

ASRS Database Report Set

Controlled Flight Toward Terrain

Report Set Description.....A sampling of reports referencing inadvertent controlled flight towards terrain.

Update Number.....14.0

Date of UpdateNovember 4, 2008

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

Number of New Records in Report Set13

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: 790854 (1 of 50)

Synopsis

B737 FLT CREW ON PRACTICE LOC APPROACH IN VMC TO SJC RWY 30L RECEIVES GPWS WARNING APPROACHING FORUL AND CONTINUES TO LANDING.

ACN: 790460 (2 of 50)

Synopsis

A320 DEP FROM LAS EXPERIENCED TCAS RA WITH UNRPTD HELI FOLLOWED BY A TERRAIN WARNING EVENT.

ACN: 788592 (3 of 50)

Synopsis

CITATION FO REPORTS DESCENDING BELOW MSA WHILE VISUALLY SEARCHING FOR TVL ARPT.

ACN: 787609 (4 of 50)

Synopsis

ACR FLT CREW RECEIVED A GPWS TERRAIN WARNING WHILE CONDUCTING A CIRCLING APCH TO RWY 4 AT MHLM.

ACN: 784374 (5 of 50)

Synopsis

B757-200 CAPT BELIEVES THAT GREATER EMPHASIS ON TERRAIN CLRNC IS NECESSARY FOR CONDUCTING NIGHT VISUAL APCHES TO RWY'S 1 AT LAS.

ACN: 783180 (6 of 50)

Synopsis

ACR ON FINAL TO RNO RWY 16R RCVD AN EGPWS CAUTION TERRAIN ALERT ON A 5 NM FINAL ONE DOT HIGH ON ILS GS. EGPWS SOFTWARE REACTS TO ACFT DSNDING AND 5668FT TERRAIN ON FINAL.

ACN: 782337 (7 of 50)

Synopsis

FOLLOWING A VISIBLE MAP SHIFT, NON GPS EQUIPPED ACFT RECEIVES GPWS WARNING ON APCH TO EGE IN MOUNTAINOUS TERRAIN. EXECUTES GAR AND DIVERTS TO ANOTHER ARPT.

ACN: 781213 (8 of 50)

Synopsis

BE55 PILOT REPORTS BEING STRUCK BY WIND FARM PROPELLER BLADES WHILE ATTEMPTING TO MAINTAIN VFR 10 NM NORTH OF DEST.

ACN: 779852 *(9 of 50)*

Synopsis

DH8D OVERSHOT LEVELOFF WHILE BEING VECTORED FOR APCH, TRIGGERING LOW ALT ALERT AND EGPWS WARNING. FLT CREW EXECUTED PULL-UP, BUT THE FLT DIRECTOR AND AUTOPILOT COULD NOT BE ENGAGED. A RAW DATA APCH WAS FLOWN.

ACN: 779841 *(10 of 50)*

Synopsis

IN AN ATTEMPT TO DESCEND TO CATCH A FALSE GS, A LANCAIR PLT DESCENDED TO 500 FT BEFORE REALIZING THAT HE WAS 5 MILES FROM THE ARPT.

ACN: 778906 *(11 of 50)*

Synopsis

AN ACR PILOT REPORTS SYR ISSUED A LOW ALT ALERT WHILE ON APCH TO RWY 28. PILOT WAS FATIGUED AND INVOLUNTARILY NAPPING PRIOR TO THE APCH.

ACN: 778424 *(12 of 50)*

Synopsis

NEW B737-700 CAPTAIN REPORTS UNSTABILIZED VISUAL APCH FLOWN BY FO.

ACN: 778180 *(13 of 50)*

Synopsis

C303 PLT FLEW A VOR APCH UTILIZING THE AUTOPILOT ON HIS GPS EQUIPPED ACFT. HE FAILED TO MONITOR THE ALT AND BROKE OUT OF THE CLOUDS 150 FT BELOW THE MDA.

ACN: 777369 *(14 of 50)*

Synopsis

UNABLE TO DETERMINE FROM THE PDC CLRNC THEIR ACTUAL CLEARED ALT WHILE FLYING THE NSIGN RNAV SID FROM SLC, FO OF B737-700 SETS 10000 FT MSL IN THE ALT ALERT BASED ON 'PREVIOUS EXPERIENCE.' AN ALT BELOW THE MEA AND BARELY ABOVE THE TERRAIN ON THEIR ROUTE OF FLT. CAPTAIN ASSUMES THE DEP BRIEFING IS CORRECT.

ACN: 755512 *(15 of 50)*

Synopsis

FO OF CORPORATE ACFT RELATES HOSTILE COCKPIT ENVIRONMENT DURING VISUAL APCH AND LNDG TO OAK.

ACN: 748880 *(16 of 50)*

Synopsis

B737-500 DESCENDED WELL BELOW GLIDE PATH ON VISUAL APCH. DEVIATION RECOGNIZED AT 1000 FT, WHEN THE FLT CREW LEVELED TO RECAPTURE NORMAL GLIDE PATH.

ACN: 748706 *(17 of 50)*

Synopsis

AN INSTRUMENT RATED M20P PILOT DESCENDED TO 1000 FT 11 DME FROM TOA ON THE 29R ILS GLIDE SLOPE WITH AN OFF FLAG SHOWING AND THE GLIDE SLOPE NEEDLE CENTERED.

ACN: 743714 *(18 of 50)*

Synopsis

CL65 FLT CREW EXECUTES TERRAIN AVOIDANCE MANEUVER AFTER RECEIVING EGPWS TERRAIN WARNING ON NIGHT VISUAL TO RWY 33 AT BTV.

ACN: 743343 *(19 of 50)*

Synopsis

CARJ RECEIVES EGPWS TERRAIN WARNING WHEN REQUIRED TO MAINTAIN 6500 MSL AFTER TKOF FROM DEN.

ACN: 741811 *(20 of 50)*

Synopsis

PA31 PLT DESCENDS EARLY ON A NON PRECISION APCH DUE TO MALFUNCTIONING DME.

ACN: 741611 *(21 of 50)*

Synopsis

DEFICIENT ACFT ENGINE PERFORMANCE, HIGH GROSS WEIGHT AND AMBIENT TEMPERATURE CONSPIRE TO LIMIT AA5 FLT CREW'S ABILITY TO OBTAIN REQUIRED IFR ALTITUDES.

ACN: 741514 *(22 of 50)*

Synopsis

TARDY EXTENSION OF LNDG GEAR AND FLAPS RESULTS IN GPWS TERRAIN WARNING. FLT CREW OF A320 EXCEEDS FLAP SPEED DURING SUBSEQUENT GAR.

ACN: 740400 (23 of 50)

Synopsis

FLT CREW IS CLEARED TO DESCEND BELOW CEILING FOR A VISUAL APCH. FLT CREW ACQUIRED NEARBY ARPT AND WHILE MANEUVERING FOR AN APCH AT THE WRONG ARPT, SET OFF A LOW ALT ALERT. FLT CREW WAS SUBSEQUENTLY VECTORED FOR ILS AT INTENDED ARPT.

ACN: 739972 (24 of 50)

Synopsis

E135 TRIGGERS MSAW WARNING WHEN THE FLT CREW MISUNDERSTANDS ALT CLRNC.

ACN: 739139 (25 of 50)

Synopsis

B737-300 FLT CREW RECEIVES GPWS TERRAIN WARNING WHILE ON VISUAL APPROACH TO RWY 19L AT LAS. AFTER CLIMBING 500 FEET THE APPROACH IS CONTINUED TO A LANDING.

ACN: 738623 (26 of 50)

Synopsis

PIT TRACON CTLR RPTS PLTS ARE MISREADING PIT 8 SID DEP INSTRUCTIONS AND ARE LEVELING AT 1700 FT, BELOW OBSTRUCTIONS IN THE AREA.

ACN: 738611 (27 of 50)

Synopsis

B767 FLT CREW EXPERIENCED AUTOPLT DISCONNECT WITH LOSS OF GS ON APCH. GPWS AND TWR TERRAIN WARNINGS WERE ACTIVATED AND AFTER RECOVERY, A VISUAL APCH AND LNDG WERE ACCOMPLISHED. AFDS MALFUNCTIONED ON SUBSEQUENT FLT.

ACN: 737363 (28 of 50)

Synopsis

C182 DESCENDED BELOW PRESCRIBED ALTITUDE FOR APPROACH WHILE ENCOUNTERING TURBULENCE. ATC INSTRUCTED PLT TO CLIMB AND VECTORED TO ANOTHER ARPT.

ACN: 736855 (29 of 50)

Synopsis

CARJ HAS CLOSE ENCOUNTER WITH RADIO TOWER ON NIGHT ARRIVAL TO BHM.

ACN: 735711 *(30 of 50)***Synopsis**

A B737 CAPT GETS A MOMENTARY GPWS TERRAIN WARNING ON APPROACH TO RNO. WARNING CEASED BEFORE FLT CREW COULD RESPOND.

ACN: 735015 *(31 of 50)***Synopsis**

A320 CREW REPORTS PROBLEMS WITH ILS 33 AT BWI. ACFT ON AUTOPILOT CAPTURED FALSE GLIDE SLOPE AND STARTED DESCENT.

ACN: 734698 *(32 of 50)***Synopsis**

AFTER RECEIVING GPWS WARNINGS ON VOR-B APCHS TO HDN, B757-200 FLT CREW DIVERTS TO DEN. ADVISED BY DISPATCH AND FLT MANAGER THAT THEY SHOULD RETURN AND FLY 'HIGH ON THE APCH' TO AVOID THE WARNINGS. REPORTERS REFUSED TO DO SO.

ACN: 734493 *(33 of 50)***Synopsis**

PILOT REPORTS TERRAIN WARNING ON GLENDALE DEP FROM VNY AFTER LEVELING AT 1700 FEET.

ACN: 734086 *(34 of 50)***Synopsis**

B737 FLT CREW RECEIVES GPWS TERRAIN WARNING JUST OUTSIDE WASON AT 5500 FEET AS THEY PREPARE FOR THE VISUAL TO RWY 11L AT TUS. AT 800 AGL ON THE SAME APPROACH THEY RECEIVE A TCAS RA AND GO AROUND.

ACN: 733679 *(35 of 50)***Synopsis**

L30 CTLR EXPERIENCED BOTH AN OPERORR AT 4100 BETWEEN DEP AND ARR ACFT AND TERRAIN SEPARATION ERROR WHEN ISSUING ALT BELOW MVA.

ACN: 733445 *(36 of 50)***Synopsis**

A STUDENT FLYING A C208 STRUCK TREES WHILE ATTEMPTING A GO-AROUND.

ACN: 733309 (37 of 50)

Synopsis

A CL65 ON APPROACH TO RNO RECEIVED A LOW ALT ALERT.

ACN: 733301 (38 of 50)

Synopsis

A B757 FLT CREW ON A VISUAL APCH TO ABQ EXPERIENCED A GPWS TERRAIN ALERT. THEY CLIMBED TO SILENCE THE ALARM AND CONTINUED THE APCH.

ACN: 732955 (39 of 50)

Synopsis

A CE560 CAPT AS PM ALLOWED THE FP FO TO DESCEND PRIOR TO THE FAF. A GPWS TERRAIN WARNING AS WELL AS ATC LOW ALT ALERT WERE GIVEN.

ACN: 732380 (40 of 50)

Synopsis

A B737-500 ON APPROACH TO AMA GOT A GPWS TERRAIN WARNING WHEN THEY DESCENDED BELOW THEIR CLEARED ALTITUDE.

ACN: 731378 (41 of 50)

Synopsis

A B737 ON A VISUAL APPROACH TO BOI RECEIVED A TERRAIN WARNING FROM THE EGPWS.

ACN: 730241 (42 of 50)

Synopsis

B727 FLT CREW DESCENDS BELOW CLRED ALT DUE TO HEARBACK READBACK PROBLEM.

ACN: 729390 (43 of 50)

Synopsis

AN A320 ON THE SAN RNAV 27 RECEIVED AN EGPWS TERRAIN WARNING NEAR SWATT INTXN AT 3,800 FT. THE ESCAPE MANEUVER WAS COMPLETED.

ACN: 729363 (44 of 50)

Synopsis

A B737-700 PILOT DESCRIBES EGPWS WARNINGS APCHING ABQ RWY 26 DAY VMC AND RECOMMENDS NIGHT VMC APCHS BE DISCONTINUED BY HIS ACR.

ACN: 728043 (45 of 50)

Synopsis

A HELICOPTER AIR AMBULANCE DESCENDED AND STRUCK THE GND IN VMC WITH LIGHT FOG. NO DAMAGE TO ACFT BUT THE PILOT DID NOT HEAR ALERTING RADIO ALTIMETER.

ACN: 727901 (46 of 50)

Synopsis

A LEAR PLT APCHING 36U DSNDDED BELOW ACFT CAT A/B MIN TO FLY AN UNAUTHORIZED CIRCLE APCH NEARLY STALLING AND COLLIDING WITH HIGH TERRAIN.

ACN: 727789 (47 of 50)

Synopsis

INSTRUCTOR AND STUDENT PLTS EXPERIENCE CFTT ON NIGHT VFR CROSS COUNTRY.

ACN: 726220 (48 of 50)

Synopsis

B737-300 FLT CREW HAS A GS DEV DURING CAT 3 APCH, EXECUTES A GAR AND RETURNS FOR LNDG.

ACN: 725620 (49 of 50)

Synopsis

AN A320 CREW RPTS ATC KEEPING ACFT HIGH APCHING EGE IMC CAUSING EGPWS WARNINGS WHILE DSNDING RAPIDLY TO ACQUIRE A DSCNT PROFILE.

ACN: 725574 (50 of 50)

Synopsis

AN A320 PILOT REPORTS MDT TRACON ISSUED AN EARLY DESCENT TO 3,000' SO CREW COULD BE VMC BUT INSTEAD CREW RECEIVE AN EGPWS TERRAIN PULL UP ALERT.

Report Narratives

ACN: 790854

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA
Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : SJC.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer Only : 30L
Navigation In Use.Other : FMS or FMC
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 5000
ASRS Report : 790854

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 285
Experience.Flight Time.Type : 490
ASRS Report : 790860

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolutive Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

WE WERE PRACTICING A LOC (GS OUT) TO RWY 30L, SJC. WE WERE ON THE PUBLISHED APCH, DSNDING FROM THE FAF ALT OF 2700 FT MSL (9.4 DME). WE GOT A GS ALERT, WHICH WE EXPECTED BECAUSE THE ILS WAS OPERATIONAL. WE WERE DSNDING AT 1200 FPM AT ABOUT 7.0 DME AND ABOUT 1600 FT MSL WHEN WE GOT A 'CAUTION OBSTACLE' FOR ABOUT 3 SECONDS. HAVING JUST HEARD THE GS ALERT, I MISINTERPED THE 'CAUTION OBSTACLE' ALERT AND DID NOT PERFORM A GAR. WE WERE NOT EXPECTING A DEV ALERT BECAUSE WE WERE ON THE PROPER LOC-ONLY PROFILE, ON COURSE AND 1200 FPM. IT WAS NIGHT VMC WITH THE BUILDINGS OF SAN JOSE WELL AHEAD AND CLEARLY BELOW US. AFTER LNDG, WE REVIEWED APCH AND REALIZED WE SHOULD HAVE PERFORMED A GAR. NEXT TIME I WILL LISTEN CLOSELY TO EACH SEPARATE ALERT AND NOT BECOME COMPLACENT, EVEN IN VMC AND ON THE PARAMETERS OF A PUBLISHED APCH. SUPPLEMENTAL INFO FROM ACN 790860: WE BRIEFED AND SET UP FOR A PRACTICE NON-PRECISION APCH TO RWY 30 AT SJC. THE ILS WAS FULLY OPERATIONAL. WE GOT A FEW GS ALERTS AS WE ANTICIPATED. DURING THOSE ALERTS AND LEVEL AT MDA, WE RECEIVED AN 'OBSTACLE ALERT' ON SHORT FINAL. THE CAPT RESPONDED RWY IN SIGHT LNDG. FLT ENDED WITH NO INCIDENT. WE DEBRIEFED AT THE HOTEL AND REALIZED OUR MISTAKE OF MISSING THE OBSTACLE ALERT GIVEN WITH THE SAME TIME AS THE GS ALERT. THE PROPER ACTION SHOULD HAVE BEEN TO GO AROUND. IN THE FUTURE, I WILL LISTEN MORE CLOSELY TO THE ALERTS BEING GIVEN AND BRIEF PRIOR TO A NON-PRECISION APCH BEING FLOWN EITHER VMC OR IMC TO BRIEF THE POSSIBILITY OF THE OBSTACLE ALERT AND THAT A GAR WILL BE EXECUTED.

Synopsis

B737 FLT CREW ON PRACTICE LOC APPROACH IN VMC TO SJC RWY 30L RECEIVES GPWS WARNING APPROACHING FORUL AND CONTINUES TO LANDING.

ACN: 790460

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 9000

Environment

Aircraft : 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Departure.SID : SHEAD5

Aircraft : 2

Make Model Name : Helicopter

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 185
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 1200
ASRS Report : 790460

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Total : 18250
Experience.Flight Time.Type : 700
ASRS Report : 790459

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Narrative

DEPARTING RWY 1R ASSIGNED HDG 240 DEG RADAR VECTORS SHEAD DEP. ASKED BY TWR TO MAINTAIN VISUAL SEPARATION FROM PRECEDING B737 THAT WAS ALSO ASSIGNED A L TURNOUT. THAT ACFT WAS NOT A FACTOR AND TWR SWITCHED US OVER TO DEP AS WE WERE BEGINNING OUR TURN AROUND 400 FT. I SWITCHED FREQS AND BEFORE CHKING IN WE RECEIVED A PREVENTATIVE TCAS RA TO MAINTAIN VERT SPD. TARGET WAS INITIALLY SHOWING 100 FT BELOW US AT A RANGE OF 1-2 NM. WE CROSSED OVER THE TOP OF THE HELI WITH HIM 300-400 FT BELOW US. I PASSED THE INFO ALONG TO DEP WHO SAID HE WOULD LET THE TWR KNOW. WE LEVELED OFF AT 9000 FT AND WERE ASSIGNED HDG 220 DEGS. TERRAIN AHEAD WAS IN SIGHT. JUST AS WE RECEIVED A PREDICTIVE TERRAIN ALERT 'CAUTION TERRAIN' WE WERE GIVEN BOTH A CLB AND TURN CLRNC. I MENTIONED TO THE CTLR THAT WE HAD GOTTEN THE TERRAIN CAUTION, BUT HE DIDN'T SEEM CONCERNED. IF THIS HAD OCCURRED UNDER IFR CONDITIONS, GETTING THE TERRAIN CAUTION WOULD NOT HAVE BEEN PLEASANT. A STUCK MIKE OR FREQ CONGESTION WOULD HAVE MADE THINGS EVEN WORSE.

Synopsis

A320 DEP FROM LAS EXPERIENCED TCAS RA WITH UNRPTED HELI FOLLOWED BY A TERRAIN WARNING EVENT.

ACN: 788592

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TVL.Airport
State Reference : CA
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : RNO.TRACON
Make Model Name : Cessna Citation Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer Only : 18
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 30
ASRS Report : 788592

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE DSNDING FOR TVL WE REQUESTED VECTORS HOPING TO GET THE VISUAL APCH. WE THEN DECIDED SINCE WE WERE BOTH UNFAMILIAR WITH THE AREA WE SHOULD ASK FOR THE LDA/DME-1 RWY 18. WE THEN RECEIVED A VECTOR AND LOWER ALT FOR THE LDA/DME-1 RWY 18 APCH AT TVL. WE WERE ASKED BY CTR IF WE WERE GOING TO BE ABLE TO MAKE THE APCH FROM THERE. WE DECIDED THEY MUST THINK WE ARE TOO HIGH TO MAKE THE DSCNT. WE RESPONDED INDICATING WE WOULD BE ABLE TO MAKE IT. WE WERE HANDED OFF TO RENO APCH. WE WERE VMC AND THE CAPT STATED, THIS IS THE LAKE (BY THE ARPT). I BELIEVED I COULD SEE THE RWY AND STATED WHERE I THOUGHT IT WAS. THE CAPT STATED THE ARPT WOULD NOT BE IN THE POS INDICATED. WE LOOKED AT THE APCH PLATE AND AGREED IT WAS NOT THE ARPT I WAS SEEING. THE CAPT THEN INITIATED A DSCNT OVER THE LAKE. I POINTED OUT WE HAD NOT INTERCEPTED THE LDA WERE NOT RECEIVING ANY DME. I STATED WE SHOULD NOT DSND UNTIL WE ARE ON THE LDA AND HAD REACHED A STEP DOWN POINT. THE CAPT INDICATED WE WERE VISUAL SO IT DID NOT MATTER. RENO APCH CALLED US AND TOLD US TO CHK ALT AND GAVE US AN ALTIMETER SETTING. RENO APCH THEN CALLED US AND STATED AN ALT ALERT, STATED THE MINIMUM ALT, AND WHAT ALT THEY WERE SHOWING US AT. THE CAPT IMMEDIATELY CLBED TO THE MINIMUM ALT. WE THEN REALIZED THE LAKE WE WERE DSNDING OVER WAS NOT THE LAKE BY THE ARPT WE WERE LNDG AT. WE HAD BEEN DSNDING OVER A SMALLER LAKE TO THE NE. CONTRIBUTING FACTORS: NOT ADHERING TO SOP. LOSS OF SITUATIONAL AWARENESS. LACK OF CRM. FATIGUE.

Synopsis

CITATION FO REPORTS DESCENDING BELOW MSA WHILE VISUALLY SEARCHING FOR TVL ARPT.

