPEN. TOLD TWR AND WAS GIVEN A GAR INSTRUCTION. WE THEN DEPARTED NORMALLY.

Synopsis

RWY INCURSION AFTER CTLR ASKS A B737 TO PULL UP TO THE RWY.

ACN: 707098

Time / Day

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

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : PHX.Tower
Operator.General Aviation : Corporate
Make Model Name : Airbus Industrie Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Cockpit Furnishing

Component : 2

Aircraft Component : Nosewheel Steering

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 214
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 1000
ASRS Report : 707098

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 9600
Experience.Flight Time.Type : 2400
ASRS Report : 707293

Person : 3

Function.Flight Crew : Captain

Person : 4

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence.Other
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.FAA : Reviewed Incident With Flight Crew
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : FAA
Problem Areas : Maintenance Human Performance

Narrative

WHILE ON TXWY E, GOING TO RWY 7L IN PHX, THE CAPT STATED THAT HIS RUDDER PEDALS WERE BINDING ON 2 SIDE PANEL FASTENERS THAT HAD COME LOOSE DURING TAXI. THIS WAS THE FIRST FLT OF THE DAY FOR THIS ACFT. IT HAD JUST COME OUT OF ROUTINE MAINT. I SUGGESTED WE RETURN TO THE GATE, AND THE CAPT CONCURRED. I CONTACTED GND AND MADE THE REQUEST FOR A RETURN TO GATE. GND ASKED IF WE COULD MAKE A R TURN AT D4 AND HOLD POSITION ON TXWY D. THE CAPT NODDED YES AND I TOLD GND WE COULD DO THAT. ONCE ESTABLISHED ON TXWY D, I WENT OFF #1 RADIO, AT THE CAPT'S REQUEST, TO INFORM OPS AND GET A GATE. WHILE I WAS TALKING WITH OPS THE CAPT STARTED TO TAXI E ON TXWY D IN RESPONSE TO TAXI INSTRUCTIONS FROM GND. HE MADE A R TURN STOPPED THE ACFT AND ASKED ME TO HELP HIM LOCATE D-7. I TOLD OPS TO STAND BY AND PULLED MY ARPT DIAGRAM OFF MY R

SIDE WINDOW CLIPBOARD AND HELD IT BTWN US SO WE COULD BOTH LOOK AT IT AND LOCATE D-7. I POINTED TO D-7 ON THE CHART AND THE CAPT STATED 'OH THERE IT IS. I GOT IT NOW.' THE CAPT STARTED TO TAXI THE ACFT AS I TURNED TO MY R TO PUT MY ARPT DIAGRAM BACK ON MY CLIPBOARD. JUST AS I FINISHED REPLACING IT, THE CAPT SLAMMED ON THE BRAKES, STOPPED THE ACFT AND TOLD GND WE HAD STOPPED. I LOOKED UP AND SAW THAT WE WERE ON ONE OF THE HIGH-SPD TURNOFFS TO RWY 25R (E-6 OR E-7 I DO NOT REMEMBER WHICH). WE HAD CROSSED THE HOLD SHORT LINE AND THE ACFT WAS JUST SHORT OF XING THE RWY EDGE LINE. THE AIRBUS A380 CROSSED OUR NOSE IN THE MIDDLE OF A TWR DIRECTED HIGH-SPD ABORT. I WENT BACK TO COM #1 IN TIME TO HEAR GND TELL US 'THAT WAS A L TURN AT D-7.' GND ASKED IF WE COULD MAKE A 180 DEG TURN. IN THE TURN WE LOST NOSEWHEEL STEERING. AFTER NOSEWHEEL STEERING WAS REGAINED WE SLOWLY TAXIED TO OUR GATE. PERCEPTIONS: I FEEL I CONTRIBUTED GREATLY TO THIS INCIDENT BY FAILING TO REMAIN HEADS UP AND SITUATIONALLY AWARE DURING A CRITICAL OP. I SHOULD HAVE STAYED ON COM #1 UNTIL THE ACFT WAS OUT OF THE CONGESTED AREA. THE CALL TO OPS COULD HAVE WAITED. THIS WAS POOR AIRMANSHIP ON MY PART. I GOT CAUGHT UP IN THE RUSH OF THE OP. I LEFT THE CAPT BY HIMSELF IN A BUSY GND ENVIRONMENT WITH AN ACFT THAT WAS BROKEN. I AM VERY THANKFUL THAT NO ONE WAS INJURED AND THAT GND WAS WATCHING AND TOLD US TO STOP WHEN THEY DID. I DON'T KNOW WHAT ELSE TO SAY. PLEASE LEARN FROM READING THIS. SUPPLEMENTAL INFO FROM ACN 707293: THE ROOT CAUSE WAS 2 SPRING-LOADED FASTENERS THAT HOLD THE SIDE PANEL TO THE CTR CONSOLE. 1 UPPER, AND 1 LOWER. THEY ARE THE SAME HT AS THE RUDDER PEDALS AND LOCATED IN VERY CLOSE PROX. THIS IS WHAT PREVENTED THE RUDDER FROM MOVING AND BRAKE FROM BEING ABLE TO BE APPLIED. I THINK A SVC BULLETIN OR EVEN AN AIRWORTHINESS DIRECTIVE SHOULD BE ISSUED. CALLBACK CONVERSATION WITH RPTR ACN 707098 REVEALED THE FOLLOWING INFO: THE FO RPTED HE BELIEVED THERE IS A CURRENT AIRWORTHINESS DIRECTIVE REGARDING THE FASTENERS THAT CAUSED THE PROB. HE WAS UNCERTAIN WHETHER THE EVENT WAS TRIGGERED BY A MECHANICAL FAILURE OF THE FASTENERS OR THE FAILURE OF MAINT TO PROPERLY SECURE THE PANEL AFTER THE COMPLETION OF THE MAINT PROCS WHICH PRECEDED THE FLT. RPTR ADVISED THERE IS A CURRENT NOTAM FOR INSPECTION OF THE FASTENERS INVOLVED BUT FEELS MORE FREQUENT INSPECTIONS ARE NECESSARY.