ACN: 787609

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MHLM.Airport
State Reference : FO
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MHLM.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Large Transport
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Approach : Circling

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 64
Experience.Flight Time.Total : 7700
Experience.Flight Time.Type : 295
ASRS Report : 787609

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 41
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 510
ASRS Report : 787608

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport
Problem Areas : Chart Or Publication

Narrative

ON ZZZ-MHLM LEG, WE BRIEFED THE VOR DME ILS 22. THE CAPTAIN HAD NEVER FLOWN INTO MHLM, SO I DID AS THOROUGH AND COMPLETE A BRIEFING AS POSSIBLE, INCLUDING THE POSSIBILITY OF CIRCLING TO RUNWAY 4 IF THE WINDS PICK UP. ALSO BRIEFED WAS THE HILL ABOUT 4 MILES SOUTHWEST OF THE AIRPORT, AND THE FACT IT IS NOT CHARTED ON THE AREA CHART, BUT IS AS AN ANTENNA ON THE APPROACH CHART. ALSO DURING THE APPROACH BRIEF, I MENTIONED THAT THE VISIBILITY WOULD NOT BE AS GOOD AS PERCEIVED FROM THE METAR, AS IT WAS EXTREMELY HAZY. WHEN IN CONTACT WITH LA MESA APPROACH, THEY INFORMED US OF THE WINDS WHICH WERE AT OUR MAX TAILWIND COMPONENT, SO THE CAPTAIN AND I ELECTED TO CIRCLE TO RUNWAY 4 IN CASE THEY CONTINUE TO INCREASE. ATC CLEARED US FOR THE 'VISUAL CIRCLING APPROACH RUNWAY 4.' I ELECTED TO FLY THE FULL VOR DME ILS RWY 22, FOLLOWED BY A VISUAL CIRCLING MANEUVER AT 1300 FT. THE INITIAL APPROACH WAS FLOWN WELL, AND DELIBERATELY SLOW SO AS NOT TO GET BEHIND. I DECIDED TO USE RIGHT TRAFFIC BECAUSE WITH THE RESTRICTED VISIBILITY, I WANTED TO HAVE A GOOD VIEW OF THE RUNWAY. I HAD THE CAPTAIN INSERT THE VISUAL APPROACH RWY 4 IN THE FMS. ON DOWNWIND, I WAS PLANNING TO TURN BASE AND DESCEND INSIDE OF THE HILL WHICH IS ABOUT 4 NM SOUTHWEST OF THE AIRPORT. I HAD DONE THIS SAME EXACT APPROACH AND MANEUVER TWO DAYS PRIOR (ATC DIRECTED US TO USE RIGHT TRAFFIC THEN), AND FELT IT WORKED OUT VERY WELL. HOWEVER, THE CAPTAIN PREFERRED TO EXTEND THE DOWNWIND BEYOND THE HILL, THEN TURN BASE. I FEEL THERE IS NO RIGHT OR WRONG WAY TO DO THIS, AS IT IS PERSONAL PREFERENCE -- SO WE THEN CONTINUED DOWNWIND AS PER THE CAPTAIN'S SUGGESTION. THROUGHOUT THE ENTIRE MANEUVER, WE HAD THE HILL IN SIGHT. BT THE WAY, THIS HILL DOES NOT APPEAR ON THE EGPWS TERRAIN DISPLAY. THIS HAS ALSO BEEN BRIEFED, AS I NOTICED THIS PECULIARITY TWO DAYS PRIOR. WHILE ON THE BASE LEG AND DESCENDING (HAND FLYING), WE RECEIVED A SINGLE 'TERRAIN AHEAD' ALERT, IMMEDIATELY FOLLOWED BY A 'PULL UP' WARNING, IMMEDIATELY FOLLOWED BY NO WARNING. THE ENTIRE SEQUENCE LASTED ABOUT 2 SECONDS. DURING THE 'TERRAIN AHEAD,' I BEGAN TO LEVEL OUR DESCENT, AND AFTER THE 'PULL UP,' I BEGAN TO ADD POWER AND PITCHED UP. THE ENTIRE WARNING WAS OVER BY THE TIME THE ENGINES BEGAN TO SPOOL UP. WE WERE STILL IN A POSITION TO MAINTAIN OUR PROJECTED PATH TO THE RUNWAY, SO THE CAPTAIN AND I DECIDED TO CONTINUE THE APPROACH, AND I BELIEVE WE MET ALL STABLE APPROACH CRITERIA AT 1000 FT. THIS HILL WAS NOT IN THE TERRAIN DATABASE, SO I BELIEVE THE GPWS WAS TRIGGERED BY THE RA, AND THE UPSLOPE OF THE HILL'S BASE AS I BEGAN MY TURN AND DESCENT. IN THE FUTURE, I WILL CONSIDER LEFT TRAFFIC, BUT LEFT TRAFFIC HAS ITS OWN SET OF HILLS NORTH OF THE AIRPORT. THEREFORE, I DON'T KNOW WHICH PATTERN OFFERS GREATER SAFETY MARGINS, BUT FEEL IT IS IMPORTANT TO MAINTAIN PROFICIENCY ON BOTH PATTERNS AS SOMETIMES ATC WILL DICTATE THE PATTERN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER STATED THAT IT IS LIKELY THAT THE TERRAIN IN THE ACFT DATABASE DOES INCLUDE THE HILL WHICH TRIGGERED THE WARNING. THE ACFT TERRAIN REPRESENTATION DISPLAYS TERRAIN IN A PIE-SHAPED AREA AHEAD OF THE ACFT, SHOWING TERRAIN 45 DEGREES AZIMUTH RIGHT AND LEFT OF THE NOSE. THEREFORE, SINCE THE BASE TURN WAS OVER THE VALLEY, THE HILL MAY HAVE BEEN OUTSIDE THE LIMITS OF

THE DISPLAY, BUT THE GPWS TRIGGERED THE WARNING FOR CLOSURE TO THE RISING TERRAIN. HIS COMPANY DOES PROVIDE A TOPOGRAPHIC DISPLAY OF THE ARPT AREA, BUT THE REPORTER WOULD PREFER A MULTICOLORED GRAPHIC OF THE AREA. HAZY CONDITIONS OFTEN EXIST IN THE AREA, AND IN MOST CASES, THE DIRECTION OF THE CIRCLING APCH IS AT THE DISCRETION OF THE FLT CREW.

Synopsis

ACR FLT CREW RECEIVED A GPWS TERRAIN WARNING WHILE CONDUCTING A CIRCLING APCH TO RWY 4 AT MHLM.

ACN: 784374

Time / Day

Date : 200804
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 784374

Events

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

Assessments

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

Situations

Chart.Airport : LAS.Airport

Narrative

I RESPECTFULLY REQUEST THAT FAA REVIEW THIS RPT WITH LAS APCH AND WITH OTHER AIRLINES THAT FLY INTO LAS. A LITTLE MORE INFO AND AWARENESS ABOUT THE NIGHT VISUAL APCHES TO RWYS 1L/R AND A CAUTIONARY NOTE UNDER GENERAL ON THE APCH PAGE (OR SOMEWHERE) COULD PREVENT AN ACCIDENT. ALSO, AN MVA CHART FOR LAS WOULD BE VERY

HELPFUL. THE FLT PLAN MSG SHOULD READ: EXERCISE EXTREME CAUTION WHEN FLYING APCHES TO RWYS 1L/R AT NIGHT DUE TO UNLIT HIGH TERRAIN (A RIDGELINE) 9 MILES S OF THE ARPT. RECOMMEND CREWS LNDG N AT NIGHT FLY THE ILS TO RWY 1L, WITH CLOSE ADHERENCE TO MINIMUM ALTS. THE NORMAL VISUAL 3 TO 1 PROFILES, THE PAPI TO RWY 1R AND FMC COMPUTER VERTICAL TRACK GUIDANCE MAY NOT PROVIDE ADEQUATE TERRAIN CLRNC FOR VISUAL APCHES TO RWYS 1L/R. ON OUR FLT, WITH TWO EXPERIENCED INTERNATIONAL PLTS, WE BRIEFED TERRAIN CONSIDERATIONS, REVIEWED THE CHART (ILS TO RWY 1L), DISCUSSED EGPWS/GRID MORAS/MSA'S AND NOTED THAT RADAR VECTORS (HOPEFULLY WITH MVA'S PROVIDED) TO VISUAL APCHES TO RWY 1L/R WERE LIKELY (AS PER THE ARR CHART AND ATIS). LAS VEGAS APCH CLRED US FOR THE VISUAL TO RWY 1R AND THEN SUBSEQUENTLY GAVE US TWO TURNS TO INTERCEPT THE RWY 1R FINAL. THEY VECTORED US HDG 340 DEGS TO JOIN RWY 1R AND THAT PUT US DIRECTLY BETWEEN THE 3700 FOOT AND 3291 FOOT PEAKS AND RIGHT OVER THE TOP OF AN UNLIT 3500 FOOT RIDGELINE. I'M GUESSING LAS APCH WAS TRYING TO EXPEDITE OUR FINAL AND PERHAPS THAT THEY GAVE LITTLE OR NO CONSIDERATION TO OUR ALT, DSCNT RATE OR TO MVA'S ONCE WE ACCEPTED THE VISUAL APCH. HOWEVER, APCH STILL EXPECTED US TO FLY ASSIGNED HDGS THAT TURNED US RIGHT OVER THE TERRAIN. THE VECTORS AND SVC PROVIDED WERE NORMAL AND ROUTINE. HOWEVER, I THINK THEY CAN DO BETTER. I SUGGEST THEY INCLUDE A CROSS 8 S ABOVE 5200 FT TO VISUAL APCHES TO RWY 1L/R OR WHEN ABLE THAT THEY VECTOR AND DIRECT FLTS TO MANEUVER TO THE E OF THE 3700 FOOT PEAK, THEN TURN TO JOIN THE RWY 1R FINAL AT 5 MILES (5 S OF THE ARPT). HONESTLY, ANY GREATER LEVEL OF CONTRIBUTION FROM ATC TO THE SAFETY OF NIGHT OPS TO RWYS 1L/R WOULD BE EXCELLENT. ON OUR FLT, AT 10 MILES FROM THE ARPT ON A 340 DEG HDG AND AN ALT OF APPROX 5200 FT MSL (APPROX 3000 AFL AND ON THE 3 TO 1 PROFILE), SHOWING WELL ABOVE THE FMC COMPUTED VERTICAL TRACK GUIDANCE (WHICH WE WERE USING FOR BACKUP INFO ONLY), ON THE PAPI AND WITH NORMAL DSCNT RATES, WE OBSERVED THE PEAK RISING TO OUR RIGHT BLOCKING OUT THE CITY LIGHTS AND DARK TERRAIN RISING MENACINGLY IN FRONT OF US. FYI THE PAPI FOR RWY 1R IS 3 DEGS (THE ONE FOR RWY 1L IS 3.4 DEGS) AND WE OBSERVED THE RWY 1R PAPI TO BE RED OVER WHITE WITHIN MOMENTS OF SEEING THE PEAK BLOCK CITY LIGHTS, WE RECEIVED A 'CAUTION TERRAIN' AT WHICH POINT I IMMEDIATELY LEVELED THE AIRPLANE (WITH ABSOLUTELY NO DELAY OR HESITATION... WITHIN 1 SECOND OF THE CAUTION). I OBSERVED MY RADIO ALTIMETER READ 1200 FT AGL AS WE CROSSED THE RIDGELINE, AND THAT WAS AFTER I HAD LEVELED OFF. MY CONCLUSION IS THE PILOTS FLYING VERY CLOSE TO THE NORMAL 3 TO 1 VISUAL PROFILES TO LAS RWY 1L/R COULD EASILY BECOME UNACCEPTABLY LOW, ESPECIALLY WITH THE DYNAMIC CONDITIONS AND DSCNT RATES THAT SOMETIMES OCCUR WITH VISUAL APCHES (SUCH AS SLAM DUNKS, DIFFERENT AIRSPEEDS, DSCNT RATES, DISTRACTIONS, VISIBILITY AND PLT REACTION TIMES). ALL OF THESE COMMON VARIABLES COULD EASILY PUT A FLT BELOW THE 3 TO 1 PATH AND INTO A CFIT RIGHT INTO THAT UNLIT RIDGE LINE OR INTO AN EMER ESCAPE. BOTTOM LINE: IT COULD HAPPEN TO ANYONE, IT'S A TRAP AND WE CAN DO SOMETHING TO PREVENT IT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER ADVISED THE ACFT ON WHICH THE EVENT OCCURRED WAS NOT GPS EQUIPPED AND WAS NOT CAPABLE OF PERFORMING THE RNAV (GPS) APCH TO RWY 1R. IN ADDITION, THE ASAP REPORT GENERATED A COMPANY FLT PLAN ALERT MESSAGE ADVISING FLT CREWS TO BE AWARE OF THE TERRAIN ISSUES. MESSAGE SUGGESTS FLT CREWS MAINTAIN 5000 FT MSL TO NINE MILES ON THE EXTENDED RWY CENTERLINE.

Synopsis

B757-200 CAPT BELIEVES THAT GREATER EMPHASIS ON TERRAIN CLRNC IS NECESSARY FOR CONDUCTING NIGHT VISUAL APCHES TO RWY'S 1 AT LAS.

ACN: 783180

Time / Day

Date : 200804
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : RNO.Airport
State Reference : NV
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Type : 2500
ASRS Report : 783180

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 146
Experience.Flight Time.Type : 6000
ASRS Report : 783180

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Aircraft

Problem Areas : Airport

Narrative

APCHING FROM THE SE AT 8000 FT OVER FMG VOR, WE WERE CLRED FOR THE VISUAL APCH TO RWY 16R. WX WAS CLR WITH A FULL MOON AND LIGHT WIND. I INTENTIONALLY STAYED HIGH TO GIVE THE MOST CLRNC FROM THE TERRAIN AND WAS FULLY CONFIGURED ON A 6 MI BASE. I DISCUSSED WITH THE CAPT THE TERRAIN ON THE MFD AND COMMENTED THAT WE WOULDN'T HAVE A CONFLICT WITH THE 5088 FT AND 5688 FT PEAKS S OF DICEY. AFTER ROLLING OUT ON A 5 MI FINAL WE WERE 1 DOT HIGH ON THE GS AND PAPI. WE WERE DSNDRG AT APPROX 1500 FPM, WHEN WE HEARD A 'CAUTION TERRAIN' WARNING IMMEDIATELY AFTER ROLLING OUT ON FINAL. I IMMEDIATELY APPLIED NEAR GAR THRUST AND STARTED CLBING. AFTER REALIZING WE WERE ON THE LOC, WITH ALL TERRAIN AND THE ARPT IN SIGHT, I DISCONTINUED THE GAR AND GRADUALLY DSNDRD TO THE 3 DEG GS BY 1000 FT AGL. A NORMAL APCH AND LNDG ENSUED. OUR CONCERN WITH FLYING THE ENTIRE GAR WAS THE TERRAIN SURROUNDING RENO WOULD HAVE BEEN AN IMMEDIATE ISSUE AND WE BOTH FELT IT WAS SAFER TO CONTINUE THE APCH USING THE ILS AND PAPI'S. THE COM CHART PAGE IS A LITTLE VAGUE AS IT DOES NOT GIVE GUIDANCE FOR A 'CAUTION TERRAIN' CALLOUT, BUT MANDATES THE TERRAIN AVOIDANCE MANEUVER FOR ANY 'PULL UP' WARNING WHEN BEING VECTORED FROM THE SE. IT MAY BE PRUDENT TO ADVISE CREWS NOT TO AIM FOR DICEY WHEN APCHING FROM THE E AND LNDG RWY 16R AS THE GPWS SOFTWARE APPARENTLY DOESN'T LIKE 1500 FPM DSCNT RATES AND THE 5688 FT PEAK WHEN TURNING BASE TO FINAL EVEN IF YOU ARE 1 DOT HIGH ON THE GS.

Synopsis

ACR ON FINAL TO RNO RWY 16R RCVD AN EGPWS CAUTION TERRAIN ALERT ON A 5 NM FINAL ONE DOT HIGH ON ILS GS. EGPWS SOFTWARE REACTS TO ACFT DSNDRG AND 5668FT TERRAIN ON FINAL.

ACN: 782337

Time / Day

Date : 200803

Place

Locale Reference.Airport : EGE.Airport
State Reference : CO
Altitude.MSL.Single Value : 6500

Environment

Light : Night

Aircraft : 1

Controlling Facilities.Tower : EGE.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer Only : N/S
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : FMS/FMC

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 782337

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Aircraft
Problem Areas : Airport

Narrative

ON LOC APCH EGE. WE FOLLOWED ALL PROCS APPROPRIATELY. NON-GPS ACFT. TURNING FINAL WITH LOC CAPTURED, WE NOTICED THE SEEMINGLY USUAL MAP SHIFT COMMON IN EGE WITH NON-GPS ACFT. I'VE BEEN GOING IN THERE ALL WINTER. IT'S BECOME COMMON. FO AND I DISCUSSED POSSIBILITY OF GPS WARNING AND I REITERATED MY COMMAND THAT SHOULD WE RECEIVE SUCH A WARNING ON FINAL, SINCE IT WAS AT NIGHT, WE WOULD GO AROUND. AS WE

APCHED 7000 FT OR SO, WE GOT A CAUTION AND, AS WE CONTINUED TO TRY AND MANEUVER ON FINAL, WE RECEIVED A WARNING. WE WENT AROUND AND WENT TO ZZZ1. THIS APCH HAS BECOME A DANGER IN NON-GPS ACFT. I AM NOT A MISSION HACKER. I GO BY THE BOOK. IN MY OPINION, THIS APCH SHOULD BE FLOWN BY GPS ACFT ONLY.

Synopsis

FOLLOWING A VISIBLE MAP SHIFT, NON GPS EQUIPPED ACFT RECEIVES GPWS WARNING ON APCH TO EGE IN MOUNTAINOUS TERRAIN. EXECUTES GAR AND DIVERTS TO ANOTHER ARPT.

ACN: 781213

Time / Day

Date : 200804

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 700

Environment

Flight Conditions : Mixed
Weather Elements : Fog
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Baron 55/Cochise
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 : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 41
Experience.Flight Time.Total : 7383
Experience.Flight Time.Type : 1400
ASRS Report : 781213

Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Encounter.Other
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

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

Narrative

I WAS FLYING ON VFR PLAN. ABOUT 20 MI FROM MY DEST, ATC ASKED ME TO FLY PARALLEL TO THE RWY BUT TO THE N BY ABOUT 10 MI TO AVOID IFR TFC ON DIRECT APCH. THE CONDITIONS WERE GOOD VFR ON TOP OF ISOLATED FOG IN MY AREA BUT CLR OVERHEAD THE ARPT. I LISTENED TO ATIS WHO GAVE 1300 FT CEILING AND 10 MI AND ONCE PAST A TALL MAST 1000 FT I DSNDDED TO 1000 FT EXPECTING TO SEE THE GND CLEARLY AT ANY MOMENT. I SAW IT FROM TIME-TO-TIME AND CONTINUED TO DSND AND AT 500 FT ON THE ALTIMETER, NOT SEEING THE GND CLEARLY, I REALIZED HOW LOW I WAS AND INITIATED A CLB. JUST AFTER, I SAW THE LARGE PROP OF A WIND FARM AND A SECOND LATER I HIT IT WITH THE L WING AND A FRACTION OF A SECOND LATER HIT THE R WING ON AN ADJACENT PROP. THE BLOWS WERE AT THE EXTREMITY OF THE WINGTIPS. THE AIRPLANE FLEW NORMALLY AND I LANDED WITHOUT ANY CTL PROBS. THE DAMAGE TO THE ACFT IS MINIMAL AND REQUIRES REPLACEMENT OF 2 WINGTIPS. I INFORMED THE ARPT POLICE AND THE AUTHS. THE WINGTIPS HAVE BEEN RECOVERED AND ON PRELIMINARY INSPECTION NO DAMAGE HAS BEEN SEEN ON THE WIND FARM PROPS.

Synopsis

BE55 PILOT REPORTS BEING STRUCK BY WIND FARM PROPELLER BLADES WHILE ATTEMPTING TO MAINTAIN VFR 10 NM NORTH OF DEST.

ACN: 779852

Time / Day

Date : 200803

Place

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

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8-400
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 1L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Component : 1

Aircraft Component : PFD

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 2500
ASRS Report : 779852

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE CAPT AND PLT MONITORING, THE FO WAS THE PF. THE WX WAS IMC AND ZZZ WAS RPTING 2 MI VISIBILITY AND 300 OVCST. WE WERE RECEIVING VECTORS FOR THE ILS 1L. THE AUTOPLT WAS ON AND WE WERE DSNding TO 3000 FT. AS THE ACFT WAS LEVELING AT 3000 FT, THE FLT ATTENDANTS CALLED WITH AN EMER. I ADVISED THE FO I WAS 'OFF ONE' AND HE ADVISED HE 'HAD ONE.' I THEN SWITCHED TO THE INTERCOM AND SPOKE TO THE FLT ATTENDANT. SHE ADVISED THAT THEY HAD A PAX THAT WAS HAVING A HEART ATTACK OR STROKE AND SHE NEEDED MEDICAL ATTN. I ADVISED THE FLT ATTENDANT WE WERE JUST STARTING THE APCH AND WOULD HAVE MEDICAL STANDING BY. AT THAT MOMENT, ATC CALLED WITH A LOW ALT ALERT. I LOOKED UP AND SAW WE WERE DSNding THROUGH 2000 FT. THEN THE EGPWS GAVE A TERRAIN AND PULL UP WARNING. I IMMEDIATELY TOOK THE CTLs AND WITH THE FO WE STARTED A RAPID CLB BACK TO 3000 FT, OVERSHOOTING BY 200 FT. ATC CALLED AND ASKED OUR ALT AND I ADVISED THEM THAT WE WERE AT 3200 FT. ATC ADVISED TO TURN TO A HDG OF 030 DEGS AND MAINTAIN 3000 FT, CLRED FOR THE ILS 1L. AT THAT POINT I ACKNOWLEDGED THE CLRNC AND DECLARED AN EMER AND REQUESTED MEDICAL. AT THIS POINT, I COULD NOT CLEARLY SEE MY PFD DISPLAY, IT HAD GONE TO 1/2 BRIGHTNESS. I HAD TO DO A MANUAL REVERSION TO THE MFD DISPLAY AND LOST MY MAP FUNCTION. THE FO WAS HAND FLYING THE ACFT AND I TRIED TO RESET THE FLT DIRECTOR AND THE AUTOPLT. THE FLT DIRECTOR WAS INDICATING A TURN IN THE WRONG DIRECTION AND A CLB WHILE WE WERE LEVEL. THE FO WAS HAVING A DIFFICULT TIME STAYING COORD AND WAS OVERCORRECTING BASED ON THE RAW DATA. I TRIED TWICE TO RESET THE SYS AND IT WOULD NOT. I THEN STOOD BY THE FLT DIRECTOR AND ADVISED THE FO TO FLY RAW DATA. WE THEN FLEW THE REMAINDER OF THE ILS WITH RAW DATA. ON THE GND, WE DISCUSSED THE INCIDENT AND THE FO HAS NO IDEA WHY OR HOW WE MISSED THE ALT. I BELIEVE HE WAS PAYING ATTN TO THE INTERCOM AND NOT FLYING THE AIRPLANE. ONCE THE DEV OCCURRED WITH THE AUTOMATIC DISCONNECT OF THE AUTOPLT DUE TO THE EGPWS IT INHIBITS THE AUTOPLT FOR A PERIOD OF TIME. THE SCREEN HAD BEEN GOING TO DIM FOR SEVERAL DAYS AND NO ONE HAD BROUGHT IT TO THE ATTN OF MAINT. I LEARNED WHEN IT GETS HOT, IT MAY AUTOMATICALLY DIM TO COOL. THE PAX WAS TAKEN TO THE AMBULANCE AND THEN REFUSED MEDICAL ATTN. THE FO HAD ABOUT 15 HRS IN THE PLANE AND 121 ENVIRONMENT. I, AS THE PIC, BECAME DISTR AND FAILED TO KEEP MONITORING OUR FLT PATH. I FALSELY ASSUMED THAT SINCE HE WAS IN THE SEAT HE WOULD HAVE THE DISCIPLINE TO DO HIS SPECIFIC JOB. I NEED TO REMEMBER THAT IN THESE TYPES OF SITUATIONS THE FO MAY NOT HAVE THAT EXPERIENCE AND WILL ALSO BECOME DISTR. IN MY PREFLT BRIEFINGS, I WILL ALWAYS CLEARLY SPELL OUT THE DUTIES OF EACH FLT CREW MEMBER AND EMPHASIZE THE IMPORTANCE OF DOING OUR DUTIES AND THE DISCIPLINE OF NOT BECOMING DISTR. I ALSO NEED TO REMEMBER TO CLOSELY MONITOR ALL ASPECTS OF THE EMER AND REMEMBER TO FLY THE PLANE FIRST. NEVER WILL I FLY A PLANE WITH AN INTERMITTENT PROB THAT COULD AFFECT SAFETY OF FLT. NORMALLY, I WOULD

HAVE TAKEN THE CTLS AND FLOWN THE ACFT MYSELF, BUT MY INST DISPLAY PROB DELAYED THAT AND ONCE I REGAINED MY SITUATIONAL AWARENESS A LONG PERIOD OF TIME HAD PASSED AND IT WAS SAFER TO ALLOW THE FO TO CONTINUE SINCE HE HAD CALMED DOWN AND WAS FLYING WITHIN PARAMETERS AGAIN. THE OTHER THING I NOTICED WE ALL GET VERY COMPLACENT WITH HAVING ALL OF THE EQUIP WORKING AND WHEN IT FAILED, WITHOUT PRACTICE, OUR INST SKILLS ARE RUSTY AT BEST. I WILL PRACTICE MORE AT FLYING THE GAUGES AND NOT ASSUME THAT THE FLT DIRECTOR WILL NEVER FAIL. ON THE GND, A RESET OF ALL THE SYS WAS DONE AND THE FLT DIRECTORS AND AUTOPLT RETURNED TO NORMAL OP.

Synopsis

DH8D OVERSHOT LEVELOFF WHILE BEING VECTORED FOR APCH, TRIGGERING LOW ALT ALERT AND EGPWS WARNING. FLT CREW EXECUTED PULL-UP, BUT THE FLT DIRECTOR AND AUTOPILOT COULD NOT BE ENGAGED. A RAW DATA APCH WAS FLOWN.

ACN: 779841

Time / Day

Date : 200803
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Lancair Columbia
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer & Glide Slope : 12
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 1100
Experience.Flight Time.Type : 600
ASRS Report : 779841

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Go Around

Assessments

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

Narrative

I HAD REQUESTED AND WAS TOLD TO EXPECT ILS RWY 9L AT ZZZ. A FEW MI FROM THE OM, ATC SWITCHED ME TO ILS 12 FOR NOISE ABATEMENT. I CHANGED THE APCH IN MY AVIONICS BUT DID NOT SUFFICIENTLY BRIEF THE APCH BECAUSE OF THE LAST MIN NOTICE OF THE CHANGE AND THE IMMEDIATE NEED TO INTERCEPT THE LOC. THE CTLR WAS SO BUSY THAT IT WAS ALMOST IMPOSSIBLE TO BREAK IN TO THE CHATTER. WHEN I WAS SECONDS FROM BLOWING THROUGH THE LOC, I BROKE IN TO REQUEST TURN TO INTERCEPT. HE GAVE ME THE TURN, TOLD ME TO MAINTAIN 1700 FT UNTIL ESTABLISHED AND CLRED FOR THE ILS. I THEN CANCELED IFR. HE ACKNOWLEDGED. I CHANGED FREQ. I APPEARED TO BE ESTABLISHED ON LOC BUT TOO HIGH FOR GS. I DSNDED QUICKLY TO CATCH THE GS. I PULLED PWR, SPD BRAKES UP, DSNding MORE THAN 1000 FPM AND COULDN'T CATCH THE GS. THANK GOD IT WAS VMC SO AT 500 FT AGL, WHEN I COULD NOT IDENT THE RWY ENVIRONMENT, I REAPPLIED PWR AND CLBED. WHEN I LOOKED AT THE GPS, I WAS STILL 5 MI FROM THE ARPT. I HAD FOLLOWED A BAD GS. FALSE GS'S ARE NOT SUPPOSED TO EXIST BELOW THE REAL GS, BUT STANDING WATER OR INTERFERENCE MAY HAVE PLAYED A PART. IN THE END, NOTHING BAD HAPPENED. MY ONLY POTENTIAL VIOLATION WAS BEING TOO LOW OVER PEOPLE AND STRUCTURES. HAD I BEEN IMC, THE RESULT MAY NOT HAVE BEEN AS HAPPY. PROBABLE CAUSE: THE RUSHED CHANGING OF THE APCH DID NOT ALLOW ME SUFFICIENT TIME TO BRIEF IT PROPERLY. HAD I BRIEFED PROPERLY, I WOULD HAVE KNOWN TO NOT BEGIN MY DSCNT AS EARLY AS I DID. THE FALSE GS INDICATION WAS A CONTRIBUTING FACTOR.

Synopsis

IN AN ATTEMPT TO DESCEND TO CATCH A FALSE GS, A LANCAIR PLT DESCENDED TO 500 FT BEFORE REALIZING THAT HE WAS 5 MILES FROM THE ARPT.

ACN: 778906

Time / Day

Date : 200803

Place

Locale Reference.Airport : SYR.Airport

State Reference : NY

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : SYR.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

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 : 250

Experience.Flight Time.Total : 950

Experience.Flight Time.Type : 400

ASRS Report : 778906

Person : 2

Affiliation.Government : FAA

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Spatial Deviation

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WAS CLRED ON A VISUAL TO SYR. WHEN CLRED THE AUTOPLT WAS ON AND WAS AT 4000 FT MSL. AT THAT TIME, I BEGAN A DSCNT TO 1800 FT TO INTERCEPT THE ILS COURSE TO RWY 28. AT THE TIME OF THE DSCNT, I NOTICED NUMEROUS TWRS ON HILLS. I WAS FLYING IN A VALLEY BTWN THE 2 HILLS. AT THE TIME OF NOTICING THE TWRS, APCH WARNED THAT WE WERE GETTING CLOSER TO THE TWRS. WE WERE 300 FT (1800 FT AGL) ABOVE THE TWRS AND ABOUT 2000 FT HORIZONTALLY. FACTORS THAT COULD HAVE CONTRIBUTED TO THIS WERE THE REDUCED REST THAT THE CREW HAD THE NIGHT BEFORE, AND THEN FLYING AN 8 HR DAY. I WAS TIRED DURING THE FLT FROM ZZZ1 TO SYR, DOZING OFF A COUPLE OF TIMES DURING THE 40 MIN FLT. THIS WAS THE FOURTH FLT OF A 5-LEG DAY. AFTER NOTICING THE TWRS AND BEING WARNED BY ATC, I IMMEDIATELY STOPPED THE DSCNT AND CLBED 200 FT. FLT ENDED WITHOUT INCIDENT.

Synopsis

AN ACR PILOT REPORTS SYR ISSUED A LOW ALT ALERT WHILE ON APCH TO RWY 28. PILOT WAS FATIGUED AND INVOLUNTARILY NAPPING PRIOR TO THE APCH.

ACN: 778424

Time / Day

Date : 200803

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2500

Environment

Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 197
ASRS Report : 778424

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Adverse Environment
Consequence.Other : Emotional Trauma

Assessments

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

Narrative

IT WAS OUR FIRST LEG TOGETHER. AS THE CAPT, I WAS THE PLT MONITORING. THE ENTIRE FLT WAS NORMAL. THE CONDITION WAS DUSK AND VERY CLOSE TO NIGHTTIME CONDITIONS. ABOUT 5 MI FROM FIELD, THE APCH CTLR ASKED IF WE HAD THE FIELD. I DID SEE THE FIELD BUT I ASKED THE FO AND HE SAID HE DID NOT. ON DOWNWIND THE CTLR ASKED US AGAIN IF WE HAD THE FIELD. ONCE AGAIN THE FO SAID NO, SO I ASKED TO BE VECTORED ON FINAL. THE CTLR TOLD US TO MAINTAIN 2500 FT AND TURNED US FINAL. BY THE TIME THE FO SAW THE FIELD, WE WERE TOO HIGH TO MAKE A SAFE APCH. NOW THAT THE FO HAD THE FIELD, I ASKED FOR A BOX PATTERN BACK TO THE FIELD. THE CTLR CLRED US THE VISUAL AND GAVE US A R BOX TURN. THE FO BEGAN A R TURN AND A DSCNT. ON DOWNWIND, HE SAID HE SAW THE RWY WHICH WAS OUT OF MY VIEW. AS HE STARTED A BASE TURN, HE REALIZED THE TURN WAS GOING TO BE TIGHT AND ROLLED INTO A STEEP BANK, APPROX 45 DEGS. I CALLED BANK ANGLE AND AIRSPD AS HE SLOWED TO REF SPD. ABOUT THAT TIME WE GET A 'CAUTION OBSTACLE.' HE BEGAN TO PULL UP WITHOUT PWR AND I CALLED 'AIRSPD.' THE FLT PATH WAS CORRECTED AND WARNING CEASED. THE APCH CONTINUED AND AT 1000 FT WE WERE ON SPD AND NOW SLIGHTLY LOW ON GS. WE WERE NOT QUITE LINED UP WITH THE RWY BECAUSE WE HAD GONE THROUGH FINAL ON THE BASE TO FINAL TURN. I CALLED 'GS' AND BY 800 FT WE WERE LINED UP ON GLIDE PATH AND SPD. THE LNDG WAS NORMAL. ALTHOUGH THE APCH WAS STABLE, IT WAS JUST UGLY. AS A NEW CAPT, I TRY NOT TO FLY THE JET FOR THE FO. AFTER THE FIRST GAR/BOX PATTERN, I REALLY DID NOT WANT TO GO AROUND AGAIN. IN HINDSIGHT, I SHOULD HAVE DIRECTED A GAR AFTER THE 'CAUTION OBSTACLE' BUT SO MUCH WAS HAPPENING AT ONE TIME, I DID NOT. IT WAS CLOSE ENOUGH TO NIGHT CONDITIONS THAT A GAR WAS WARRANTED. ENOUGH PAX MADE COMMENTS ABOUT THE APCH THAT I THOUGHT A RPT WAS WARRANTED. LIKE I SAID, I AM A NEW CAPT AND REALLY DO NOT WANT TO BE ONE OF THOSE CAPTS THAT FLIES THE JET FOR THE FO. IN THIS CASE, EVERYTHING HAPPENED SO FAST I WAS JUST MAKING DEV CALLOUTS TRYING TO GET THE ACFT ON THE GND. FO HAD BEEN HERE 10 MONTHS AND COULD DO MUCH BETTER. I ALSO KNOW HE WAS EMBARRASSED. I REALLY THINK IT WAS JUST A BAD DAY FOR HIM. I KNOW IT IS MY RESPONSIBILITY TO 'INSTRUCT' NEW FO'S. IT IS A FINE LINE BTWN INSTRUCTING AND FLYING THE ACFT FOR THEM. I AM STILL LEARNING WHERE THAT LINE IS.

Synopsis

NEW B737-700 CAPTAIN REPORTS UNSTABILIZED VISUAL APCH FLOWN BY FO.

ACN: 778180

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LWM.Airport
State Reference : MA
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LWM.Tower
Operator.General Aviation : Personal
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 12600
Experience.Flight Time.Type : 80
ASRS Report : 778180

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I HAD 'WAAS' UPGRADES DONE TO MY GPS. MY AUTOPLT CAN FULLY UTILIZE THE CAPABILITIES OF THE 'WAAS' RECEIVERS. RETURNING TO LWM, WX RPTED AS 800 FT SCATTERED, 1100 FT SCATTERED, 2200 FT OVCST, 20 MI -RA. I WAS CLRED FOR THE VOR 23 (MDA = 640 FT MSL). INTERCEPT ALT WAS 2000 FT AND I HAD CLR GND CONTACT AT 2000 FT WITH SOME SCATTERED CLOUDS BELOW. I COUPLED THE AUTOPLT AND 'WAAS' GS, THE AUTOPLT FLEW THE COMPLETE APCH PERFECTLY. I WAS VERY FAMILIAR WITH THE APCH AND KNEW I WOULD BREAK OUT PLENTY EARLY SO I CONCENTRATED ON HOW THE NEW RADIOS WERE OPERATING AND LOOKING OUT THE WINDOW TO SEE HOW THE APCH WAS PROGRESSING. I HAD GOOD GND CONTACT THROUGHOUT THE APCH AND ALL LOOKED GOOD, BUT THERE WERE SCATTERED CLOUDS ALL AROUND. WHEN I FINALLY 'POPPED' THROUGH THAT LAST LITTLE CLOUD AND HAD THE RWY IN SIGHT I LOOKED AT THE ALTIMETER AND I WAS SOME 150 FT BELOW MDA. I BELIEVE I LET THE ACFT DSND ABOUT 150 FT BELOW MDA WITHOUT THE RWY IN SIGHT. I WAS USING THE VOR FOR NAV BUT LETTING THE AUTOPLT TRACK THE GPS COURSE AND GS TO SEE HOW IT WORKED AND WAS DISTR ENOUGH TO FAIL TO MONITOR THE ALTIMETER. I SHOULD HAVE FLOWN THE VOR APCH USING THE VOR WITHOUT THE GPS TO DISTRACT ATTN TO THE ALTIMETER AND PROBABLY COMMENCED THE MISSED APCH.

Synopsis

C303 PLT FLEW A VOR APCH UTILIZING THE AUTOPILOT ON HIS GPS EQUIPPED ACFT. HE FAILED TO MONITOR THE ALT AND BROKE OUT OF THE CLOUDS 150 FT BELOW THE MDA.

ACN: 777369

Time / Day

Date : 200803

Place

Locale Reference.Airport : SLC.Airport

Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : IMC

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : S56.TRACON

Operator.Common Carrier : Air Carrier

Make Model Name : B737-700

Operating Under FAR Part : Part 121

Navigation In Use.Other : FMS or FMC

Route In Use.Departure.SID : NSIGN

Component : 1

Aircraft Component : Altitude Alert

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

Experience.Flight Time.Last 90 Days : 280

Experience.Flight Time.Type : 2600

ASRS Report : 777369

Person : 2

Affiliation.Government : FAA

Function.Controller : Departure

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.ControllerA : 2

Resolutive Action.Controller : Issued Alert

Resolutive Action.Controller : Issued New Clearance

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Chart Or Publication

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

Narrative

AS THE FO, I RECEIVED THE CLEARANCE FOR THE LEG FROM SLC TO CITY BY PDC. THE PDC CLEARANCE WAS DETAILED ENOUGH TO INCLUDE THE 230 KT AIRSPEED RESTRICTION, BUT DID NOT INCLUDE THE INITIAL CLEARANCE ALTITUDE. NEITHER THE CAPTAIN NOR I HAD FLOWN THE RNAV DEPARTURES OUT OF SLC BEFORE. WHILE I CAREFULLY BRIEFED THE ALTITUDE AND AIRSPEED RESTRICTIONS ASSOCIATED WITH THE NSIGN1 DEPARTURE DURING THE CLEARANCE BRIEFING, I DID NOT CHECK THE CLEARANCE ALTITUDE ON THE DEPARTURE PLATE. INSTEAD, I SET 10000 FT BASED ON PREVIOUS EXPERIENCE WITH THE OLDER DEPARTURES OUT OF SLC AND THE CAPTAIN MISSED MY ERROR. WE TOOK OFF FROM RUNWAY 34R AND PASSING 1500 FT AGL (APPROXIMATELY 5700 FT MSL) THE CAPTAIN, AS THE PILOT MONITORING, TOLD SLC DEPARTURE THAT WE WERE PASSING 5700 FT FOR 10000 FT. AT THAT TIME, SLC DEPARTURE CORRECTED US TO CLIMB TO FL230 IN ACCORDANCE WITH THE PUBLISHED DEPARTURE. UPON FURTHER REVIEW, THE DEPARTURE PLATE SHOWS THE HIGH TERRAIN ALONG OUR FLIGHT PATH TO BE AROUND 9300 FT AND THE MSA TO BE 11000 FT. WHILE THE ERROR AS I HAVE STATED ABOVE, IS MINE FOR NOT CHECKING THE CORRECT INITIAL CLEARANCE ALTITUDE ON THE DEPARTURE PLATE, I BELIEVE THAT IN THE INTEREST OF SAFETY THE INITIAL CLEARANCE ALTITUDE SHOULD HAVE BEEN INCLUDED IN THE PDC. PLEASE INCLUDE THE INITIAL CLEARANCE ALTITUDE IN THE PDC AS IS DONE AT MOST EVERY OTHER AIRPORT. I WILL NEED TO BE EVEN MORE DILIGENT WITH RNAV DEPARTURE BRIEFINGS.

Synopsis

UNABLE TO DETERMINE FROM THE PDC CLRNC THEIR ACTUAL CLEARED ALT WHILE FLYING THE NSIGN RNAV SID FROM SLC, FO OF B737-700 SETS 10000 FT MSL IN THE ALT ALERT BASED ON 'PREVIOUS EXPERIENCE.' AN ALT BELOW THE MEA AND BARELY ABOVE THE TERRAIN ON THEIR ROUTE OF FLT. CAPTAIN ASSUMES THE DEP BRIEFING IS CORRECT.

ACN: 755512

Time / Day

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

Place

Locale Reference.Airport : OAK.Airport
State Reference : CA
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : NCT.TRACON
Operator.General Aviation : Corporate
Make Model Name : Global Express
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 3500
Experience.Flight Time.Type : 200
ASRS Report : 755512

Person : 2

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

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Became Reoriented
Resolutive Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative

CAPT HAD VERY AUTOCRATIC STYLE EX MILITARY AND CREATED A HOSTILE INTOLERANT ATTITUDE SINCE STARTED WITH COMPANY. FMS ARE NOT IN DUAL AND PF EXPECTED TO PROGRAM EVERYTHING, EVEN IN TERMINAL CONTROL AREA. CAPT BEHAVIOR IS UNHELPFUL PASSIVE ATTITUDE NOT DOING ANYTHING UNLESS TOLD, AND SOMETIMES NOT THEN. HAD BRIEFED THOROUGHLY IN DETAIL FOR OAK LNDG RWY 29 TO BE SURE HE UNDERSTOOD EXACTLY WHAT WE WERE DOING. TOO FREQUENTLY MY EXPERIENCE WITH THIS CAPT WAS KNEE JERK REACTION ON APCHES. AS GOOD VMC AND BEEN THERE BEFORE STATED, IF THEY OFFER A VISUAL, WILL TAKE THAT, MEANING RWY 29. AS APCHING SAU, CENTER ADVISED DIR OAK VOR. THIS WAS NOT IN FP SO WHILE I WAS HEADS DOWN DIALING UP FREQ ON CDU TO GET A FIX, DID NOT HEAR CAPT ACCEPTING VISUAL ON RWY 27R. NOW BEING VECTORED DOWNWIND DSND 3200 FT, HE SAYS DIDN'T YOU HEAR, WE'RE VISUAL ON RWY 27R I HAVE IT MY SIDE, YOU'D BETTER HURRY UP. FIRST THOUGHT WAS THAT RWY 27R WAS TOO SHORT FOR COMFORT 5400 FT AND NORMAL LDR 3300 FT. I ASKED HIM FOR QDM AND HE HANDS ME THE AIRPORT PLATE ONLY SO NOW DSNDING TO 2100 FT FROM 4000 FT AND DISTRACTED TRYING TO SET UP COURSE ON GLARESHIELD CONTROLS TO HAVE SOMETHING TO GUIDE ME. CAPT IS DOING NOTHING. TURN BASE AND TRY TO INTERCEPT STILL IN AP BUT STUPIDLY FORGOTTEN THAT VOR WAS NOW SET CDU. GETTING OVERLOADED NOW. SO TAKE OUT AP AND HAND FLY. HE SELECTS GEAR DOWN AND THEN SAYS, YOUR SPEED IS GOOD SO I'LL GIVE YOU 16 AND 30 FLAP, THE LATTER I DID NOT WANT AT ALL, AS I COULD SEE NOW LINED UP WE WERE TOO HIGH AND THE DIFFICULTY OF GETTING DOWN WOULD BE WORSE WITH LIMITATIONS. HE THEN SAYS WHAT ARE YOU GOING TO DO? DO YOU THINK YOU CAN MAKE IT? I SAID NEGATIVE ASK FOR AN ORBIT ON FINALS AS I DID NOT WANT TO RISK TRYING TO LAND IN SUCH A CLEAN MACHINE AND RUN OFF THE END OF THE RWY. HAVING FLOWN B737-400 & 800 FOR 4 YEARS IN MEDITERRANEAN INTO ISLANDS WITH NO RADAR, ORBIT WAS A PRACTICE TO SAFELY REGAIN THE PROFILE. I HAD TERRAIN ON MY PFD SO AFTER ATC AGREEMENT STARTED TURN CLOCKWISE DSNDING TO 1500 FT. TERRAIN SHOWS BLACK EDGES GREEN JUST SHOWING SO WELL WITHIN TERRAIN CLRNC. HE STARTED SHOUTING HE IS RAISING THE FLAPS AND GEAR UP WHEN I SAID LEAVE AT 16. HE THEN SHOUTED YOU'RE DSNDING AND I SAID YES THAT'S CORRECT. ATC ADVISED THERE WAS A CESSNA AT 2 NM, SO THE CALCULATIONS WERE THAT THE ORBIT WOULD COMPLETE WELL INSIDE. SUDDENLY HE TRIES TO GRAB THE CONTROLS, SAYING I HAVE CONTROL. RELUCTANTLY I LET GO BECAUSE I DON'T BELIEVE HE IS SITUATIONALLY AWARE, AND IT TURNS OUT HE IS NOT. HE STARTS TO CLIMB TOWARDS THE HILLS S DIRECTLY IN THE PATH OF THE CESSNA, TCAS TFC ALERT AT +4 NOW MY TERRAIN IS YELLOW AND HE IS AT 2400 FT AND I SAY CLB CLB WHICH HE IGNORES. WE THEN SEE A JET FLYING TOWARDS RWY 29R BASE AND HE SAYS HE IS FOLLOWING HIM AND TURNS R SO WE CLR THE TERRAIN. IN THE MEANTIME HE IS MONOPOLIZING THE RADIO UNSURE OF WHAT HE IS DOING AND CALLING TO ME WHERE IS THE RWY. I SAY I

CAN'T SEE BECAUSE WE ARE FACING AWAY. THEN ATC GIVE US RWY 27L WHICH IS AT LEAST LONGER SO AS HE TURNS TOWARD RWY 29 I SAY RWY 27L IN SIGHT TURN R, HE GETS LINED UP AND I TAKE CONTROL AND UNEVENTFUL LNDG. CLEARLY HE HAS NEVER DONE AN ORBIT IN THIS WAY AND HE PANICKED. IT IS NOTICEABLE ON APCHES HIS HIGH STRESS LEVELS DIMINISH HIS CAPACITY. DEBRIEF HE CHANGES HIS STORY ABOUT THE ORBIT AND NOW SAYS HE TOOK CONTROL BECAUSE WE WERE CLOSE TO VREF AND IF I JERKED THE CONTROLS WE WOULD STALL. RIDICULOUS CONSIDERING AT AND PERFORMANCE OF THE GLEX. I BELIEVE HE PUT THE ACFT IN DANGER, AND ALLOWED THE SITUATION TO DEVELOP AS HE OFTEN SAID HE WANTED ME OFF THE ACFT. MY FAULT WAS TO OFFER PATIENT SUPPORT MAKING ALLOWANCES FOR HIM. THAT LET HIM CONTINUE IN SUCH UNSAFE PRACTICE PARTICULARLY THE RISKY WAY OF MANAGING FMC WORK AND NON EXISTENT MULTI-CREW SKILLS. HIS PERSONAL ANTI-PATHY TO ME FOR WHAT REASON I HAVE NO IDEA POISONED THE COCKPIT AND WAS DEMORALIZING TO WORK WITH. ANY CHALLENGE HE WOULD LOSE HIS TEMPER. AFTER FLYING WITH AIRLINES CORPORATE LIVE IN A COMFORT ZONE OF THEIR OWN CREATION, OBLIVIOUS TO DEVELOPMENTS OF SAFE PRACTICE BECAUSE IF IT WORKS WHY CHANGE IT.