Synopsis

CRJ FLT CREW EXPERIENCE RWY INCURSION AT PHX WHEN BRAKE AND STEERING SYS MALFUNCTION. ATC DIRECTED HIGH SPD ABORT OF DEPARTING ACFT IS NECESSARY.

ACN: 706993

Time / Day

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

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Radar : 24
ASRS Report : 706993

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground

Person : 3

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

Person : 4

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Investigated
Miss Distance.Horizontal : 500

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I CLRED A320 FOR TKOF RWY 7L. MY GND CTLR AND ASSIST ALERTED ME TO AN RJ TAXIING TOWARDS THE RWY, PAST THE HOLD BAR AT MIDFIELD. I ABORTED THE TKOF CLRNC FOR THE A320 AND HE RETURNED TO THE RAMP.

Synopsis

PHX TWR CTLR DESCRIBED INCIDENT WHEN ACFT CROSSED RWY HOLD LINES REQUIRING CTLR INITIATED TKOF ABORT.

ACN: 706960

Time / Day

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

Place

Locale Reference.Airport : PVU.Airport
State Reference : UT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PVU.Tower
Operator.General Aviation : Personal
Make Model Name : PA-24 Comanche
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : PVU.Tower
Operator.General Aviation : Personal
Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Route In Use.Approach : Straight In
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

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 : 980
Experience.Flight Time.Type : 385
ASRS Report : 706960

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Captain

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS INSTRUCTED TO TAXI TO RWY 18. THERE WERE NO HOLD SHORT INSTRUCTIONS GIVEN I BELIEVE AND THAT WAS PROBABLY BECAUSE I WAS JUST TAXIING AS NORMAL TO A RUNUP AREA WHICH IS USUALLY WELL MARKED WITH A HOLD SHORT LINE. I BEGAN TO TAXI. IT LOOKED LIKE THE TXWY WAS NEWLY LINED AND REPAVED AND IN FRONT OF ME. I HAD THE RWY DIAGRAM IN FRONT OF ME MAKING SURE I WAS FOLLOWING THE RIGHT TXWY -- AT LEAST IT LOOKED RIGHT. I LOOKED UP FROM THE DIAGRAM TO SEE MYSELF PASSING THE DOUBLE BARS OF A RWY STOP AREA -- LEADING TO RWY 18. AT THE SAME TIME THE GND CTLR FROM PROVO TWR CALLED AND SAID TO STOP. I DID. MY STOP WAS JUST MAYBE 10 FT BEYOND THE HOLD SHORT BARS. HE TOLD ME TO TURN AROUND. I DID. THERE WAS A LNDG ACFT APCHING RWY 18 WHICH I SAW AS I WAS TURNING THE 180 DEG TURN. AFTER I PASSED THE HOLD SHORT LINES. I STOPPED AND ASKED IF I COULD PROCEED DOWN THE PROPER TXWY. IT IS CONFUSING BECAUSE IT LOOKS MORE LIKE A PARKING AREA THAN A TXWY. THE CTLR SAID I COULD PROCEED. I DID. I THEN TAXIED TO THE BEGINNING OF RWY 18 AND DID MY RUNUP. I THEN RECEIVED A 'CLRED FOR TKOF' FROM THE TWR AND ALL PROCEEDED UNEVENTFULLY AFTER THAT. ABOUT 3 MINS OUT AFTER TKOF, THE CTLR GIVE ME A NUMBER TO CALL WHEN I ARRIVED AT MY DEST. I DID CALL AND I SPOKE TO THE CTLR WHO ACTUALLY TOLD ME TO STOP ON THE TXWY. I THANKED HIM FOR HIS ALERTNESS. HE SAID THIS TYPE OF PROB HAS BEEN HAPPENING AND THEY WERE CONCERNED.