Synopsis

FO OF CORPORATE ACFT RELATES HOSTILE COCKPIT ENVIRONMENT DURING VISUAL APCH AND LNDG TO OAK.

ACN: 748880

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : BOS.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 9000
ASRS Report : 748880

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Became Reoriented

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ON APCH TO BOS RWY 27, ATC (APCH CTL) TURNED US ON A 90 DEG BASE THAT WOULD HAVE PUT US ON 10+ MI FINAL. THEN APCH CTL TURNED US (ALMOST) DIRECTLY TO THE FAF AND CLRED US FOR A VISUAL APCH. THE CAPT WAS PROBABLY HIGH/FAST AND DEPLOYED FULL SPD BRAKES. WHILE LOOKING OUTSIDE AND SWITCHING FROM APCH TO TWR, THE CAPT DSNDED THE AIRPLANE WELL BELOW THE FAF ALT OF 1700 FT. AT 1000 FT I NOTICED THE PAPI'S WERE ALL RED AND LOOKED DOWN AND SAW THE ALTIMETER OF 1000 FT. AFTER CHKING IN WITH TWR, TWR MADE THE STATEMENT, 'ACR X, I GOT AN ALT ALERT. YOU OK?' I REPLIED 'WE ARE OK.' THE CAPT LEVELED THE AIRPLANE OFF AT 1000 FT AND CAPTURED THE GS/PAPI FROM THERE. THIS (OF COURSE) IS OUT OVER THE WATER, VERY LITTLE (IF ANY) GND REF IN THE APCH AREA. I DO NOT KNOW WHAT ALT WAS SET IN THE ALT WINDOW AND I DO NOT HAVE IF IT ALERTED US TO ANY ALT. UPON CLRNC FOR A VISUAL APCH AND TURNED TOWARD THE FAF, THE CAPT OR I SHOULD HAVE SET 1700 FT IN THE ALT ALERT WINDOW AND TARGETED THAT ALT AS THE MDA UNTIL ESTABLISHED ON THE GLIDE PATH. DSCNT TO 1000 FT AT RIPIT WAS NOT ACCEPTABLE AND I FEEL THIS MISTAKE IN MORE RUGGED TERRAIN WOULD BE BAD. REAL BAD. AS MONITORING PLT, I FAILED TO MONITOR THIS LOW ALT SITUATION.

Synopsis

B737-500 DESCENDED WELL BELOW GLIDE PATH ON VISUAL APCH. DEVIATION RECOGNIZED AT 1000 FT, WHEN THE FLT CREW LEVELED TO RECAPTURE NORMAL GLIDE PATH.

ACN: 748706

Time / Day

Date : 200707
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TOA.Airport
State Reference : CA
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Personal
Make Model Name : M-20 Series Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer & Glide Slope : 29R
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 16
Experience.Flight Time.Total : 3069
Experience.Flight Time.Type : 2440
ASRS Report : 748706

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS GIVEN RADAR VECTORS TO INTERCEPT THE TOA LOC AND CLRED FOR THE RWY 29R ILS APCH CIRCLE-TO-LAND RWY 11L AND MAINTAIN 2000 FT UNTIL ESTABLISHED. I INTERCEPTED THE LOC AT LESS THAN 13 DME AND SINCE I SAW THE GS CTRED, I STARTED MY DSCNT. I BROKE OUT IMMEDIATELY FROM OVCST AND NOTICED THAT I HAD NOT REACHED THE FINAL FIX. AFTER RE-EXAMINING THE GS, I NOTICED THE OFF-FLAG AND IMMEDIATELY ADDED FULL PWR TO RETURN TO 2000 FT. AT THE SAME TIME, THE SOCAL CTLR ASKED FOR MY ALT AND I TOLD HIM 1000 FT AND CLBING. HE ADVISED FOR AN IMMEDIATE CLB TO 2000 FT. BY THIS TIME THE ARPT WAS IN SIGHT AND THE GS CAME ALIVE. I WAS SWITCHED TO TORRANCE TWR FOR A CIRCLE-TO-LAND. CONSIDERATIONS: THE GS SIGNAL MUST HAVE BEEN BLOCKED BY TERRAIN OR OBSTRUCTIONS AND INITIALLY I DID NOT NOTICE THE FLAG. MY MISTAKE WAS NOT TO WAIT FOR THE FINAL FIX WHICH WAS AVAILABLE ON MY DME AND XRADIAL. BEING IN VMC SO QUICKLY MAY HAVE KEPT MY EYES OUTSIDE INSTEAD OF ON THE DIALS.

Synopsis

AN INSTRUMENT RATED M20P PILOT DESCENDED TO 1000 FT 11 DME FROM TOA ON THE 29R ILS GLIDE SLOPE WITH AN OFF FLAG SHOWING AND THE GLIDE SLOPE NEEDLE CENTERED.

ACN: 743714

Time / Day

Date : 200706
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BTV.Airport
State Reference : VT
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : BTV.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
Route In Use.Approach : Traffic Pattern

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 : 3500
Experience.Flight Time.Type : 1000
ASRS Report : 743714

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

BRIEFED NORMAL VISUAL APCH INTO BTV. 1900 FT TFC PATTERN ALT AND A 5 MI
BASE TO FINAL LEG. GOT CLRED THE VISUAL RWY 33. WHILE EXECUTING THE

VISUAL APCH TO RWY 33 I TURNED A 6 MI FINAL AT OUR BRIEFED TFC PATTERN ALT. WHILE ON THE L BASE TO FINAL I REALIZED I WAS GOING TO BE HIGH WHEN ROLLING OUT ON FINAL, SO I STARTED A NORMAL DSCNT FOR LNDG WITH THE GEAR DOWN AND 160 KTS. DURING SHALLOW DSCNT TO LNDG RECEIVED A 'TERRAIN, TERRAIN-PULL UP' CAUTION MESSAGE AT APPROX 1800 FT. I EXECUTED THE TERRAIN AVOIDANCE MANEUVER AND CONTINUED TO AN UNEVENTFUL LNDG. FACTORS: ALTHOUGH I DID NOT FEEL TIRED, IT HAD BEEN A LONG DAY. DAY 3 OF 5. NIGHT VISUAL CUES INFLUENCED MY DESIRE TO 'TURN AND DSND TOWARDS RWY.' DSCNT INITIATED KNOWING I WOULD BE HIGH ON FINAL. CRM, COM, AND WX WERE ALL VERY GOOD. I JUST DID NOT STICK TO THE PLAN OF TURNING 5 MI FINAL OR LESS. FIRST TIME IN BTV, NEXT TIME I WILL ONLY ACCEPT AN ILS OR SETUP MORE VISUAL CUES TO MAKE SURE A 5 MI FINAL IS ACHIEVED.

Synopsis

CL65 FLT CREW EXECUTES TERRAIN AVOIDANCE MANEUVER AFTER RECEIVING EGPWS TERRAIN WARNING ON NIGHT VISUAL TO RWY 33 AT BTV.

ACN: 743343

Time / Day

Date : 200706
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 700 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Aircraft : 2

Operator.Common Carrier : Air Carrier
Make Model Name : Airbus Industrie Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 305
Experience.Flight Time.Type : 2000
ASRS Report : 743343

Person : 2

Affiliation.Government : FAA

Events

Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

WE DEPARTED RWY 17R IN VMC IN DENVER. ORIGINAL CLRNC WAS FOR 19000 FT BUT TKOF CLRNC WAS 7000 FT AND RWY HDG. AFTER CAPT TOOK OFF, WE WERE ALERTED TO AN AIRBUS THAT TOOK OFF RWY 25, HAD TURNED ABOUT 270 DEGS L AND WAS GOING TO CROSS OUR PATH ABOVE US. AFTER I CALLED ACFT IN SIGHT, TWR ASSIGNED A LEVELOFF AT 6500 FT, WHICH IS ONLY ABOUT 1200 FT AGL. WE COMPLIED AND SEVERAL MI AFTER WERE TOLD TO TURN L, CLB TO 10000 FT AND CONTACT DEP. AS WE BEGAN THE TURN (SOMEWHERE AFTER DENVER VOR), OUR RADAR ALTIMETER READING SPIKED AND WE RECEIVED AUDIO 'TERRAIN, TERRAIN' WARNING. NO TERRAIN INFO CAME UP ON THE MFD. AFTER GAINING ALT I CONSULTED THE CHARTS AND SAW SEVERAL TALL TWRS ON AND AROUND THE RWY 17R CTRLINE. ONE REACHING 5759 FT WAS 5 MI S OF RWY ON THE CTRLINE AND ANOTHER, 6236 FT IS LOCATED 6 MI SSE OF THE RWY. WHETHER ANY OF THESE WERE ACTUALLY A FACTOR, AND WHETHER WE GOT ANYWHERE NEAR THEM, WE DON'T KNOW, BUT BOTH OF US WERE DISTRESSED AT BEING KEPT SO LOW IN VICINITY OF SUCH OBSTACLES. FACTORS AND THOUGHTS: THE ARPT WAS NOT BUSY, SO THERE WAS NO REASON FOR SUCH TIGHT SPACING AND RESULTANT LOW LEVELOFF. WE HAD CONSULTED THE TEXTUAL DESCRIPTION OF SINGLE ENG DEP PROC PRIOR TO TKOF, BUT I DID NOT REVIEW THE GRAPHIC, WHICH WOULD HAVE ALERTED US TO THE TWRS. WE WERE MAINLY CONCERNED ABOUT THE MOUNTAINS AND DID NOT HAVE THE TERRAIN DISPLAY UP SINCE WE WERE NOT HEADED TOWARDS THEM. I REGRET THAT. EVEN SO, WE WERE FOLLOWING ATC DIRECTIONS, AND HAD LITTLE TO NO ROOM TO MANEUVER DUE TO THE ACFT RIGHT ABOVE US. STILL, THE TERRAIN DISPLAY WOULD HAVE IMPROVED SITUATIONAL AWARENESS. I RECOMMEND CREWS CAREFULLY REVIEW SPECIAL DP CHARTS AND KEEP THE TERRAIN DISPLAY UP EVEN IN VMC.

Synopsis

CARJ RECEIVES EGPWS TERRAIN WARNING WHEN REQUIRED TO MAINTAIN 6500 MSL AFTER TKOF FROM DEN.

ACN: 741811

Time / Day

Date : 200706
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Navaid : FSD.VORTAC
State Reference : SD
Altitude.MSL.Bound Lower : 2700
Altitude.MSL.Bound Upper : 3100

Environment

Flight Conditions : Mixed
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : FSD.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : PA-31 Navajo Chieftan/Mojave/Navajo T1020
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Component : 1

Aircraft Component : DME

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Controller.Non Radar : 8
Experience.Controller.Radar : 2
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 500
ASRS Report : 741811

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WHILE INITIATING A VOR RWY 33 APCH INTO THE ARPT, A FALSE DISTANCE MEASURING EQUIP READING RESULTED IN A PREMATURE DSCNT FROM THE FINAL APCH ALT OF 3100 FT TOWARDS THE APCH MINIMUM OF 1940 FT. BEGINNING WITH THE CRUISE PORTION OF THE FLT, I RECEIVED THE ATIS INFO WHICH INFORMED ME TO EXPECT VECTORS TO THE VOR RWY 33 APCH. I BRIEFED MY APCH CHART ACCORDINGLY, AND THEN TUNED AND IDENTED BOTH NAV SYS. BOTH OF THE RADIOS AND VOR'S TUNED SATISFACTORILY, WITH NO FLAGS ON THE DME. BOTH VOR'S WERE WITHIN THE 30 DAY CHK LIMITS, SHOWING LESS THAN A 4 DEG DISCREPANCY, AS SHOWN IN THE LOGBOOK ENTRY. ON THE INITIAL APCH INTO THE ARPT, I WAS TOLD TO EXPECT THE VISUAL APCH TO RWY 33, GIVEN A HDG OF 140 DEGS, AND A DSCNT TO 4000 FT. ABEAM THE FIELD, I WAS GIVEN PERMISSION TO DSND TO 3100 FT FOR THE VISUAL APCH WITH THE POSSIBILITY OF VECTORS FOR THE VOR RWY 33 APCH SHOULD I NOT MAKE CONTACT WITH THE ARPT. THE ACFT PRECEDING ME TO THE ARPT WAS CLRED FOR THE VISUAL APCH, WHICH HE ACCOMPLISHED. AS I WAS PASSING THE FIELD, I WAS IN VISUAL CONTACT WITH THE GND HAVING SEVERAL MI VISIBILITY WITH A SCATTERED TO BROKEN LAYER BELOW, BUT WAS UNABLE TO MAKE VISUAL CONTACT WITH THE ARPT. I WAS THEN GIVEN INSTRUCTIONS TO CONTINUE MY PRESENT HDG AND EXPECT THE VOR APCH TO RWY 33. I WAS THEN GIVEN A HDG OF 090 DEGS AND I COMPLIED, ALL THE WHILE MAINTAINING 3100 FT. AS I CONTINUED ON THE 090 DEG HDG I WAS GIVEN A CLOSE-IN VECTOR OF L TO 360 DEGS TO THE FINAL APCH COURSE. I CONTINUED ON, STILL IN MARGINAL VFR CONDITIONS, AND WAS THEN CLRED FOR THE VOR RWY 33 APCH INTO THE ARPT, MAINTAINING 3100 FT UNTIL ESTABLISHED. AS I WAS TURNING TO THE 360 DEG INTERCEPT HDG I REALIZED THAT, ACCORDING TO MY #1 VOR INDICATOR, I WAS IMMEDIATELY FLYING INTO THE APCH COURSE. DUE TO THE CLOSE IN VECTOR I MADE AN EXPEDITED TURN BACK TO THE L, CONTINUED INBOUND, AND JOINED THE APCH COURSE, NOT HAVING EXCEEDED FULL SCALE DEFLECTION AT ANY POINT. THE APCH CTLR SOON ASKED ME IF I WAS ESTABLISHED ON THE FINAL APCH COURSE AND, SINCE MY #1 VOR NEEDLE WAS CTRING, I RESPONDED AFFIRMATIVELY. IT WAS AT THAT POINT THAT I TOOK A READING FROM MY DISTANCE MEASURING EQUIP, WHICH WAS SHOWING A DISTANCE OF 9.9 MI FROM THE VOR. THIS DISTANCE IS INSIDE OF THE 10 MI FAF AT NEISH, THE LET-DOWN POINT TO THE MINIMUM DSCNT ALT. THERE WERE NO FLAGS OR WARNINGS SHOWING THAT THIS INFO WAS UNRELIABLE, SO I BEGAN MY DSCNT FROM 3100 FT TOWARDS THE MINIMUM DSCNT ALT OF 1940

FT. NOW ESTABLISHED, I WAS BEGINNING THE FINAL APCH/LNDG CHKLST WHEN THE CTLR INFORMED ME THAT I WAS L OF COURSE. UPON INSPECTION, I DETERMINED THAT THE #1 VOR WAS STILL CLOSE TO CTR, BUT THE INDICATIONS OF THE #2 VOR COINCIDED MORE WITH THE INFO GIVEN BY THE CTLR. IT WAS AT THIS TIME THAT THE CTLR ISSUED A LOW ALT WARNING/ALERT. UPON HEARING THIS WARNING I IMMEDIATELY CHKED MY ALTIMETER, WHICH WAS GIVING ME A READING OF APPROX 2700 FT MSL. NOT REALIZING THAT THE DME WAS NOT FUNCTIONING PROPERLY AND BELIEVING THAT I WAS INSIDE OF THE FAF, I ASSUMED THAT THE CTLR WAS SPEAKING OF A DSCNT BELOW THE MINIMUM DSCNT ALT WITHIN THE FAF. I IMMEDIATELY STOPPED MY DSCNT AND LEVELED AT MY CURRENT ALT OF 2700 FT MSL. I THEN VERIFIED FROM MY APCH CHARTS THAT I HAD CORRECTLY CHOSEN THE MDA OF 1940 FT MSL, WHICH IS THE CORRECT ALT ONCE WITHIN 10 DME OF THE VOR. I RESPONDED TO THE CTLR SAYING THAT, BASED ON THE INFO I WAS RECEIVING FROM THE COCKPIT, I WAS WITHIN THE LIMITS OF THE APCH. THERE WAS STILL NO FLAGGED INDICATION OF MALFUNCTIONING EQUIP SO I CONTINUED INBOUND WHILE TRYING TO FIGURE OUT THE DISCREPANCY BTWN THE CTLR'S AND MY INFO. I CONTINUED TO HOLD MY ALT AND BEGAN CORRECTING FOR THE ERROR IN THE #1 VOR AND COMING TO CTR BY NAVING OFF OF THE MORE ACCURATE #2 VOR. THE CTLR THEN ISSUED A FINAL LOW ALT WARNING AND ADDED THAT I WAS CLRED TO MAINTAIN 3100 FT UNTIL THE FAF. IT WAS AT THIS POINT THAT I REALIZED I HAD AN EQUIP PROB, WAS RECEIVING FAULTY DME READINGS, AND WAS STILL OUTSIDE OF NEISH. I RESPONDED TO THE CTLR THAT I WAS SWITCHING RADIOS, IN AN ATTEMPT TO REGAIN A RELIABLE DME SIGNAL, WHILE INITIATING A CLB. I THEN SWITCHED THE DME RECEIVER FROM THE #1 TO THE #2 NAV RADIO, AND THEN TAPPED THE MECHANICAL DME HEAD. AT THIS POINT, I NOTICED THE DME ROLLERS BEGAN TO SPIN FROM A STILL PRESENT 9.9 MI INDICATION AND CAME BACK INTO OP. BY THE TIME THAT THE MALFUNCTION WAS DISCOVERED AND RECTIFIED, I WAS WITHIN THE PREVIOUSLY INDICATED 10 MI FAF. I WAS THEN INFORMED THAT I WAS INSIDE OF NEISH AND GIVEN CLRNC TO SWITCH OVER TO THE TWR FREQ. I CONTINUED THE APCH, ON COURSE, DSNDING INTO AND THROUGH THE CLOUD LAYER AND LNDG WITH NO FURTHER COMPLICATIONS. A VFR REPOSITION BACK TO THE MAINT BASE WAS ACCOMPLISHED THE FOLLOWING MORNING WITH THE DME LABELED INOP, REFED UNDER THE MEL. ONCE BACK AT THE BASE OF OPS, I WAS ABLE TO DUPLICATE THE PROB IN FRONT OF OTHERS, AND THE DME WAS SIGNED INOP BY A LICENSED MECH. THE PROB APPEARED TO BE AN INTERMITTENT ISSUE, RELATED TO EITHER POOR NAVIGATIONAL RADIO SIGNAL STRENGTH WITH A MALFUNCTIONING FLAG OR MECHANICAL BINDING OF THE ROLLERS AND FLAGS. THE VOR'S WERE ALSO CHKED FOR ACCURACY FINDING BOTH TO BE WITHIN TOLERANCES, ALBEIT WITH THE #1 VOR AT THE LIMITS. THOSE READINGS SHOWING AN ACCURACY CHANGE FROM THE PREVIOUS 3 WK OLD LOGBOOK ENTRY.

Synopsis

PA31 PLT DESCENDS EARLY ON A NON PRECISION APCH DUE TO MALFUNCTIONING DME.

ACN: 741611

Time / Day

Date : 200706
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Yankee
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 15
ASRS Report : 741611

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

250 NM IFR XCOUNTRY TRAINING FLT (REQUIRED BY FAR 61.65) FOR INST RATING. FLEW ZZZ1 TO ZZZ VIA AIRWAYS/VECTORS. EXECUTED VOR AND LOC BACK COURSE APCHS. PLANNED TO REFUEL/RE-FILE IFR BACK TO ZZZ1. ONLY NEEDED 5 GALLONS OF FUEL. FBO POLICY WAS EITHER \$15 LNDG FEE, PURCHASE 15 GALLONS FUEL, OR TOP TANKS. AA-1A ONLY HOLDS 22 GALLONS. ABOUT 90 DEGS F OUTSIDE AIR TEMP. ENG RAN HOT ON CLB FROM ZZZ1, SO WE ONLY WANTED 5 GALLONS. FELT PRESSURED TO TOP OFF BY FBO, SO TOOK ON 9.6 GALLONS. NOW AT/SLIGHTLY OVER MAX GROSS WT AND NEAR EDGE OF PERFORMANCE ENVELOPE. FILED FOR 4000 FT AND PLANNED SHALLOW CLB. AFTER TKOF, ONLY MADE 2000 FT BEFORE ENG OIL TEMP STARTED TOWARD RED LINE. ASKED DEP TO LET US LEVEL AT 2000 FT AND THEN CLB TO 4000 FT LATER. DEP SAID UNABLE TO FLY ZZZ TO ZZZ2 AT 2000 FT DUE TO 2000 FT RADIO TWRS AHEAD. ASKED FOR VECTOR AROUND TWRS. DEP GAVE US HDG BUT ADVISED WE COULD NOT CONTINUE IFR UNLESS WE CLBED TO 3000 FT, OTHERWISE WE HAD TO CANCEL AND PROCEED VFR. CONSULTED WITH OTHER PLT (ACFT OWNER) AND BOTH AGREED WE COULD NOT CLB TILL WE BURNED OFF SOME FUEL. RELUCTANTLY CANCELED IFR, WHICH MEANT WE HAD TO RE-ACCOMPLISH THE WHOLE FLT AGAIN, SINCE FAR 61.55 REQUIRES 250 NM XCOUNTRY UNDER IFR. ASKED FOR VECTOR TO ZZZ1. DEP CTL GAVE US VECTOR AROUND RESTR AREA. REVIEWED THE IFR CHART AGAIN, AND MEA WAS, AS I THOUGHT, 2200 FT MSL (TOO LOW FOR A 2000 FT TWR). I CALLED DEP AND ASKED IF I FILED A NEW IFR FLT PLAN BACK IN SYS AND CLRED US AS REQUESTED WITH DIRECTION TO CLB TO 3000 FT WHEN ABLE. WE WERE ABLE TO REACH 3000 FT ABOUT 30 OR SO MI NE OF ZZZ2. AFTER HDOF TO APCH, ASKED FOR 3000 FT AS FINAL. WE FLEW 3000 FT TILL ABOUT 30 MI S OF ZZZ1 WHEN ZZZ1 APCH ASKED FOR CLB TO 4000 FT FOR TERRAIN -- A MYSTERY, AS MEA WAS 2500 FT. WE SAID WE'D TRY TO CLB BUT NOT MIGHT MAKE 4000 FT. CTRLR SAID STAY AT 3000 FT, WHICH WE HELD ALL THE WAY TO GS INTERCEPT FOR ILS. 2 LESSONS: 1) DON'T LET THE FBO CTL YOUR FUEL LOAD, AND 2) KEEP WORKING WITH ATC FOR A SOLUTION. FORTUNATELY, THE CTRLR DECIDED TO HELP.

Synopsis

DEFICIENT ACFT ENGINE PERFORMANCE, HIGH GROSS WEIGHT AND AMBIENT TEMPERATURE CONSPIRE TO LIMIT AA5 FLT CREW'S ABILITY TO OBTAIN REQUIRED IFR ALTITUDES.

ACN: 741514

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IAD.Airport
State Reference : DC
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : IAD.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 1R
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 154
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 154
ASRS Report : 741514

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 62
Experience.Flight Time.Total : 14100
Experience.Flight Time.Type : 62
ASRS Report : 741517

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Speed Deviation

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Overspeed
Warning
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

DURING VFR APCH I WAS PF. AT 1000 FT AGL ON ILS RWY 1R ON GS, NOTICED GEAR WAS STILL UP AND FLAPS 2 DEGS. I CALLED FOR LNDG GEAR DOWN AND FLAPS 3 DEGS AND DISCONNECTED AUTOPLT. ALMOST IMMEDIATELY WE HEAR 'TOO LOW TERRAIN' 2 TIMES. CALLED GAR AND INFORMED TWR. DURING GAR, CALLING FOR FLAPS 2 DEGS, I ALLOWED THE ACFT TO OVERSPD THE FLAPS. MISSED APCH AND ENSUING APCH/LNDG. NO FURTHER INCIDENTS OCCURRED. RPTED OVERSPD TO MAINT.

Synopsis

TARDY EXTENSION OF LNDG GEAR AND FLAPS RESULTS IN GPWS TERRAIN WARNING. FLT CREW OF A320 EXCEEDS FLAP SPEED DURING SUBSEQUENT GAR.

ACN: 740400

Time / Day

Date : 200705
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GFK.Airport
State Reference : ND
Altitude.MSL.Single Value : 2800

Environment

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

Aircraft : 1

Controlling Facilities.TRACON : GFK.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 35L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 1300
ASRS Report : 740400

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Second Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial

Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 40
ASRS Report : 739864

Events

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Assigned Airspace
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ON ARR GFK, HVY RAIN AND TSTMS IN VICINITY AND ON TOP OF GFK ARPT. AFTER SEVERAL ATTEMPTS TO GET VECTORS FOR ILS RWY 35L APCH AT GFK, WITHOUT SUCCESS DUE TO WX, HEARD ANOTHER ACFT TELL GFK APCH THAT HE HAD BROKEN OUT AT 2800 FT AND WAS PROCEEDING VFR TO THE FIELD (GFK). WE REQUESTED DSCNT TO VMC CONDITIONS TO FACILITATE A VISUAL APCH TO GFK. APCH CTLR ROGERED OUR REQUEST, DSNDDED US TO 2800 FT AND TOLD US TO RPT THE ARPT IN SIGHT FOR A L BASE. PASSING THROUGH 3000 FT, IMMEDIATELY AFTER BEING TOLD TO RPT THE FIELD IN SIGHT, I SAW A RWY ORIENTED N/S AND TOLD MY FO TO 'CALL THE FIELD IN SIGHT' AND THEN BEGAN A DSCNT TO 1500 FT AGL (PATTERN ALT) WHILE TURNING FOR A L DOWNWIND. SHORTLY THEREAFTER, APCH CALLED WITH A LOW ALT ALERT. MY SO THEN NOTICED OUR ERROR AND STATED THAT THE FIELD WE WERE SETTING UP TO WAS GRAND FORKS AFB. CLBED BACK TO 2800 FT AND PROCEEDED WITH VECTORS TO ILS RWY 35L FINAL AT GFK. CIRCUMSTANCES/TIMING OF LETDOWN (NEARLY ON TOP OF GRAND FORKS AFB -- WITH SIMILARLY ALIGNED RWY) CONFUSED THE ISSUE. THIS, COUPLED WITH TASK FIXATION TO GET ON THE GND DUE TO WX AND FUEL, LED TO ASSUMPTION THAT THE ARPT IN SIGHT WAS THE ARPT WE WERE TO ENTER A L BASE FOR (IE, GFK). BUSY, CONFUSING TIME DURING APCH WITH MANY CHANGES OF PLAN AND LESS THAN OPTIMUM COM TO/FROM APCH SET UP A POTENTIAL LNDG AT THE WRONG ARPT AND CORRESPONDING DSCNT LEADING TO LOW ALT ALERT.

Synopsis

FLT CREW IS CLEARED TO DESCEND BELOW CEILING FOR A VISUAL APCH. FLT CREW ACQUIRED NEARBY ARPT AND WHILE MANEUVERING FOR AN APCH AT THE WRONG ARPT, SET OFF A LOW ALT ALERT. FLT CREW WAS SUBSEQUENTLY VECTORED FOR ILS AT INTENDED ARPT.

ACN: 739972

Time / Day

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

Place

Locale Reference.Airport : TYR.Airport
State Reference : TX
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : VMC
Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : GGG.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 739972

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

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

Narrative

WE FAILED TO QUESTION AN ALT CLRNC THAT SEEMED INCORRECT. WHILE FLYING OUR WX RADAR MALFUNCTIONED. WE CONTACTED DISPATCH AND THEY SAID THAT THERE WAS NO WX IN THE AREA. AFTER JOINING THE ARR, ATC BEGAN VECTORING ACFT AROUND BUILDUPS. WE DECIDED TO DIVERT TO TYR. DURING THE DSCNT, WE WERE GIVEN RADAR VECTORS FOR THE VOR DME RWY 4 APCH. WE BOTH THOUGHT THAT LONGVIEW CLRED US DOWN TO 1500 FT, AND WE DSNDDED TO 1500 FT. WE WERE IN VMC AND COULD PLAINLY SEE THE GND. WHILE BRIEFING THE APCH, I MENTIONED THAT THE INITIAL ALT WAS 2000 FT AND WE DECIDED THAT IT WAS ALLOWED BY ATC TO BE VECTORED AT THAT ALT. ATC CALLED BACK AND SAID THAT HE HAD A LOW ALT ALERT ON US AND TO CLB TO 2500 FT AND WE DID. ATC SAID THAT WE WERE AT THE WRONG ALT. COMPLIED WITH NEW OR CORRECT ATC CLRNC. TRY AND BE MORE CAREFUL.

Synopsis

E135 TRIGGERS MSAW WARNING WHEN THE FLT CREW MISUNDERSTANDS ALT CLRNC.

ACN: 739139

Time / Day

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

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 233
ASRS Report : 739139

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 123
Experience.Flight Time.Type : 123
ASRS Report : 739136

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

FLT TO LAS. TKOF AND ENRTE PORTION OF FLT PROCEEDED NORMALLY THROUGH THE GRNPA ARR. INITIALLY ATC ASSIGNED A HDG AFTER LUXOR AND WE WERE TOLD TO EXPECT RWY 25L FOR LNDG. AFTER A SHORT TIME ON THE VECTOR, ATC CHANGED OUR LNDG RWY TO RWY 19L AND GAVE US A NEW VECTOR TOWARD THE STRATOSPHERE FOR A VFR ARR TO RWY 19L. WE WERE EVENTUALLY CLRED FOR A VISUAL APCH TO RWY 19L ON AN APPROX 10 MI BASE LEG. THE WX WAS CLR AND ALL OBSTACLES WERE VISUALLY SEEN. AFTER THE CHANGE IN LNDG RWY, I QUICKLY RE-BRIEFED THE VISUAL APCH TO INCLUDE TURNOFF POINT AND PROBABLE TAXI RTE. WHILE FLYING THE APCH, I BRIEFED THE TERRAIN IN FRONT OF US, AS IT WAS EASILY SEEN. I DID NOT BRIEF THE MSL ALT OF THE TERRAIN, BUT I SAID I WOULD MISS IT. ON THE DSCNT TOWARDS FINAL, VISUALLY I THOUGHT I WOULD EASILY CLR THE TERRAIN. AS WE GOT CLOSER, THE CAPT ASKED THAT I STOP MY DSCNT AS HE THOUGHT WE WERE GOING TO BE TOO CLOSE TO THE TERRAIN. JUST AS I STARTED TO COMPLY WITH THE CAPT'S REQUEST, THE GPWS TERRAIN WARNING WENT OFF. I IMMEDIATELY STARTED THE RECOVERY AS REQUIRED IN THE FOM. BY THE TIME I WAS GOING THROUGH APPROX 15 DEGS NOSE HIGH AND HAD THE PWR GOING TOWARDS MAXIMUM, WE HAD CLBED APPROX 500 FT TO APPROX 4100 FT MSL. I ASKED THE CAPT IF HE WAS COMFORTABLE WITH WHERE WE WERE AND WHETHER I COULD RESUME THE VISUAL APCH TO RWY 19L. HE SAID YES SO I CONTINUED TO CONFIGURE AND AGAIN BEGAN DSCNDING FOR THE APCH. WHEN THE INCIDENT HAPPENED, I WAS AT FLAPS 5 DEGS AND 180 KTS. THE LNDG WAS UNEVENTFUL. THE BRIEFING SHOULD STATE HOW HIGH THE TERRAIN IS AND AN APPROPRIATE ALT TO FLY OVER THE TERRAIN ON A VISUAL APCH AND SET THAT ALT IN THE ALT WINDOW. DO NOT JUST TRUST YOUR VISUAL CUES. AT NO TIME DID I FEEL I WAS IN DANGER UNTIL THE CAPT MENTIONED THAT HE THOUGHT I WAS TOO LOW. I BELIEVE I BECAME FIXATED ON CHKING MY POS IN REGARD TO THE RWY WITHOUT REFINING THE PRE-BRIEFED TERRAIN. I WAS MORE CONCERNED ABOUT NOT BEING HIGH ON THE APCH THAN ABOUT THE HIGH TERRAIN THAT WAS RIGHT IN FRONT OF ME. IN SHORT, SET A SAFE ALT IN THE WINDOW AND DON'T GET FIXATED ON THE RWY WHEN THERE ARE MORE IMPORTANT OBSTACLES TO WORRY ABOUT THAT ARE CLOSE TO YOU.

Synopsis

B737-300 FLT CREW RECEIVES GPWS TERRAIN WARNING WHILE ON VISUAL APPROACH TO RWY 19L AT LAS. AFTER CLIMBING 500 FEET THE APPROACH IS CONTINUED TO A LANDING.

ACN: 738623

Time / Day

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

Place

Locale Reference.Airport : PIT.Airport
State Reference : PA
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PIT.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citation V
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : PIT 8

Person : 1

Affiliation.Government : FAA
Function.Controller : Departure
Qualification.Controller : Radar
Experience.Controller.Radar : 18
ASRS Report : 738623

Person : 2

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

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 1
Resolutive Action.Controller : Issued Alert
Resolutive Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Returned To Assigned Altitude
Miss Distance.Vertical : 100

Assessments

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

Situations

Chart.SID : PIT

Narrative

A C56X DEPARTED RWY 28C AT PIT ON AN IFR FLIGHT PLAN AND REQUESTED ALTITUDE 3000 FT. THE ACFT WAS ASSIGNED THE PIT 8 SID DEP. IT DEPART RWY 28C AND WAS ASSIGNED AN INITIAL HEADING OF 180 DEGS. THE ACFT CALLED THE DEP N CTLR 124.75. THIS WAS THE WRONG FREQUENCY. I WAS WORKING THAT POSITION AND DIDN'T HAVE A STRIP. WHEN THE ACFT CHECKED IN LEVEL AT 1700 FT MSL AND HEADING 180 DEGS, I ISSUED AN IMMEDIATE CLB TO 5000 FT. WHILE THIS WAS NOT THE REQUESTED ALTITUDE, THE LOW ALTITUDE ALERT WAS GOING OFF AND TOWERS OF 1600 FT MSL AND 1800 FT MSL ARE IN THE AREA WHERE THE ACFT WAS. THE DEP CALLS FOR RWY HEADING UNTIL 1700 FT MSL THEN CLBING TO REQUESTED ALTITUDE. THE ACFT LEVELED AT 1700 FT MSL. THIS HAS HAPPENED NUMEROUS TIMES IN THE LAST 6 MONTHS. I BELIEVE THE CREW MAY HAVE MISREAD THE SID. THERE HAVE BEEN SEVERAL CHANGES TO THE SID DEP AND FORMAT TO ADDRESS THE ISSUE. BOTH GOVT AND COMMERCIAL CHARTS ARE AFFECTED. THE WORDING ON BOTH NEEDS TO BE CLARIFIED. WHILE I DON'T IMMEDIATELY HAVE A SUGGESTION FOR FIXING THE CONFUSING WORDING OR GRAPHICS, I THINK IT WOULD BE PRUDENT TO STOP USING THE PIT 8 SID IMMEDIATELY. WE HAVE BEEN THROUGH SEVERAL REVISIONS AND THE SUPPORT PERSONNEL AT PIT ARE AWARE OF THE PROBLEM. CHARTING ON THE OTHER HAND HAS NOT BEEN RESPONSIVE TO THE REQUESTS OF THE PIT SUPPORT PERSONNEL. WE NEED TO GO BACK TO THE SEPARATE DEP PROCS AND SIDS BEFORE WE KILL SOMEONE.

Synopsis

PIT TRACON CTLR RPTS PLTS ARE MISREADING PIT 8 SID DEP INSTRUCTIONS AND ARE LEVELING AT 1700 FT, BELOW OBSTRUCTIONS IN THE AREA.

ACN: 738611

Time / Day

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

Place

Locale Reference.Airport : LSZH.Airport
State Reference : FO
Altitude.MSL.Single Value : 2800

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LSZH.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 14
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 191
Experience.Flight Time.Total : 17430
Experience.Flight Time.Type : 6459
ASRS Report : 738611

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

AFTER OCEAN XING AT NIGHT, OUR FLT WAS CLRED FOR ILS APCH TO RWY 14 AT LSZH. THE LOC AND GS WERE CAPTURED WITH THE AUTOPLT COUPLED. AT APPROX 6-7 MI ON FINAL, THE AUTOPLT DECOUPLED AND THE GS SIGNAL WAS OBSERVED TO HAVE FAILED. CONCURRENT WITH AUTOPLT DECOUPLING AND GS FAILURE, THE TWR ISSUED A TERRAIN ADVISORY AND THE ACFT TERRAIN WARNING PROVIDED AN ALERT. AS A MISSED APCH WAS COMMENCED, VISUAL CONTACT WITH THE ARPT ENVIRONMENT WAS GAINED, AND A VISUAL LNDG WAS MADE. WE INITIALLY SUSPECTED THE GND-BASED GS SIGNAL HAD FAILED, BUT UPON FURTHER CONVERSATION AFTER FLT WITH THE TWR CTLR BY TELEPHONE, NOW WE SUSPECT ACFT SYS. ADDITIONAL INFO: DID NOT WRITE ISSUE DURING APCH TO LSZH IN MAINT LOG BECAUSE WE SUSPECTED THAT FAILURE OF GS SIGNAL WAS DUE TO GND EQUIP MALFUNCTION. TWR PERSONNEL INDICATED DURING POSTFLT PHONE CALL THAT ILS GND SYS MONITORS INDICATED NO ABNORMALITIES. CALLED CAPT OF OUTBOUND FLT (SAME ACFT) TO RECOMMEND CLOSE SYS MONITORING DURING RETURN FLT. AUTOTHROTTLES TRIPPED OFF TWICE DURING FLT FOR UNKNOWN REASON. HAD SAME ACFT DURING RETURN FROM LSZH. DURING CRUISE, AUTOPLT SELF-DISCONNECTED AND LEFT FMC RESYNCHED. ENTERED THIS IN MAINT LOG. AUTOPLT TRIPPED OFF AGAIN DURING APCH ON RETURN FLT. WE ALSO ENTERED THIS IN MAINT LOG.

Synopsis

B767 FLT CREW EXPERIENCED AUTOPLT DISCONNECT WITH LOSS OF GS ON APCH. GPWS AND TWR TERRAIN WARNINGS WERE ACTIVATED AND AFTER RECOVERY, A VISUAL APCH AND LNDG WERE ACCOMPLISHED. AFDS MALFUNCTIONED ON SUBSEQUENT FLT.

ACN: 737363

Time / Day

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

Place

Locale Reference.Airport : M33.Airport
State Reference : TN
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC
Weather Elements : Fog
Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 575
Experience.Flight Time.Type : 500
ASRS Report : 737363

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation

Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

UPON ARRIVING INTO THE NASHVILLE TRSA, HVY TSTMS MOVING S NEAR AND AROUND DEST ARPT. REQUESTED AN ILS AT BNA AND WAS TOLD UNABLE DUE TO WX. BNA WAS NOT ACCEPTING FLTS. I STAYED MY ORIGINAL COURSE WHICH TOOK ME JUST N OF THE STORM CELLS. I ADVISED THAT I WAS APPREHENSIVE ABOUT THE CONDITIONS AT DEST (M33). APCH SOLICITED A RIDE RPT FROM ACFT IN THE VICINITY. SMOOTH RIDE AND MODERATE TO HVY PRECIP. I ADVISED THAT I WOULD SHOOT THE STRAIGHT-IN GPS 35 APCH AND WAS CLRED TO THE IAF. UPON REACHING THE FIX, I STARTED MY DSCNT IN TURBULENT CONDITIONS AND KEEPING CTL OF THE AIRPLANE WAS VERY DIFFICULT. KEEPING A CONSISTENT DSCNT RATE WAS ALMOST IMPOSSIBLE. AT TIMES I FELT LIKE I COULD LOSE CTL OF THE ACFT. I RESISTED PANIC, BUT JUST BARELY. I WAS AWARE OF MY ALT AT THE TIME, BUT FAILED TO REALIZE I HAD CONFUSED THE MDA OF THE PREVIOUS FIX WITH THE UPCOMING FIX, HENCE I HAD DSNDDED TOO LOW, TOO FAST. I HAD DSNDDED TO 1500 FT WHILE THE MDA WAS 2300 FT FOR THIS LEG OF THE APCH. THIS WAS NOTICED BY THE APCH CTLR WHO CANCELED MY CLRNC AND INSTRUCTED ME TO CLB. HE ADVISED I WAS IN DANGER OF STRIKING OBSTRUCTIONS. I BEGAN TO CLB, WHILE HE READ A FAIRLY LARGE AMOUNT OF INSTRUCTIONS, WHICH I ONLY HEARD ABOUT HALF OF. I ADMITTED TO HIM THAT WITH EVERYTHING THAT HAD JUST HAPPENED THAT I WAS A LITTLE OVERWHELMED RIGHT NOW. HE CALMLY JUST GAVE ME A HDG TO FLY. I GATHERED MYSELF AND CAUGHT BACK UP WITH THE AIRPLANE. I WAS VECTORED TO ANOTHER ARPT WITH BETTER CONDITIONS AND MADE ANOTHER GPS APCH TO A SAFE LNDG. THE CTLR WAS VERY PROFESSIONAL, AND HIS CALM DEMEANOR WAS ACTUALLY SOOTHING AND HELPED CALM ME DOWN. HE HELPED BAIL ME OUT OF A POTENTIALLY FATAL SITUATION. I WILL BE FOREVER GRATEFUL. AFTER I CANCELED MY IFR WITH FSS, THE CTLR WAS KIND ENOUGH TO CALL THE ARPT WHERE I LANDED TO ASK IF I WAS OK. HE COULD TELL I WAS SHAKEN BY THE WAY THE EVENTS HAD UNFOLDED. I APOLOGIZED FOR MAKING HIS DAY HARDER THAN IT NEEDED TO BE. GENERALLY UNSTABLE WX IN THE AREA, LOW VISIBILITY AND PRECIP, ALL AT THE END OF A LONG XCOUNTRY OF WHICH THE LAST HR WAS IN IMC, WAS THE STAGE FOR THIS POORLY EXECUTED APCH. FATIGUE, COUPLED WITH FEAR AND FIXATION ON KEEPING THE PLANE LEVEL AND ON COURSE IS WHERE THE VERY SMALL DETAIL OF CORRECT ALT WAS LOST. IT IS POSSIBLE THAT THE ONLY THING THAT MAKES THIS A NASA RPT AND NOT AN NTSB RPT WAS A VERY ALERT AND VERY HELPFUL APCH CTLR. I'LL BE TAKING A BFR BEFORE I FLY ANY MORE GPS APCHS.

Synopsis

C182 DESCENDED BELOW PRESCRIBED ALTITUDE FOR APPROACH WHILE ENCOUNTERING TURBULENCE. ATC INSTRUCTED PLT TO CLIMB AND VECTORED TO ANOTHER ARPT.

ACN: 736855

Time / Day

Date : 200702
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : EHM.Airport
State Reference : AL
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : BHM.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 700 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 2000
ASRS Report : 736855

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

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

Narrative

ON R DOWNWIND FOR RWY 6 IN BHM, WE WERE CLRED FOR THE VISUAL. CTLR SAID 'WATCH FOR THE ANTENNAS ON THE RIDGE.' WE TURNED BASE LOOKING L AND R. WE SPOTTED SOME TO OUR L. WE WERE SLIGHTLY ABOVE A NORMAL DSCNT ANGLE. SUDDENLY, AN ANTENNA DIRECTLY IN FRONT OF US ROSE UP AND THE TERRAIN SYS STATED 'OBSTACLE.' WE MADE AN IMMEDIATE R TURN TO AVOID THE ANTENNA. THE ANTENNA WAS IN THE CITY LIGHTS. HAD THE CTLR POINTED IT OUT WITH A BEARING AND DISTANCE, WE COULD HAVE AVOIDED THE CONFLICT. A PAX SAID 'THANKS FOR MISSING THE ANTENNA!'

Synopsis

CARJ HAS CLOSE ENCOUNTER WITH RADIO TOWER ON NIGHT ARRIVAL TO BHM.