Synopsis

PA24 PLT HAS A RWY INCURSION AT PVU.

ACN: 706123

Time / Day

Date : 200608
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CYUL.Airport
State Reference : PQ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CYUL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Landing : Hold Short

Aircraft : 2

Controlling Facilities.Tower : CYUL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 1600
Experience.Flight Time.Type : 300
ASRS Report : 706123

Person : 2

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

Person : 3

Affiliation.Government : Foreign
Function.Controller : Local

Person : 4

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence.Other
Independent Detector.Other.ControllerB : 3
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 0

Assessments

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

Narrative

WE LANDED AND ROLLED OUT TO THE END AS INSTRUCTED, AND THEN WERE TOLD TO 'HOLD SHORT RWY 10.' RWY 28 WAS ACTIVE, AS WERE THE PARALLEL RWY 24L/R (WE LANDED RWY 24R). WE ROLLED TO THE END OF RWY 24R AND MADE THE SLIGHT L TURN TO HOLD SHORT OF THE DEPARTING RWY. AS THE CAPT LOOKED L, THE CTLR YELLED AT US TO STOP AND SAID THAT WE'D MISSED THE HOLD SHORT LINE. WE APOLOGIZED AND WERE STUNNED TO SEE A DEPARTING AIRBUS(?) ROTATE ON TKOF JUST TO OUR L. WE REMAINED CLR OF THE RWY, BUT HAD DEFINITELY TAXIED WELL BEYOND THE HOLD SHORT LINE (WHICH WE NEVER SAW). THE CTLR'S THICK FRENCH ACCENT AND OUR UNFAMILIARITY COMBINED WITH FATIGUE WERE CONTRIBUTING FACTORS. BOTH OF US HAD OUR RWY DIAGRAMS OUT AND HAD BRIEFED OUR EXIT FROM THE RWY AT TXWY G. WE EXPECTED TO CROSS RWY 28 (WHICH THE CTLR CALLED 'RWY 10') AND KNEW THAT THERE WAS DEPARTING TFC ON THAT RWY. WE WERE CONFUSED BY THE SLIGHT TURN OF THE SHORT TXWY BTWN RWYS AND WERE NOT CLR ABOUT WHERE TO HOLD SHORT OF RWY 28. WE OBVIOUSLY MISSED THE HOLD SHORT LINE, BUT THANKS TO THE CAPT'S LOOKING L, WE DID NOT END UP ON THE DEPARTING RWY. THE CTLR YELLED FOR US TO STOP IMMEDIATELY, BUT HE DID SO LONG AFTER WE'D CROSSED THE HOLD SHORT LINE.

Synopsis

CL65 FLT CREW HAS A RWY INCURSION AT CYUL.

ACN: 706112

Time / Day

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

Place

Locale Reference.Airport : BHB.Airport
State Reference : ME

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 560
Experience.Flight Time.Type : 400
ASRS Report : 706112