ACN: 735711

Time / Day

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

Place

Locale Reference.Airport : RNO.Airport
State Reference : NV
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : RNO.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 34L
Route In Use.Approach : Instrument Non Precision
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 283
Experience.Flight Time.Type : 238
ASRS Report : 735711

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

FLT ORIGINALLY DISPATCHED FOR A PLANNED ARR ON RNO RWY 16R. WX OBSERVED INCLUDED WINDS: 180 DEGS AT 4 KTS. TURB PLOT INFO INCLUDED ROTOR ACTIVITY FROM 700 FT MSL TO 15000 FT MSL FOR OUR ARR TIME. FORECAST ARR WINDS WERE 200 DEGS AT 6 KTS CHANGING AT XB00Z TO 210 DEGS AT 10 KTS GUSTING TO 20 KTS P6M VCSH SCATTERED 80 BROKEN 120. PRIOR TO TOP OF DSCNT, WE BRIEFED AND PLANNED A RWY 16R VISUAL ARR. XA56Z ATIS INDICATED A RWY 34L ARR. WE BRIEFED A VISUAL ARR TO RWY 34L, CAREFULLY ADDRESSING THE TERRAIN ISSUES AND CONCERNS TO INCLUDE A POTENTIAL MISSED APCH AND A PROPER RESPONSE TO A GPWS TERRAIN WARNING. UNDER RNO APCH CTL, WE CONTINUED IN LNAV TOWARD FMG WITH CLRNC TO 10000 FT MSL AND SUBSEQUENT CLRNC TO 9000 FT MSL, GIVEN 160 DEG HDG AND MAINTAIN 9000 FT XING FMG. AFTER XING FMG, RNO APCH ASKED IF WE COULD MAINTAIN VISUAL CONTACT WITH THE FIELD. WE DECLINED BECAUSE VIRGA PARTIALLY OBSCURED CONTINUOUS CONTACT WITH THE FIELD. RNO APCH THEN DIRECTED US TO 8400 FT MSL WITH PLANS TO 'CLR US FOR THE VISUAL.' AT 8400 FT MSL WE AGAIN INFORMED RNO APCH WE COULD NOT MAINTAIN VISUAL CONTACT WITH THE FIELD. RNO APCH RECLRED US TO 9000 FT MSL. WE COMPLIED IMMEDIATELY. LEVEL AT 9000 FT MSL, WE EXPERIENCED CONTINUOUS LIGHT TURB WITH WIND DIRECTION IN HUD CHANGING RANDOMLY. WE WERE IN CONSTANT VISUAL CONTACT WITH THE GND, BUT THE PLT MONITORING RPTED HE HAD LOST THE FIELD. RNO APCH THEN ADVISED US TO EXPECT VECTORS TO THE RWY 34R LOC BACK COURSE. IN THE NEXT MOMENT WE HEARD 'TERRAIN, TERRAIN.' BEFORE I COULD RESPOND, THE WARNING CEASED AND RNO APCH DIRECTED A CLB TO 10000 FT MSL. I BEGAN THE CLB IMMEDIATELY. AT 10000 FT WE LOST SIGHT OF THE GND. WE WERE EVENTUALLY VECTORED FOR THE RNO 34 LOC BACK COURSE. STRONG TAILWINDS PRECLUDED A SAFE DSCNT FOR THE PUBLISHED PROC. WE NOTIFIED RNO APCH, EXECUTED A MISSED APCH AND WERE SUBSEQUENTLY VECTORED TO RNO RWY 16R ILS. FROM THE MOMENT WE BEGAN THE MISSED APCH, WE HEARD CONSTANT RADIO DISCUSSION OF CONTINUOUS TURB AND GUSTING WINDS FROM THE S, INCLUDING WINDSHEAR RPTS AND ADVISORIES. THE CPR JET WE FOLLOWED ON APCH TO RWY 16R RPTED '+20K AT 400 FT AGL.' WE EXPERIENCED +/-10000 FT ALL THE WAY DOWN FINAL TO 100 FT AGL IN VMC. TOUCHDOWN AND BRAKING WERE UNEVENTFUL. I FULLY UNDERSTAND THE LATEST RNO COMMERCIAL CHART PAGE GUIDANCE AS WELL AS THE FOM GUIDANCE CONCERNING EGPWS 'TERRAIN' WARNINGS. FURTHERMORE, I HAD AND STILL HAVE EVERY INTENTION OF COMPLYING, EVERY TIME! WE EVEN BRIEFED THE PROC BEFORE WE ARRIVED IN THE RENO AREA. HOWEVER, THE WARNING WAS INCOMPLETE (ONE QUICK 'TERRAIN, TERRAIN' AND NOTHING MORE). IT STOPPED AS SUDDENLY AS IT BEGAN, WITHOUT ANY ATTITUDE CHANGE. I PLAN TO TALK WITH SOMEONE EXTENSIVELY ABOUT THIS, TO INCLUDE SOME OF THE 'SCIENCE' BEHIND THE EGPWS.

Synopsis

A B737 CAPT GETS A MOMENTARY GPWS TERRAIN WARNING ON APPROACH TO RNO. WARNING CEASED BEFORE FLT CREW COULD RESPOND.

ACN: 735015

Time / Day

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

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Dawn

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 33L
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Qualification.Pilot : ATP
ASRS Report : 735015

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 735016

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation

Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative

IN-RANGE BWI ATIS STATED ILS 10 APCH IN USE. REVIEWED AND BRIEFED ILS 10 ON DSCNT. AT APPROX 10000 FT, BWI APCH ADVISES US TO PLAN ILS RWY 33L. MCDU WAS SET FOR ILS RWY 33L WITH APPROPRIATE MINIMUMS. WE ARE VECTORED ONTO FINAL OUTSIDE OF SPLAT LEVEL AT 2000 FT. FLAPS ARE AT 2 DEGS AND LNDG GEAR IS UP, AIRSPD 170 KTS. AFTER LOC INTERCEPT, CAPT STATES THAT HE IS NOT GETTING AN IDENT FOR THE ILS OR GS INDICATION. FO STATED THAT HIS SIDE IS SHOWING IFND (IDENT FOR RWY 15R) AND FREQ 111.7. WE ARE EXPECTING TO SEE IRUX (IDENT FOR RWY 33L) AND FREQ 111.7. DURING BRIEF DISCUSSION AND CHK OF RAD NAV PAGE, THE ACFT BEGAN A DSCNT JUST INSIDE OF SPLAT, AND PRIOR TO RUETT. GPWS ANNOUNCED 'DON'T SINK,' FOLLOWED IMMEDIATELY BY 'TERRAIN, PULL UP.' CAPT IMMEDIATELY RESPONDED TO GPWS WITH TOGA AND PITCH UP. AS CLB COMMENCED, THE AIRSPD WENT BRIEFLY INTO OVERSPD. WE HAD NO GS INDICATION ON PFD AT THIS TIME. WHILE WORKING THROUGH THE GAR PROC THE FO INFORMED TWR THAT WE WERE GOING AROUND. WE WERE INSTRUCTED TO MAINTAIN 2000 FT. AT THAT MOMENT WE WERE CLBING THROUGH 2000 FT. CAPT IMMEDIATELY MOVED THRUST LEVERS TO IDLE AND MADE A GENTLE LEVELOFF AT 2000 FT. AFTER LNDG WE DEBRIEFED THE APCH AND GAR. ONLY THEN DID WE REALIZE THAT THE INCORRECT APCH IDENT WE WERE GETTING WAS FOR THE RECIPROCAL APCH TO RWY 15R. WE SUSPECT THAT THE APCH FOR RWY 33L WASN'T ACTUALLY SWITCHED ON THE GND UNTIL AFTER WE HAD ARMED APCH. DO NOT KNOW WHY ACFT BEGAN DSCNT FROM 2000 FT. AT SPLAT THE ALT WAS CAPTURED AT 2000 FT AND APCH WAS ARMED. WE SUSPECTED THAT PERHAPS IF THE GND SELECTION WAS MADE FROM RWY 15R TO RWY 33L THERE WAS A BRIEF CAPTURE OF A GS SIGNAL AND WHEN THE SIGNAL WAS GONE THE ACFT REVERTED TO VERT SPD MODE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: BOTH CREW MEMBERS HAD COMMUTED TO WORK AND THEN FLEW TWO LEGS PRIOR TO THE CROSS COUNTRY FLIGHT TO BWI ARRIVING AT DAWN. EACH CREW MEMBER HAD OVER 7 YEARS A320 EXPERIENCE AND NEITHER COULD UNDERSTAND WHAT CAUSED THE ANOMALY THEY EXPERIENCED. THE WEATHER WAS 700 OVERCAST WITH HEAVY RAIN DURING THE APPROACH. THE AIRCRAFT LANDING BEHIND THE A320 LANDED NORMALLY AND THE A320 CREW LANDED NORMALLY ON THE SECOND ATTEMPT. THE GO-AROUND WAS INITIATED AT 1500 FEET AND A FLAP OVERSPEED OCCURRED DURING THIS MANEUVER.

Synopsis

A320 CREW REPORTS PROBLEMS WITH ILS 33 AT BWI. ACFT ON AUTOPILOT CAPTURED FALSE GLIDE SLOPE AND STARTED DESCENT.

ACN: 734698

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HDN.Airport
State Reference : CO
Altitude.MSL.Single Value : 9200

Environment

Flight Conditions : IMC
Weather Elements : Snow
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other.VORTAC
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 734698

Person : 2

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

Person : 3

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

Person : 4

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

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.Other : Company Review

Assessments

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

Situations

Chart.Airport : HDN.Airport
Chart.Approach : VOR B

Narrative

THE FIRST TIME WE GOT THE WX FOR HAYDEN, THE WINDS FAVORED THE ILS FOR RWY 10. WHEN WE GOT WITHIN 15 MINS OF THE ARPT WE GOT NEW WX AND THE WINDS AND WX HAD CHANGED AND RWY 28 WAS THE BETTER OPTION. WE BRIEFED THE VOR APCH BECAUSE IT WAS IMC FOR THAT APCH. THE APCH WAS GOING VERY WELL AND WE WERE RIGHT ON THE VOR RADIAL AT OUR PROPER ALT. JUST AS WE GOT TO APPROX 9200 FT MSL (ABOUT 100 FT ABOVE AN INTERMEDIATE ALT JUST PRIOR TO THE FINAL APCH FIX) THE GPWS WENT OFF SAYING 'TERRAIN, TERRAIN, PULL-UP, PULL-UP!' CAPT DID THE PROPER GPWS PROC AND WENT MISSED APCH. WE WENT INTO HOLDING OVER THE HAYDEN VOR. WE CALMED DOWN AND DISCUSSED WHAT HAD HAPPENED. I NOTED THAT THE SCREEN NEVER TURNED RED, AS IT DID DURING SIMULATOR TRAINING. WE THOUGHT THAT GPWS SYS WAS NOT WORKING PROPERLY. WE DISCUSSED ANOTHER APCH AND DECIDED THAT IF THE GPWS WENT OFF AGAIN THAT WE AGREED THAT THE GPWS WAS NOT WORKING CORRECTLY AND WE WOULD DIVERT TO DENVER. EVEN THOUGH SALT LAKE CITY WAS OUR ALTERNATE, NEITHER ONE OF US HAD EVER BEEN TO SLC AND THAT WE BOTH KNEW DEN VERY WELL AND THE WX WAS GOOD. WE INFORMED ZDV OF OUR INTENTIONS AND DID ANOTHER VOR APCH. THE GPWS WENT OFF AGAIN AT APPROX THE SAME AREA, SO WE WENT MISSED AND GOT A CLRNC TO DEN. UPON ARR CAPT TALKED TO DISPATCH AND THE CHIEF PLT ON DUTY. THE CHIEF ON DUTY TOLD CAPT THAT THE COMPANY ARPT PAGES STATED THAT GPWS MIGHT GO OFF DURING THAT APCH. THE PAGES STATED THAT IT IS 'RECOMMENDED' THAT WE FLY HIGH ON THE APCH. WE COULD NOT BELIEVE WHAT WE WERE SEEING. IT WAS RECOMMENDING THAT WE FLY HIGH IN IMC AND DIVE DOWN TO THE MDA. THIS IS COMPLETELY AGAINST OUR TRAINING AND THE SAFETY OF FLT! DISPATCH WANTED US TO GO BACK AND WE ELECTED NOT TO DO SO. THE GREATEST REASON WAS THAT CAPT HAD NEVER BEEN TO HDN AND I HAD ONLY BEEN THERE TWICE IN EXTREME VMC CONDITIONS. WE WERE NOT COMFORTABLE STAYING HIGH ON A VOR APCH, DIVING DOWN TO THE MDA, NOT KNOWING WHAT TERRAIN WAS DOWN THERE AND ALL OF THIS IN IMC. WHAT'S WRONG WITH THIS PICTURE?

Synopsis

AFTER RECEIVING GPWS WARNINGS ON VOR-B APCHS TO HDN, B757-200 FLT CREW DIVERTS TO DEN. ADVISED BY DISPATCH AND FLT MANAGER THAT THEY SHOULD RETURN AND FLY 'HIGH ON THE APCH' TO AVOID THE WARNINGS. REPORTERS REFUSED TO DO SO.

ACN: 734493

Time / Day

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

Place

Locale Reference.Airport : VNY.Airport
State Reference : CA
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Personal
Make Model Name : Beech F90
Operating Under FAR Part : Part 91
Navigation In Use.Other.VORTAC
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : GLENDALE

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 : 60
Experience.Flight Time.Total : 1450
Experience.Flight Time.Type : 450
ASRS Report : 734493

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED VNY ON THE GLENDALE 8 DEP. AFTER LIFT-OFF I WAS TOLD TO CORRECT SQUAWK CODE. I LOOKED AND REPLIED THAT SQUAWK WAS RIGHT. WAS ASKED AGAIN TO CORRECT SQUAWK CODE. AT THIS TIME I HAD ALREADY REACHED THE 2.2 FIX OFF VAN NUYS AND MADE MY L TURN TO A HDG OF 110 DEGS AND LEVELED AT 1700 FT. AS I WAS ASKED A THIRD TIME TO CORRECT THE SQUAWK CODE I HAD FOUND MY ERROR IN THE CODE AND RESET IT. JUST THEN I STARTED TO GET A TERRAIN ALERT AND I STARTED A CLB. THINKING I WAS NOT CLRED TO CLB I STARTED TO CORRECT AND RETURN TO 1700 FT. THE TERRAIN ALERT KEEP GOING AND I ASKED APCH FOR HIGHER. THEY GAVE ME A HDG OF 050 DEGS AND 3000 FT AND THE ALERT STOPPED. AFTER THE FLT I REVIEWED THE DEP AND FOUND IT SOMEWHAT CONFUSING. THE ILLUSTRATION SHOWS 1700 FT AT THE 2.2 FIX BUT NO ILLUSTRATION OF A CLB AFTER THAT. IN THE WRITTEN DESCRIPTION IT SAYS 1700 FT THEN A CLBING L TURN TO A HDG OF 110 DEGS. I FEEL IT WOULD BE LESS CONFUSING IF THERE WAS A SPECIFIC ALT LISTED AFTER THE 1700 FT MARK AND IT SHOWED ON THE ILLUSTRATION AS WELL. I HAD MADE THE MISTAKE OF NOT CLBING TO 3000 FT AFTER PASSING THE 2.2 FIX, AS I FELT THAT I WOULD BE DIRECTED HIGHER WITH THE RADAR VECTORS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT HIS ORIGINAL CLEARANCE WAS TO CLIMB TO 3000 FEET AND HE REALIZES NOW THAT HE SHOULD HAVE CONTINUED CLIMBING AFTER PASSING 2.2 DME.

Synopsis

PILOT REPORTS TERRAIN WARNING ON GLENDALE DEP FROM VNY AFTER LEVELING AT 1700 FEET.

ACN: 734086

Time / Day

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

Place

Locale Reference.Intersection : WASON
State Reference : AZ
Altitude.AGL.Single Value : 5500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : TUS.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 11L
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around
Route In Use.Approach : Visual
Route In Use.Arrival.STAR : DINGO

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 172
Experience.Flight Time.Type : 172
ASRS Report : 734086

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW

Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
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 : Airport
Problem Areas : Flight Crew Human Performance

Narrative

ON THE DINGO 5 ARR TO TUS, ATC CLRED US DIRECT TO WASON, DSND TO 7000 FT. WE WERE AWARE OF THE TERRAIN IN THE AREA AND HAD BRIEFED IT. PRIOR TO WASON, WE CALLED 'FIELD IN SIGHT' AND WERE CLRED FOR VISUAL APCH TO RWY 11L. I DSNDDED TO REACH 5500 FT 3-5 MI PRIOR TO WASON TO LEVEL AND SLOW PRIOR TO CAPTURING GS. THE HIGHEST TERRAIN IN THE AREA WAS 4000 FT AND THE HIGHEST OBSTACLE WAS 4687 FT. JUST AFTER LEVELING AT 5500 FT, ATC ISSUED A LOW ALT ALERT STATING MVA WAS 5700 FT. BEFORE WE COULD INITIATE THE 200 FT CLB, WE RECEIVED A TERRAIN PULL-UP WARNING AND IMMEDIATELY COMPLIED. THE TERRAIN DISPLAY WAS SELECTED 'ON' PRIOR TO THE EVENT AND ALL TERRAIN TARGETS APPEARED GREEN. NO CAUTIONS WERE RECEIVED PRIOR TO THE 'PULL UP WARNING.' WE STOPPED CLB AT 6500 FT AS WE JOINED THE LOC (NOW 1000 FT ABOVE PUBLISHED ALT), BUT WERE ABLE TO FULLY CONFIGURE AND ESTABLISH STABLE APCH PRIOR TO 1000 FT AGL. A FEW SECONDS LATER, ATC CALLED OUT HELI TFC WHICH WE SPOTTED AND CALLED IN SIGHT AS WE PASSED APPROX 800 FT AGL, BUT A TCAS RA RESULTED AND WE HAD TO EXECUTE A GAR TO COMPLY WITH THE RA. ATC ISSUED R TFC AND A SECOND VISUAL APCH WHICH REQUIRED SOME NONSTANDARD PLANNING DUE TO THE SAME TERRAIN NEAR WASON. THE SECOND APCH WAS COMPLETED TO A NORMAL LNDG. I AM CONCERNED THAT WE RECEIVED A 'PULL UP' WARNING EVEN THOUGH WE WERE IN LEVEL FLT, WELL ABOVE TERRAIN AND OBSTACLES AND HAVING RECEIVED NO TERRAIN CAUTIONS. I AM ALSO CONCERNED THAT WE WERE ABLE TO FALL INTO THIS TRAP DESPITE HAVING BRIEFED AND PLANNED FOR THE TERRAIN. IF THIS TERRAIN WARNING WAS NOT IN ERROR, PERHAPS IT WOULD BE APPROPRIATE TO SECURE AN ATC AGREEMENT TO ISSUE ALL VISUALS FROM THIS DIRECTION AS 'MAINTAIN 6000 FT TILL ESTABLISHED ON FINAL...'

Synopsis

B737 FLT CREW RECEIVES GPWS TERRAIN WARNING JUST OUTSIDE WASON AT 5500 FEET AS THEY PREPARE FOR THE VISUAL TO RWY 11L AT TUS. AT 800 AGL ON THE SAME APPROACH THEY RECEIVE A TCAS RA AND GO AROUND.

ACN: 733679

Time / Day

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

Place

Locale Reference.Navaid : LAS.VORTAC
State Reference : NV
Altitude.MSL.Single Value : 4100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : L30.TRACON
Operator.General Aviation : Personal
Make Model Name : Rockwell, Aero Commander single-engine, undifferentiated
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Aircraft : 2

Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Charter
Make Model Name : Super King Air 200 HDC
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Takeoff
Route In Use.Departure : On Vectors

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Military
Qualification.Controller : Radar
Experience.Controller.Military : 5
Experience.Controller.Radar : 19
ASRS Report : 733679

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated
Miss Distance.Horizontal : 12000
Miss Distance.Vertical : 600

Assessments

Problem Areas : ATC Human Performance

Narrative

AT THE TIME OF THE INCIDENT I WAS WORKING THE DAGGETT RADAR POS AT LAS VEGAS TRACON. RWY CONFIGN 3 WAS IN USE (DEP RWYS 1L AND 1R, ARR RWYS 1L AND 25L). THE DEP TFC VOLUME WAS MODERATE TO HVY. WHILE WORKING TFC DEPARTING LAS I WAS ALSO IN THE PROCESS OF SEQUENCING A GA ACFT, ACFT X TO THE NORTH LAS VEGAS ARPT. IN THE PROCESS OF VECTORING ACFT X TO SET THE ACFT UP FOR A VISUAL APCH TO THE NORTH LAS VEGAS ARPT, NEITHER I NOR THE PERSON ASSIGNED TO WORK AS MY RADAR ASSIST RECOGNIZED THE CONFLICTION THAT EXISTED BTWN ACFT X AND THE DEP RUNDOWN OF KING AIR. (NOTE -- THE PERSON ASSIGNED TO WORK AS MY RADAR ASSIST WAS NOT TRAINED ADEQUATELY, OR CERTIFIED TO WORK AS A RADAR ASSIST DURING RWY CONFIGN 3 OPS.) WHEN KING AIR DEPARTED AND MADE INITIAL CONTACT, I IMMEDIATELY INSTRUCTED THE ACFT TO LEVEL OFF AT 3500 FT. I THEN INSTRUCTED ACFT X TO LEVEL OFF AND CLB BACK UP TO 4500 FT. (THE SOLE INTENT WAS TO KEEP THE ACFT SEPARATED.) I CALLED TFC FOR KING AIR, TO WHICH THE PLT RESPONDED THAT HE HAD THE TFC IN SIGHT. I INSTRUCTED KING AIR TO MAINTAIN VISUAL SEPARATION, BUT MINIMUM REQUIRED SEPARATION HAD ALREADY BEEN LOST BTWN THE 2 ACFT. IN ADDITION, BY INSTRUCTING THE ACFT TO LEVEL OFF AT 3500 FT, MINIMUM REQUIRED VERT SEPARATION FROM TERRAIN WAS COMPROMISED AS WELL (MVA). THIS SITUATION COULD HAVE BEEN EASILY AVOIDED HAD A CERTIFIED RADAR ASSIST BEEN ASSIGNED TO WORK THE RADAR ASSIST POS. THE TFC VOLUME WAS SUCH THAT IT WAS EXTREMELY DIFFICULT FOR ME TO MANAGE BOTH AIRBORNE DEMAND AND TAKE INTO CONSIDERATION POTENTIALLY DEVELOPING CONFLICTIONS. A CERTIFIED RADAR ASSIST WOULD HAVE EASILY MADE THE SITUATION AT THAT TIME MORE MANAGEABLE.

Synopsis

L30 CTLR EXPERIENCED BOTH AN OPERROR AT 4100 BETWEEN DEP AND ARR ACFT AND TERRAIN SEPARATION ERROR WHEN ISSUING ALT BELOW MVA.

ACN: 733445

Time / Day

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

Place

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

Environment

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

Aircraft : 1

Operator.Other : Military
Make Model Name : Cessna Single Turboprop Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Government : Military
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 6300
Experience.Flight Time.Type : 650
ASRS Report : 733445

Person : 2

Affiliation.Government : Military
Function.Instruction : Trainee

Events

Anomaly.Conflict : Ground Critical
Anomaly.Other Anomaly
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

TRAINING FLT, PF L SEAT, INSTRUCTOR IN R SEAT. VFR PATTERNS FOR XWIND TOL PRACTICE, WINDS RPTED BY ASOS 050 DEGS/13 KTS. SIMULATED ENG FAILURE EXERCISE AT 250 FT AGL, PF TURNED INTO THE WIND (L) IN ATTEMPT TO RETURN TO THE RWY. INSTRUCTOR CALLED FOR GAR AT 70 DEGS INTO THE TURN (060 MAGNETIC). STUDENT (PF) APPLIED FULL PWR AND PITCHED UP. UNUSUAL 'SINK' ENCOUNTERED, WINGS LEVEL. ACFT STRUCK 1 TREETOP, DAMAGING L WING, L LIFT STRUT, L HORIZ STABILIZER AND L ELEVATOR. PF LANDED ON WITHOUT FURTHER INCIDENT.

Synopsis

A STUDENT FLYING A C208 STRUCK TREES WHILE ATTEMPTING A GO-AROUND.

ACN: 733309

Time / Day

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

Place

Locale Reference.Airport : RNO.Airport
State Reference : NV
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : Mixed
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : RNO.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer Only : 34L
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 5835
Experience.Flight Time.Type : 2713
ASRS Report : 733309

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 1770
Experience.Flight Time.Type : 75
ASRS Report : 733337

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

ON THE DSCNT PRIOR TO COMMENCING THE RWY 34L LOC BACK COURSE INTO RENO, I TOOK THE CTLS. THE FO WAS LOW TIME, THEREFORE WAS RESTR FROM PERFORMING TKOFS AND LNDG AT RENO. WHILE IN VMC, THE AUTOPLT FAILED TO TRACK THE FINAL APCH COURSE, AS IT SEEMED TO BE 'FISHING' FOR THE COURSE. I DISENGAGED THE AUTOPLT AND FLEW IT BY HAND. AROUND THIS TIME, THE APCH CTLR ISSUED US AN ALT ALERT AND CLB UP TO THE MDA. INSTEAD I ELECTED TO BREAK OFF THE APCH AND ASK FOR VECTORS TO BRING US BACK FOR ANOTHER APCH. ON THE VECTORS E OF THE FINAL APCH COURSE HEADED SBOUND AND AT THE ASSIGNED ALT, A MOMENTARY TERRAIN, PULL UP GPWS ALERT WAS ANNUNCIATED. BEING IN IMC, WE RESPONDED TO THE ALERT. ATC GAVE US A HIGHER ALT WHICH PUT US IN VMC. ANOTHER APCH AND LNDG WAS PERFORMED. HAVING TO UNEXPECTEDLY DISENGAGE THE AUTOPLT DURING THE INITIAL PHASE OF THE APCH, MAY HAVE CAUSED A HIGH WORKLOAD OF HAND FLYING A NON-PRECISION APCH WITH STEP-DOWNS, THUS PASSING AN MDA THAT OTHERWISE WOULD HAVE BEEN CAPTURED BY THE AUTOPLT.

SUPPLEMENTAL INFO FROM ACN 733337: ON APCH TO RENO LOC BACK COURSE RWY 34L. WE HAD BEEN VECTORED TO INTERCEPT THE LOC BC FROM THE TARVR ONE ARR. CONDITIONS WERE CLOUDS AT 1000 FT AND 8000 FT. UPON RECEIPT ON THE CLRNC FOR THE LOC BC WE BEGAN THE DESCENT TO WAGGE AND THEN TO GIGER. THE AUTOPLT WAS NOT TRACKING THE LOC CORRECTLY SO THE CAPT DISENGAGED THE AUTOPLT. HE NOTED THAT THE COMMAND BARS WERE NOT TRACKING THE COURSE AND WE LOST THE COURSE FOR A FEW SECONDS. HE PROCEEDED TO TRACK THE COURSE AND THE STEP DOWN DESCENT. UPON CROSSING GIGER HE CONTINUED THE DESCENT BELOW 8200 FT. AT 7400 FT APCH ASKED US WHERE WE WERE GOING, AND ADVISED THAT WE SHOULD BE AT 8200 FT. IMMEDIATELY THE CAPT ADDED POWER AND STARTED CLBING AND ASKED FOR VECTORS AROUND FOR THE LOC BC AGAIN. WE QUERIED ATC AS TO THE MSA FOR THE SECTOR. IT IS LISTED AS 9600 FT TO THE EAST OF FMG AND HIGHER TO THE SOUTH. ATC RESPONDED THAT 9000 FT WAS OK. HEADED EAST WE WERE MAINTAINING 9000 FT WAITING FOR A TURN BACK TO THE LOC BC WHEN WE RECEIVED A GPWS FOR TERRAIN. ONCE THE GPWS WAS ACTIVATED THE CAPT IMMEDIATELY CLBED. ATC QUERIED US AS TO WHAT WE WERE DOING. I ADVISED THEM OF THE GPWS WARNING. ATC ASKED HOW HIGH WE WERE CLBING AND I ADVISED THEM TO 1000 FT. UPON LEVELING AT 1000 FT I ASKED FOR OUR VECTORS BACK TO THE LOC BC. APCH TURNED US BACK AROUND FOR VECTORS FOR THE LOC BC. THE LOC BC 34L WAS SHOT AGAIN THIS TIME WITH

NO PROBS FROM THE AUTOPLT. UPON LNDG HE CAPT SPOKE WITH THE TWR REGARDING THE LOSS OF THE LOC COURSE.

Synopsis

A CL65 ON APPROACH TO RNO RECEIVED A LOW ALT ALERT.

ACN: 733301

Time / Day

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

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ABQ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 4000
ASRS Report : 733301

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

GOING INTO ABQ, THE WINDS WERE SUCH THAT ONLY A VISUAL APCH TO RWY 26 WAS AVAILABLE. WE BRIEFED THAT THERE WAS TERRAIN IN THE AREA AND THAT I, THE PF, WOULD CONFIGURE EARLY. THEY CLRED US FOR THE VISUAL TO

RWY 26, SO WE DSNDED DOWN TO 8000 FT. IN THE FMC WE PULLED UP THE RWY AND PUT 8000 FT AT THE FA26 POINT. WE WERE FULLY CONFIGURED PRIOR TO THIS POINT. AT THIS POINT WE CHKED THE ATIS, AND THE WINDS WERE RPTED AS 230 DEGS/5 KTS. BECAUSE OF THE SLIGHT TAILWIND, WE ASKED FOR THE ILS TO RWY 3, BUT APCH DENIED OUR REQUEST. THEY SAID THAT WE COULD HAVE A VISUAL TO RWY 21, RATHER THAN RWY 26. WE ACCEPTED THE CHANGE IN RWY, AND APCH SAID TURN L 10 DEGS AND THIS WOULD BE VECTORS FOR RWY 21. AT THIS TIME WE DSNDED DOWN TO 7000 FT. WE WERE IN VISUAL CONDITIONS, THE SUN WAS SETTING AND WE HAD A FULL MOON. WE BRIEFED THAT WE COULD POSSIBLY GET A TERRAIN WARNING BECAUSE THE CLOSE PROX TO THE TERRAIN AND THE NEW HDG THAT WE WERE ON FOR A VISUAL TO RWY 21. AT THIS TIME WE WERE FULLY CONFIGURED WITH GEAR AND FLAPS FOR LNDG AND LEVEL AT 7000 FT. AT THIS TIME WE RECEIVED THE CAUTION TERRAIN. I REACTED, AUTOPLT OFF, AND CLBED THE ACFT BACK UP TO 8000 FT. SINCE WE WERE ON A VISUAL, WE JUST TOLD ABQ APCH THAT WE WERE CLBING BACK UP TO 8000 FT FOR THE TERRAIN IN THE AREA. THE CAUTION WENT IMMEDIATELY AWAY AND WE CONTINUED ON OUR HDG FOR THE VISUAL TO RWY 21. ABQ APCH WAS NOT VERY HELPFUL! THEY COULD HAVE EASILY LET US HAVE THE ILS TO RWY 3, BECAUSE THE WINDS ENDED UP BEING FAVORABLE FOR THAT RWY. BECAUSE WE ACCEPTED THE VISUAL IT TOOK THE RESPONSIBILITY OFF OF THEM TO VECTOR US AROUND AND PUT THE RESPONSIBILITY ON US AS THE SUN WAS GOING DOWN AND TERRAIN IN THE AREA. WE REALLY NEED SOME KIND OF VISUAL APCH THAT CREWS CAN REF FOR ALTS AND DME'S FOR RWY 26.

Synopsis

A B757 FLT CREW ON A VISUAL APCH TO ABQ EXPERIENCED A GPWS TERRAIN ALERT. THEY CLIMBED TO SILENCE THE ALARM AND CONTINUED THE APCH.

ACN: 732955

Time / Day

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

Place

Locale Reference.Airport : HPN.Airport
State Reference : NY
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : IMC
Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : HPN.Tower
Operator.General Aviation : Corporate
Make Model Name : Citation V
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 12500
Experience.Flight Time.Type : 600
ASRS Report : 732955

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerB : 3
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE WERE DOING A PART 91 REPOSITIONING FLT FROM ZZZ TO HPN. I WAS THE PM SITTING IN THE L SEAT. AFTER RECEIVING MULTIPLE VECTORS AND A SPD REDUCTION, WE WERE CLRED FOR THE RNAV (GPS). WE HAD PREVIOUSLY LOADED AND BRIEFED THAT APCH. PRIOR TO REACHING BODRE, THE PF ASKED FOR GEAR DOWN, BEFORE LNDG CHKLST. I COMPLIED WHILE THINKING TO MYSELF IT WAS A LITTLE EARLY FOR THAT ACTION. THE APCH CTLR INSTRUCTED US TO CONTACT TWR. AS I REACHED UP TO CHANGE FREQS, THE GPWS SOUNDED A TERRAIN WARNING AND A PULL UP COMMAND. IT TOOK A FEW SECONDS FOR ME TO REALIZE THE PF WAS STARTING HIS DSCNT TO MDA PRIOR TO THE FAF (CZ1MR). THE HPN TWR ADVISED US OF A LOW ALT ALERT AND TO CHK OUR ALT. THE PF CLBED BACK TO THE CORRECT ALT AND WE CONTINUED THE APCH AND LANDED. THE PF STATED HE THOUGHT WE WERE APCHING THE FAF WHEN HE CALLED FOR GEAR DOWN. THIS WAS OUR FIRST FLT TOGETHER. I SHOULD HAVE VERBALIZED MY THOUGHTS TO THE PF ABOUT PUTTING THE GEAR DOWN SO EARLY. ALTHOUGH, THE ATIS, WHICH WAS AN HR OLD, INDICATED AN OVCST CONDITION, THE SKY WAS ACTUALLY BROKEN DURING OUR DSCNT, VECTORS, AND ALL DURING THE APCH.

Synopsis

A CE560 CAPT AS PM ALLOWED THE FP FO TO DESCEND PRIOR TO THE FAF. A GPWS TERRAIN WARNING AS WELL AS ATC LOW ALT ALERT WERE GIVEN.

ACN: 732380

Time / Day

Date : 200703

Day : Fri

Place

Locale Reference.Airport : AMA.Airport

State Reference : TX

Altitude.MSL.Single Value : 4300

Environment

Flight Conditions : IMC

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : AMA.TRACON

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Experience.Flight Time.Last 90 Days : 188

Experience.Flight Time.Type : 240

ASRS Report : 732380

Person : 2

Function.Flight Crew : First Officer

Experience.Flight Time.Last 90 Days : 179

Experience.Flight Time.Type : 179

ASRS Report : 732379

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Other Spatial Deviation

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

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

Narrative

WHILE BEING VECTORED FOR AMA 22 LDA WE WERE CLRED TO 6000 FT THEN TURNED TO A 030 DEG HDG FOR A R DOWNWIND AND A DSCNT TO 5000 FT. WHILE BEING GIVEN A TURN TO BASE, WE BELIEVED WE GOT A CLRNC TO 4000 FT. LOOKING BACK ON THIS NOW, IT MAKES NO SENSE TO BE CLRED TO 4000 FT. WHILE IN THE TURN TO BASE AND A VERY SLOW DSCNT TO 4000 FT WE BROKE OUT OF THE CLOUDS AT APPROX 4400 FT. MY FO SAID HE FELT LOW AT THE SAME TIME I STARTED A CLB FOLLOWED BY A GPWS OBSTACLE WARNING. I CONTINUED THE CLB USING THE FOM TERRAIN AVOIDANCE MANEUVER DURING WHICH WE RECEIVED AN ATC RADIO CALL OF LOW ALT WARNING CLB TO 5000 FT. BY THAT TIME WE WERE LEVELING AT 5000 FT. THE APCH WAS CONTINUED UNEVENTFULLY. WE WERE CONVINCED AT LEAST DURING THE EVENT THAT WE WERE CLRED TO 4000 FT. WE WERE IN POOR WX CONDITIONS THAT WERE DETERIORATING AND IN A HIGH LEVEL OF TASK SATURATION IN THE COCKPIT. THANKFULLY WE FOLLOWED PROCS AND CORRECTED THE SITUATION. THIS APPEARS TO BE OUR MISTAKE. WE STARTED DOWN TO 4000 FT NO MATTER IF WE HEARD IT WRONG OR SET IT WRONG IN THE MCP. A FASTER REACTION TO OUR ERROR, HOWEVER WE GOT THERE, WOULD HAVE PREVENTED THE DEV AND FOLLOWING WARNINGS. THANKFULLY, ALL THE SAFETY NETS WERE WORKING AND THE MISTAKE WAS CORRECTED IN AN EXPEDITIOUS AND SAFE MANNER. WE DO BELIEVE WE HEARD AND ACKNOWLEDGED 4000 FT. AFTER TALKING TO THE AMA SUPVR, THIS APPEARS TO NOT BE THE CASE AND IN RETROSPECT, IT MAKES NO SENSE THAT WE WOULD HAVE BEEN.

Synopsis

A B737-500 ON APPROACH TO AMA GOT A GPWS TERRAIN WARNING WHEN THEY DESCENDED BELOW THEIR CLEARED ALTITUDE.

ACN: 731378

Time / Day

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

Place

Locale Reference.Airport : BOI.Airport
State Reference : ID
Altitude.MSL.Single Value : 5300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : BOI.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 7
ASRS Report : 731378

Person : 2

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

Events

Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

DSCNT TO BOI FROM NW. SOME SCATTERED HIGH CLOUDS AND NO MOON ILLUMINATION OF TERRAIN. VISIBILITY NO PROB. ON THE DSCNT ABOUT 20 MI

OUT, APCH PAINTED AN INITIAL TFC PICTURE AND OUTLINED THEIR PLAN FOR THE APCH. THERE WAS ANOTHER CARRIER ON ABOUT A 10 MI FINAL TO RWY 28 WHO WAS IN SIGHT BUT WOULD NOT BE A FACTOR. WE WERE APCHING FROM THE NW AND WERE TOLD WE WOULD BE A R BASE TO RWY 28R. THERE WAS A DIFFERENT CARRIER FLT ABOUT 2 O'CLOCK POS WHO WAS TO ACCOMPLISH A L BASE TO RWY 28L. WE WERE OVERTAKING THIS ACFT AND IT APPEARED TO ALL INVOLVED THAT WE WOULD ALL ARRIVE AT BASE AT THE SAME TIME TO THE PARALLEL RWYS. CAPT BRIEFED THE SIT. HE WAS CONCERNED ABOUT THE R BASE AND I THINK HE SAID HE HADN'T DONE IT BEFORE. I SAID THAT I HAD BUT IN DAY VMC. WE WERE BOTH IN TERRAIN MODE AND DISCUSSED THE RISING TERRAIN N OF THE FIELD. WE WERE GIVEN A DSCNT TO 7000 FT WHILE WE TALKED. OUR FLT PATH TOOK US ABOUT 3 MI N OF BOI ON A HDG OF ABOUT 120 DEGS (CONVERGING TO FINAL SLIGHTLY -- MAKES GOOD SENSE WITH TERRAIN AS IT LAYS). ABOUT 3 MI N OF THE FIELD WE WERE CLRED FOR A VISUAL APCH TO RWY 28R AND INSTRUCTED TO MAINTAIN 4500 FT OR ABOVE UNTIL ON FINAL. WE BOTH REACTED THE SAME WAY SAYING THAT 4500 FT WAS TOO LOW FOR WHERE WE WOULD BE FLYING. WE STARTED A GRADUAL DSCNT AND SLOWED TO CONFIGURE. CAPT CUT THE DSCNT RATE AT ABOUT 5500 FT AND WE CONTINUED TO SLOW. I WOULD PUT OUR POS AT ABOUT 030/5 WHEN WE GOT A TERRAIN WARNING PULL UP. CAPT ADDED PWR AND STARTED A CLB. THE TERRAIN DISPLAY WAS YELLOW ONLY AND ALL OF IT WAS L OF THE FLT PATH. OUR ALT AT THE START WAS ABOUT 5300 FT. THE WARNING NEVER REPEATED AND WE LEVELED OFF JUST ABOVE 6000 FT. I ADVISED TWR THAT WE HAD A TERRAIN WARNING AND FINAL WOULD BE EXTENDED. OTHER ACR WAS SWITCHED TO RWY 28R AND LANDED. WE CONFIGURED AND ACCOMPLISHED A NORMAL VISUAL TO RWY 28R BEHIND OTHER ACR.

Synopsis

A B737 ON A VISUAL APPROACH TO BOI RECEIVED A TERRAIN WARNING FROM THE EGPWS.

ACN: 730241

Time / Day

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

Place

Locale Reference.Navaid : GFK.VOR
State Reference : ND
Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : Mixed
Light : Dawn

Aircraft : 1

Controlling Facilities.TRACON : RDR.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B727-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 757
ASRS Report : 730241

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 126
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 583
ASRS Report : 730242

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Narrative

I WAS THE FO ACTING AS PLT MONITORING. ON APCH TO GRAND FORKS (GFK) WE WERE INSTRUCTED TO DSND TO 3000 FT AND CONTACT APCH. GRAND FORKS APCH ACKNOWLEDGED OUR CHK-IN, ASKED FOR A PIREP AND GAVE US A CLOCK POS FOR THE FIELD TO RPT THE RWY FOR A VISUAL. I ASKED THAT HE CONTACT THE TWR AND ASK THEM TO TURN UP THE RWY LIGHTS TO HELP WITH SPOTTING THE RWY, 35L. THE GND WAS SNOW COVERED AND BLENDED WITH A DECK OF CLOUDS S OF THE FIELD THAT I DID NOT PREVIOUSLY NOTICE. WE WERE GIVEN A HDG OF 300 DEGS TO INTERCEPT THE LOC AND I HEARD AND READ BACK DSND TO 2000 FT. THE NEW ALT WAS PLACED IN THE ALT ALERT WINDOW AND ACKNOWLEDGED PER COMPANY FOM. IN THE DSCNT I XMITTED THE TOPS WERE AT 3000 FT AND THE BASE WAS AT 2400 FT, NO TURB OR ICING. AT APPROX 2200 FT WE WERE ASKED WHAT OUR ALT WAS AND I RPTED OUR ALT AND DSNDING TO 2000 FT. APCH STATED THE MVA FOR OUR POS WAS 2800 FT AND TO CLB TO THAT ALT. WE COMPLIED AND INTERCEPTED THE LOC FROM 2800 FT. WE SUBSEQUENTLY BROKE OUT OF THE DECK AT 2800 FT AND WERE CLRED FOR A VISUAL APCH TO RWY 35L AT GFK. THERE WAS NO INDICATION FROM ATC THAT THERE WAS ANY CONFLICT OR PROB, HOWEVER THE CAPT CONTACTED THE TWR LATER THAT DAY TO ASK IF THERE WERE ANY UNRESOLVED ISSUES, WHICH THERE WERE NONE.

Synopsis

B727 FLT CREW DESCENDS BELOW CLRED ALT DUE TO HEARBACK READBACK PROBLEM.

ACN: 729390

Time / Day

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

Place

Locale Reference.Airport : SAN.Airport
State Reference : CA
Altitude.MSL.Single Value : 3800

Environment

Flight Conditions : IMC
Weather Elements.Other
Light : Night

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 729390

Events

Anomaly.Other Anomaly.Other
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Chart Or Publication
Problem Areas : Environmental Factor

Narrative

HEADING ABOUT 240 DEGS, CLRED TO 3800 FT DIRECT SWATT FOR RNAV RWY 27. ABOUT 2 NM ENE OF SWATT, LEVELING OFF AT 3800 FT, RECEIVED 'TERRAIN,

TERRAIN, PULL UP' EGPWS WARNING TWICE. 'TERR ON ND PB' WAS ALREADY ON, BUT NO TERRAIN WAS DISPLAYED. DISCONNECTED AUTOPLT, ADVANCED THRUST LEVERS TO TOGA AND CLBED TO 5000 FT. CONTACTED APCH CTL WHO STATED THAT 3800 FT WAS MVA FOR MY POS. CAME BACK AROUND AND ALTHOUGH ONCE AGAIN CLRED TO DSND TO 3800 FT ABOUT 2 NM ENE OF SWATT, DID NOT GO BELOW 4000 FT UNTIL SWATT. MADE AN UNEVENTFUL APCH AND LNDG TO RWY 27.

Synopsis

AN A320 ON THE SAN RNAV 27 RECEIVED AN EGPWS TERRAIN WARNING NEAR SWATT INTXN AT 3,800 FT. THE ESCAPE MANEUVER WAS COMPLETED.

ACN: 729363

Time / Day

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

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM
Altitude.AGL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ABQ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 221
Experience.Flight Time.Type : 6500
ASRS Report : 729363

Person : 2

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

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

WHILE IN CRUISE FLT WE EXHAUSTIVELY BRIEFED AND SET UP THE FMC FOR THE VISUAL APCH INTO ABQ RWY 26 DURING VMC CONDITIONS. THE APCH WAS FLOWN TO A 5 MI FIX. ON THE BASE LEG WE RECEIVED A 'TERRAIN, TERRAIN' ALERT AND WHILE THE FO WAS MAKING THE CORRECTION WE GOT A 'PULL UP, PULL UP' WARNING. WE COMPLIED WITH THE TERRAIN AVOIDANCE MANEUVER AND SUBSEQUENTLY MADE A NORMAL LNDG. IN ABQ THERE IS NO WAY TO KNOW WHERE THE SLOPING HILLS AND VALLEYS ARE AND CREWS ARE AT BEST FLYING SOMEWHAT BLIND ON THIS VISUAL APCH UNTIL LINED UP ON FINAL WITH THE VASI GIVING GLIDE PATH GUIDANCE. I PRIMARILY FLY AM'S AND THE TERRAIN IS ALWAYS VISIBLE. I BELIEVE THAT VISUALS TO RWY 26 AT NIGHT SHOULD BE DISCONTINUED UNLESS OTHER OPTIONS/RWYS ARE OUT OF LIMITS.