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS FIRST IN LINE TO DEPART BAR HARBOR ARPT (BHB). THE CIRCUIT WAS BUSY WITH ARRS. THERE WERE 2 PLANES ON FINAL. THE FIRST A CESSNA STATIONAIR ON SHORT FINAL AND A LEARJET ON 4 MI FINAL. AS THE STATIONAIR TOUCHED DOWN I CALLED THE LEAR AND TOLD HIM I WOULD DEPART RWY 4 BEFORE HIM WITH A ROLLING START IF THE LNDG ACFT (THE CESSNA STATIONAIR) CLRED THE RWY IN TIME. JUST AFTER THAT THE STATIONAIR CALLED 'BAR HARBOR, STATIONAIR CLR OF THE ACTIVE.' HE HAD DONE A SHORT FIELD APCH AND HAD PULLED OFF AT THE FIRST TXWY. I VISUALLY CHKED FOR TFC AND THE LEAR CALLED 4 MI FINAL. I ALSO CHKED THE STATIONAIR AND HE WAS ON THE TXWY EXIT FROM THE RWY. I CALLED AS FOLLOWED 'BAR HARBOR TFC CIRRUS ENTERING AND ROLLING RWY 4 BAR HARBOR.' I PWRED UP ON THE TURN TO MAKE A QUICK DEP. AS I WAS STRAIGHTENING UP ON THE RWY ROLLING AT REASONABLE SPD, A C172 CALLED THAT HE WAS XING RWY 4 BAR HARBOR. HE WAS MOVING WHEN HE CALLED. I SIMULTANEOUSLY CALLED TO TELL HIM TO 'HOLD -- CIRRUS ROLLING ON RWY 4' AND PULLED THE PWR MOMENTARILY BUT HE WAS MOVING QUICKLY AND WHEN HE WAS CLR I PWRED UP AGAIN AND CONTINUED TKOF ROLL AND TOOK OFF UNEVENTFULLY. AS I WAS ROLLING SOMEONE ON THE RADIO SAID THERE HAD BEEN '3 PLANES ON THE RWY' AND 'SMART MOVE CIRRUS' SARCASTICALLY. I REPLIED 'HE CALLED CLR' AS I THOUGHT HE WAS REFERRING TO THE STATIONAIR WHO WAS NOT MOVING FURTHER OFF THE CROSS TXWY/RWY EXIT AND MAY NOT HAVE BEEN COMPLETELY OVER THE HOLD SHORT LINE (EXITING) EVEN THOUGH HE HAD CALLED CLEAR. THE OTHER PLANE HE WAS REFERRING TO WOULD HAVE BEEN THE 172 WHO CROSSED WHILE I WAS ROLLING. IN MY OPINION THE MOST DANGEROUS ACTION WAS THE 172 CROSSING AFTER I HAD CALLED AND INFORMED EVERYONE THAT I WAS ENTERING AND ROLLING RWY 4 AND WAS OBVIOUSLY MOVING AT SPD IN THE TURN. SINCE HE MOVED RAPIDLY ACROSS THE RWY THERE WAS NO CONFLICT BUT IF HE HAD ACCIDENTALLY STOPPED ON THE RWY FOR SOME REASON I WOULD HAVE HAD TO ABORT THE TKOF WITH HARD BRAKING.

Synopsis

CIRRUS SR22 PLT DURING TKOF ROLL HAS ANOTHER ACFT EXECUTE A RWY INCURSION AT BHB.

ACN: 705488

Time / Day

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

Place

Locale Reference.Airport : SCH.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 375
Experience.Flight Time.Type : 225
ASRS Report : 705488

Person : 2

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I CALLED UP GND WHILE PARKED AT THE FBO, RECEIVED MY ROUTING FOR MY IFR FLT, AND THEN REQUESTED TAXI TO THE ACTIVE RWY. THE ACTIVE RWY WAS RWY 28. THE ARPT HAD MOST MAJOR TXWYS AS WELL AS ANOTHER RWY CLOSED FOR CONSTRUCTION, SO I COULD SEE THAT THE ONLY WAY TO GET TO THE ACTIVE WAS GOING TO BE TO BACK-TAXI FROM THE OPPOSITE END. I RECEIVED DIRECTIONS FROM GND TO TAXI USING THE TXWY I WAS ON, AND WHAT I APPARENTLY MISTAKENLY UNDERSTOOD WERE FURTHER DIRECTIONS TO ENTER RWY 10 (TO BACK-TAXI TO RWY 28). APCHING THE HOLD SHORT LINES OF RWY 10, SOMETHING STILL DIDN'T SEEM RIGHT, SO I STOPPED, RADIOED GND, AND ANNOUNCED MY POS AT THE HOLD SHORT LINE AT RWY 10. THE CTLR SAID, 'YES, COMPLY WITH THE DIRECTIONS.' AGAIN, I MISTAKENLY UNDERSTOOD THIS TO MEAN THAT I WAS TO BACK TAXI. AS SOON AS I ENTERED RWY 10, I SAW A PLANE ON HIGH FINAL TO RWY 28, AND IMMEDIATELY REALIZED THE SERIOUSNESS OF MY MISTAKE. I RADIOED GND WHILE AT THE SAME TIME MAKING A 180 DEG TURN TO EXIT THE RWY. THE CTLR ALSO RADIOED TO IMMEDIATELY EXIT THE RWY, WHICH I WAS ALREADY DOING. I AM STILL SHAKEN AT THE SERIOUSNESS AND INDEED POTENTIAL TRAGIC CONSEQUENCES OF THIS RWY INCURSION. I FEEL THE GND CTLR'S INSTRUCTIONS WERE SIMPLY NOT CLR, BUT I, AS PIC, WAS ABSOLUTELY RESPONSIBLE FOR EVERY DECISION. I ALLOWED MY DESIRE TO APPEAR SURE OF MYSELF, AND MY HESITATION TO ANNOY THE CTLR WITH REPEATED REQUESTS TO INTERFERE WITH THE NEED TO BE CRYSTAL CLR OF THE CTLR'S INSTRUCTIONS. I WILL DEFINITELY MAKE SURE THAT THIS NEVER HAPPENS AGAIN!

Synopsis

A PA28 PLT AT SCH MISUNDERSTOOD HIS TAXI CLRNC AND TAXIED ONTO AN ACTIVE RWY.