Synopsis

A B737-700 PILOT DESCRIBES EGPWS WARNINGS APCHING ABQ RWY 26 DAY VMC AND RECOMMENDS NIGHT VMC APCHS BE DISCONTINUED BY HIS ACR.

ACN: 728043

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : Marginal
Weather Elements : Fog
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Radio Altimeter

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 120
ASRS Report : 728043

Events

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

UPON DEP FROM HOSPITAL AT XA52 LCL TIME, I ENCOUNTERED SOME VERY THIN SCATTERED LAYERS OF FORMING FOG AT APPROX 300 FT AGL. I COULD MAINTAIN VISUAL CONTACT WITH LIGHTS AHEAD OF MY HELI AND OFF TO THE R FRONT SEVERAL MI AWAY. WHILE MANEUVERING TO REMAIN CLR OF THE FORMING FOG LAYERS, I INADVERTENTLY LET THE ACFT DSND AND CONTACTED SOFT GND RESULTING IN DAMAGE TO THE R SIDE SKID LIGHTS ON THE AFT CROSS TUBE. AT THE TIME OF THE INCIDENT, I INITIALLY THOUGHT THAT I HAD HAD A BIRD STRIKE SINCE ALL I SAW WAS A WHITE FLASH AND FELT A THUMP AND THOUGHT THAT I WAS STILL AT 300 FT. THE RADAR ALTIMETER WAS SET TO ALARM WHEN DSNDING BELOW 200 FT. I DO NOT RECALL HEARING THE WARNING SOUND FROM IT. NO OTHER DAMAGE TO THE ACFT WAS NOTED UPON POSTFLT INSPECTION. THERE WAS NO PRESSURE TO TAKE THIS FLT FROM THE HOSPITAL OR MY PEERS. THE WX WAS ABOVE MINIMUMS FOR OUR OP AND WAS FORECAST TO REMAIN SO FOR THE DURATION OF THE FLT. THE FOG FORMING WAS NOT EXPECTED UNTIL AFTER XC00 HRS, BUT THIS FOG BEGAN FORMING SEVERAL HRS EARLIER THAN EXPECTED. RAIN SHOWERS AND TSTMS ALSO FORMED THAT WERE NOT FORECAST, HOWEVER, THEY WERE NOT A CONTRIBUTING FACTOR TO THIS INCIDENT.

Synopsis

A HELICOPTER AIR AMBULANCE DESCENDED AND STRUCK THE GND IN VMC WITH LIGHT FOG. NO DAMAGE TO ACFT BUT THE PILOT DID NOT HEAR ALERTING RADIO ALTIMETER.

ACN: 727901

Time / Day

Date : 200702
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 36U.Airport
State Reference : UT
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : Marginal
Weather Elements : Snow
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Gates Learjet Corp Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 2100
Experience.Flight Time.Type : 550
ASRS Report : 727901

Person : 2

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

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Speed Deviation

Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Anomaly.Other Spatial Deviation
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

FOR A ROUTINE PART 91 REPOSITIONING LEG TO 36U FOR PASSENGER PICKUP FOR PART 135 REVENUE, WEATHER WAS ASSUMED TO BE GOOD IN THE SLC AREA DURING PREFLIGHT DUE TO A NUMBER OF OPTIMISTIC TAFS AND METARS. DURING DESCENT THE ONE-MINUTE WEATHER WAS DETERMINED TO NOT SATISFY THE REQUIREMENTS FOR A VISUAL APPROACH. THE WEATHER REPORTED WAS 2500 FT SCATTERED, CEILING 4100 FT BROKEN, VISIBILITY 7 SM, AUTOMATED STATION. THE AIRCRAFT WAS NOT AUTHORIZED TO CONDUCT A CIRCLING APPROACH FOR THE AIRPORT 36U DUE TO ITS APPROACH SPEED, PLACING IT FIRMLY IN CATEGORY D. THIS FACT, AND THE ABSENCE OF STRAIGHT-IN APPROACH MINIMA WERE DISCUSSED DURING THE TRANSITION OUT OF FLIGHT LEVELS. THE PF (PIC) STATED THAT THEY THOUGHT IT REASONABLE TO PROCEED TO THE FAF AT THE CROSSING ALTITUDE STATED ON THE PROCEDURE, AND I (SIC/PNF) STATED THAT I WOULD BE COMFORTABLE PROCEEDING AS LOW AS THE INTERMEDIATE STEP-DOWN AFTER THE FAF. I THEN SAID THAT I WOULD NOT BE COMFORTABLE PROCEEDING ANY LOWER ON THE APPROACH, AND I MENTIONED THAT DUE TO THE DESIGN OF THE PROCEDURE, I FELT IT IMPERATIVE THAT OUR AIRSPEED BE KEPT UNDER CONTROL, AND A PROMPT TURN MADE AT THE MAP, SHOULD WE NOT GET THE AIRFIELD IN SIGHT. UPON CROSSING THE FAF AND DESCENT TO THE INTERMEDIATE MDA, IT WAS CLEAR THAT THE AUTOMATED WEATHER REPORTING FACILITY HAD BETTER KEEP WRITING FOR FICTION MAGAZINES, AS ITS FACT FINDING CAPABILITIES WERE ABSOLUTELY GUTTED. THE CAPTAIN THEN STATED AS WE PASSED THE FIX AFTER THE FAF THAT WE WOULD PROCEED TO THE CIRCLING MDA, INSTEAD OF EITHER LEVELING OFF OR GOING MISSED, AS PREVIOUSLY DISCUSSED. THE DESCENT WAS ACCOMPLISHED IN SHORT ORDER, AND CONTACT WITH THE GROUND WAS MADE. THE PREVAILING IN-FLIGHT VISIBILITY WAS NO MORE THAN A MILE AND A HALF. THE RUNWAY WAS SPOTTED LESS THAN HALF A MILE AWAY, AND A CIRCLING APPROACH WAS COMMENCED FROM THE NORTH-WEST. NO CONSIDERATION WAS GIVEN TO ANY TERRAIN EITHER PUBLISHED OR STIPULATED, AS THE APPROACH CHART SHOWED NO SIGNIFICANT OBSTRUCTIONS WITHIN A MILE OR SO OF THE AIRPORT. DURING THE CIRCLING APPROACH, ALTITUDE WAS LOWERED TO APPROXIMATELY 600 FT AGL, AND A TURN WAS COMMENCED AFTER 45 SECONDS OF A TEARDROP-LIKE HEADING AWAY FROM THE RUNWAY ENVIRONMENT. THE RUNWAY WAS NOT SIGHTED AGAIN UNTIL LESS THAN A MILE AWAY, AND IT WAS CLEAR THAT DUE TO OUR ALTITUDE A LANDING WOULD NOT BE SUCCESSFUL. WE DECIDED TO MAKE A NORMAL LEFT TRAFFIC PATTERN AT APPROXIMATELY 600 FT AGL. THE PF

DECIDED WITH NO DISCUSSION TO MAKE THE PATTERN QUITE LARGE, AND IT WAS DURING THE TURN TO BASE THAT THE TAWS BEGAN TO SOUND THE TERRAIN WARNING. IT BECAME APPARENT THAT THERE WAS A RATHER LARGE MOUNTAIN ON THE SOUTH SIDE OF THE AIRPORT, RISING ABRUPTLY TO SEVERAL THOUSAND FT AFE. THERE WAS NO MENTION OF THE TERRAIN ON THE APPROACH CHART, AND ABSOLUTELY NO INDICATION THERE WAS DANGEROUS TERRAIN IMMEDIATELY, AND IN CLOSE PROXIMITY TO THE SOUTH SIDE OF THE AIRPORT. THE CIRCLING APPROACH AS FLOWN WAS SUBSTANDARD, AND COVERED CONSIDERABLY MORE GROUND THAN WAS REQUIRED BY CONDITIONS OR CONSIDERATION FOR LOCAL TERRAIN. NO DESCENT FROM OUR ALTITUDE WAS INITIATED UNTIL WE WERE ALREADY ESTABLISHED ON FINAL, AND NONE WAS REQUIRED, OUR PATTERN WAS SO LARGE. DURING THE SECOND PATTERN, THE PF MANEUVERED THE AIRCRAFT IN SUCH A WAY AS TO POSITION IT NEARLY PERFECTLY BETWEEN TWO CONVERGING, VERTICALLY ORIENTED TERRAIN FEATURES, AND IT WAS DURING THAT TURN FROM DOWNWIND TO AN EVENTUAL FINAL THAT THE TAWS BEGAN TO SOUND NOT JUST ALERTS, BUT WARNINGS. CONSIDERATION SHOULD BE GIVEN TO THE BANK ANGLE THAT THE PF DEEMED NECESSARY TO MANEUVER OUT OF THAT POOR TERRAIN POSITION, AND THE PF'S STATED LACK OF RESPECT FOR ACCELERATED STALLS, AS I ASKED THE PF NOT TO LOWER HIS AIRSPEED ANY FURTHER, AS THE AOA INDICATORS WERE VERY CLOSE TO THE SHAKER ZONE. THE PF STATED, 'REF PLUS TEN IS FINE -- WE'LL BE FINE.' DURING THE FLARE AND BEFORE TOUCHDOWN, THE SHAKER WAS ACTIVATED FOR OVER TWO SECONDS BEFORE TOUCHDOWN, DUE TO THE PF'S DISORIENTATION I CAN ONLY ATTRIBUTE TO A SLIGHTLY HIGHER DENSITY ALTITUDE AND WEIGHT, AND THE PF'S RELATIVE INEXPERIENCE IN THAT PARTICULAR AIRPLANE. ON THE GROUND, WE DECIDED INDEPENDENTLY THAT WE SHOULD HAVE GONE MISSED AND PROCEEDED TO OUR ALTERNATE UPON REACHING THE FAF AND FINDING CONDITIONS SO MUCH POORER THAN REPORTED. WE ALSO FELT THAT THE CHARTING WAS SUBSTANDARD, AND HAD WE UNDERSTOOD THERE WAS SIGNIFICANT TERRAIN SO CLOSE TO THE AIRPORT, WE WOULD HAVE BEEN CONSIDERABLY LESS INCLINED TO PROCEED ALL THE WAY TO THE MAP AT AN MDA OUR AIRCRAFT WAS NOT QUALIFIED TO CTL FROM. IN THE PAST, I HAVE NOTICED THIS PILOT'S RELUCTANCE TO BANK THE AIRCRAFT MORE THAN 15 DEGREES FOR COMMANDED HEADING CHANGES OVER 45 DEGREES, CAUSING SIGNIFICANT COURSE ERRORS AND REQUIRING LARGE COURSE CORRECTIONS. I DO NOT FEEL THERE IS AN ADEQUATE WAY OF ADDRESSING THIS PERCEIVED DEFICIENCY AT MY COMPANY, AND MUST BE VERY VIGILANT TO ASSERT MY STATED REQUIREMENTS FOR ANY MANEUVER OR PROCEDURE, AND MY UNWILLINGNESS TO CONTINUE IN THE FACE OF COMPANY OR CREW PRESSURE TO COMPLETE A FLIGHT. MANAGEMENT PRESSURE HAS BEEN AN ONGOING PROBLEM AT COMPANY.

Synopsis

A LEAR PLT APCHING 36U DSNDED BELOW ACFT CAT A/B MIN TO FLY AN UNAUTHORIZED CIRCLE APCH NEARLY STALLING AND COLLIDING WITH HIGH TERRAIN.

ACN: 727789

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1900

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : GPS & Other Satellite Navigation

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 790
Experience.Flight Time.Type : 75
ASRS Report : 727789

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.ATC Equipment : MSAW
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

IN CRUISE 40 MI FROM ZZZ AT 6500 FT MSL, I ASKED MY STUDENT (PVT, FIRST NIGHT XCOUNTRY, AND UNFAMILIAR WITH G1000 EFIS), TO CHK FIELD ELEVATION AND TPA AT ZZZ. I CANNOT REMEMBER HIS RESPONSE ON FIELD ELEVATION, PERHAPS INDICATING THAT I WASN'T REALLY LISTENING, AS THE NUMBER I WANTED WAS TPA. HE RESPONDED THAT PATTERN ALT WAS 1300 FT, WHICH HE LATER INFORMED ME WAS BASED ON AN INCORRECT ADDITION OF 200 FT INSTEAD OF 1000 FT TO THE FIELD ELEVATION, RATHER THAN REFERRING TO THE PUBLISHED TPA). DESIRING TO DEMONSTRATE THE VERT NAV DSCNT PLANNING TOOLS OF THE G1000 AVIONICS, I WAS ALREADY ON THE APPROPRIATE VNAV PAGE, AND FAILED TO CHK FIELD ELEVATION MYSELF EITHER WITH THE USE OF THE G1000 OR THE PAPER SECTIONAL CHART. THE VNAV PROFILE WAS PROGRAMMED FOR A DSCNT AT 600 FPM, TO ARRIVE 6 MI FROM THE ARPT AT 1600 FT (I INTENDED TO DSND TO TPA CLOSER TO THE ARPT, TO ENSURE THAT OUR ALT WAS 'PADDED' AND TO WAIT FOR THE FIELD IN SIGHT). WE FLEW THE PROFILE EXACTLY, AND I SELECTED TAWS ON THE MFD MAIN MAP SCREEN. ON INITIAL CONTACT WITH TWR, THE CTLR INSTRUCTED US TO SQUAWK A UNIQUE CODE, AND TO RPT 5 MI FINAL STRAIGHT-IN FOR RWY XX. HE ALSO ADVISED OF TFC IN THE PATTERN. WE COMPLETED OUR DSCNT AND LNDG CHKLISTS, AND I BEGAN TO SEARCH FOR THE RWY (WE HAD THE BEACON IN SIGHT) AND THE OTHER TFC. AT ABOUT 1900 FT MSL, I BECAME CONCERNED THAT WE WERE LOW BECAUSE I FELT THAT I SHOULD BE ABLE TO SEE THE RWY, THAT THE TFC IN THE PATTERN APPEARED TO BE ABOVE US, THAT THE MAP WAS 90% YELLOW (THE COLOR FOR LESS THAN 1000 FT BUT MORE THAN 100 FT AGL) AND THAT THE LIGHTS ON THE GND APPEARED TO INDICATE THAT WE WERE BELOW 1000 FT. I INSTRUCTED THE STUDENT TO CLB SEVERAL HUNDRED FT AND ASKED AGAIN WHAT TFC PATTERN WAS, WHILE MOVING TO THE WAYPOINT -- ARPT INFO PAGE. ALMOST IMMEDIATELY AFTER THE QUESTION, THE TWR CTLR ISSUED A LOW ALT ALERT, AND PROVIDED CURRENT ALTIMETER SETTING. I INSTRUCTED THE STUDENT TO CLB AGAIN, AND ASKED THE CTLR WHAT TFC PATTERN ALT WAS. I'M UNSURE IF THE CTLR HEARD OR RESPONDED, BECAUSE MY STUDENT (STILL UNCONCERNED) INFORMED ME AT ABOUT THE SAME TIME I VERIFIED THE CORRECT ALTIMETER SETTING AND THE FIELD ELEVATION ACCORDING TO THE GARMIN THAT FIELD ELEVATION WAS 1100 FT. I COMMANDED A CLB TO 2100 FT UNTIL THE ARPT AND APCH LIGHTING WERE IN SIGHT. I FELT THE PRIMARY CAUSE WAS THAT I FAILED TO DOUBLECHK FIELD ELEVATION (MUCH LESS CHK THE PAPER CHART). CONTRIBUTING FACTORS WERE THE PREOCCUPATION WITH THE VNAV FUNCTION, FAILURE TO REF THE PUBLISHED AFD AND SECTIONAL CHART, AND THE STUDENT'S FAILURE TO

PROPERLY DEFINE AND IDENT TPA, AND THE FAILURE TO PROGRAM AND SELF-BRIEF THE NDB 35 (GPS OVERLAY) APCH PROC FOR SITUATIONAL AWARENESS (I HAD REJECTED ITS USE BECAUSE THE FINAL APCH COURSE WAS NOT EXACTLY STRAIGHT-IN). EFIS WAS A FACTOR IN THAT, ON MOST OF MY FLTS TO THAT ARPT, I HAVE ONLY AN ALTIMETER AND PAPER CHART, SIMPLIFYING ALT AWARENESS. EFIS WAS A POSITIVE FACTOR IN TERRAIN WARNING AND EASE OF DISCOVERING ACTUAL FIELD ELEVATION WHEN THE PROB WAS DEFINED. I RECOMMEND THAT THE PIC FIRST POSITIVELY IDENT ALT AND TERRAIN INFO PRIOR TO DSCNT WITH THE ACTUAL PAPER CHARTS PRIOR TO DSCNT AND/OR VNAV PROGRAMMING. SECOND, THAT THE VNAV'S ALT ABOVE WAYPOINT (THEREFORE AGL) FEATURE BE USED INSTEAD OF, OR TO XCHK, MSL ALTS FOR DSCNTS TO LNDG. SAFE COMPLETION OF THE FLT WAS POSSIBLE BECAUSE OF PRIOR EDUCATION ON HUMAN FACTORS, SPECIFICALLY CFIT IN BOTH MOUNTAINOUS AND FLAT TERRAIN, PROMPTING MY IMMEDIATE CLB COMMAND AT THE FIRST DOUBT. ALSO, THE CTLR'S PROMPT LOW ALT WARNING WAS OBSERVANT AND HELPFUL, AND CAME AS SOON AS HE POSSIBLY COULD HAVE REALIZED WE HAD GONE (EVEN SLIGHTLY) LOWER THAN WAS NORMAL ON APCH.

Synopsis

INSTRUCTOR AND STUDENT PLTS EXPERIENCE CFTT ON NIGHT VFR CROSS COUNTRY.

ACN: 726220

Time / Day

Date : 200702
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : GEG.Airport
State Reference : WA
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.TRACON : GEG.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 3
Route In Use.Approach : Instrument Precision

Component : 1

Aircraft Component : Approach Coupler

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 15600
Experience.Flight Time.Type : 1500
ASRS Report : 726220

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 1600
ASRS Report : 726224

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Glideslope Indicator

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Aircraft : Equipment Problem Dissipated

Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Aircraft

Narrative

DURING CAT 3 APCH INTO GEG RWY 3 OUR ACFT EXPERIENCED A GS DEV GREATER THAN 2 DOTS WHICH RESULTED IN A MANUAL HAND FLOWN GAR AND A TERRAIN ADVISORY BY ATC TWR CTLR. DURING INBOUND FLT, CONDITIONS WERE NORMAL WITH CAT 3 APCH REQUIRED BY RVR 1200/1400/1400. ACFT WAS CONFIGURED FOR APCH NORMALLY WITH EXCEPTION THAT APCH REQUESTED WE FLY 170 KTS TO OLAKE OM DUE INBOUND FLT BEHIND US. PRIOR TO OLAKE, ACFT WAS FULLY CONFIGURED WITH BOTH AUTOPLTS HOOKED UP AND GOOD ILS IDENT. AT GS INTERCEPT (APPROX OVER OLAKE), THE CAPT'S FLT DIRECTOR PITCH BAR COMMANDED AN EXTREME PITCH DOWN (WHILE FO PITCH BAR REMAINED NORMAL) AND THE AUTOPLT ATTEMPTED TO FOLLOW THE CAPT'S, RESULTING IN A LOSS OF 700 FT, GPWS PULL-UP ADVISORY AND CTLR ADVISORY, BEFORE CAPT REGAINED A POSITIVE CLB AND A MANUAL GAR WAS INITIATED. AFTER GAR, CAPT CYCLED FREQ AND AUTO/MANUAL TUNER AND CREW DECIDED TO ATTEMPT APCH AGAIN PRIOR TO DIVERT. SECOND APCH ACCOMPLISHED NORMALLY WITH A GS INTERCEPT SPD OF 133 KTS. ROLLOUT UNEVENTFUL.

Synopsis

B737-300 FLT CREW HAS A GS DEV DURING CAT 3 APCH, EXECUTES A GAR AND RETURNS FOR LNDG.

ACN: 725620

Time / Day

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

Place

Locale Reference.Airport : EGE.Airport
State Reference : CO
Altitude.AGL.Single Value : 9900

Environment

Flight Conditions : IMC

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 3000
ASRS Report : 725620

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 4000
ASRS Report : 725617

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach
Function.Controller : Combined Radar

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

ATC TURNED US ONTO THE APCH AT VOAXA INTXN AND 15400 FT WHICH PLACED US HIGH ON THE PROFILE. EGE WX WAS RPTED 7500 FT BROKEN 8 MI VISIBILITY. WHILE DSNding ON THE ARR BTWN HAMOS AND BARZA WE RECEIVED A GPWS TERRAIN WARNING. WE EXECUTED A MISSED APCH, CAME BACK AROUND AND LANDED WITHOUT FURTHER EVENT. BECAUSE WE HAD BEEN HIGH ON THE APCH I ENDED UP RUSHED AND SOMEWHAT BEHIND ON APCH PROC, HOWEVER, WE WERE ABOVE THE PUBLISHED MINIMUM ALTS FOR THE APCH. THE TEMP WAS RPTED AS -3 DEGS C, SO NO ALT CORRECTIONS WERE APPLIED. ON THE SECOND APCH I STAYED 300-500 FT ABOVE THE DSCNT PROFILE UNTIL CLOSER IN TO THE ARPT.

Synopsis

AN A320 CREW RPTS ATC KEEPING ACFT HIGH APCHING EGE IMC CAUSING EGPWS WARNINGS WHILE DSNding RAPIDLY TO ACQUIRE A DSCNT PROFILE.

ACN: 725574

Time / Day

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

Place

Locale Reference.Airport : MDT.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Weather Elements.Other

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 22000
Experience.Flight Time.Type : 3000
ASRS Report : 725574

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airport

Problem Areas : Weather

Narrative

MDT APCH GAVE DSCNT TO US VERY EARLY TO 3000 FT MSL. I ASKED APCH WHY HE GOT US DOWN SO EARLY, 'TO GET BELOW THE WX, SO WE CAN SEE THE ARPT.' I LOOKED AT MY FO AND SAID 'I DON'T TRUST THIS GUY, KEEP YOUR HEAD ON A SWIVEL!' ABOUT 5 SECONDS AFTER THAT, WE GOT A 'TERRAIN, TERRAIN, PULL UP.' I CLBED IMMEDIATELY TO 4000 FT MSL AND COMPLIED WITH THE GPWS. FO SAID RA READ 1800 FT. WE PROCEEDED TO MDT WITHOUT FURTHER PROBS.

Synopsis

AN A320 PILOT REPORTS MDT TRACON ISSUED AN EARLY DESCENT TO 3,000' SO CREW COULD BE VMC BUT INSTEAD CREW RECEIVE AN EGPWS TERRAIN PULL UP ALERT.