

ASRS Database Report Set

Penetration of Prohibited Airspace Incidents

Report Set Description.....	A sampling of reports that reference unauthorized entry into prohibited or restricted airspace.
Update Number.....	6.0
Date of Update	September 24, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	42
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: 799425 (1 of 50)

Synopsis

AN SMA INST PLT RPTS PCT APCH CTLR COMPLAINED HIS FLT CONTACTED ATC TOO LATE. THE FLT FOLLOWED PROCS NORMAL UNTIL THAT TIME FOR ZZZ/ADIZ FLTS.

ACN: 794401 (2 of 50)

Synopsis

DESPITE TWO PRE-FLT DUATS BRIEFINGS, C172 PLT ONLY LEARNS OF ACTIVE AEROBATIC AREA NEAR HIS DEST UPON ENCOUNTERING ACFT UTILIZING THE AREA.

ACN: 789806 (3 of 50)

Synopsis

SMA PILOT INTRUDES INTO BWI CLASS B DEPARTING FME TO THE EAST AND OFFERS SUGGESTIONS FOR IMPROVING ADIZ VFR FLYWAY.

ACN: 788409 (4 of 50)

Synopsis

GENERAL AVIATION PLT RPTS PERMANENT TFR OVER VP CHENEY'S RESIDENCE IS NOT ON CHARTS.

ACN: 783593 (5 of 50)

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 781489 (6 of 50)

Synopsis

A COMMERCIAL GPS DATABASE SHOWS THE AGS TRSA CEILING AT 6000 FT WHILE THE FAA ATLANTA SECTIONAL INDICATES A 10000 FT CEILING.

ACN: 781331 (7 of 50)

Synopsis

GA PILOT REPORTS NONCOMPLIANCE WITH NOTAM CONCERNING DEPARTURES AND TFR.

ACN: 777310 (8 of 50)

Synopsis

A FLT CREW VFR AT 14500 FT VIOLATED THE DCA FLT RESTRICTED ZONE (FRZ) AFTER CONFUSING THE 10000 FT CLASS B CHART NOTATIONS WITH THE 18000 FT FRZ CONSTRAINT.

ACN: 771255 (9 of 50)

Synopsis

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

ACN: 759950 (10 of 50)

Synopsis

GA PILOT IS INTERCEPTED BY CDF AND TOLD THAT HE HAS ENTERED A FIRE TFR. GA PILOT BELIEVES HE HAS NOT.

ACN: 753502 (11 of 50)

Synopsis

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

ACN: 751417 (12 of 50)

Synopsis

A GA PILOT REPORTS ARTCC WAS UNABLE TO FIND HIS FLIGHT PLAN THAT HE FILED THE NIGHT BEFORE WITH FSS.

ACN: 750815 (13 of 50)

Synopsis

THE PILOT OF A SMALL JET ENTERED A TFR AFTER AN INCOMPLETE FSS BRIEFING AND BECAUSE OF PILOT COMPLACENCY.

ACN: 748770 (14 of 50)

Synopsis

A LIGHT AIRCRAFT PILOT PENETRATED THE CAMP DAVID RESTRICTED AREA.

ACN: 748030 (15 of 50)

Synopsis

C182 INADVERTENTLY ENTERED AIRSPACE WITH TEMPORARY FLIGHT RESTRICTION IMPOSED.

ACN: 748013 (16 of 50)

Synopsis

PIPER J3 PILOT FLIES THROUGH FOREST FIRE TFR AT 1000 FEET AGL AFTER MISPLOTTING ITS LOCATION ON HIS SECTIONAL.

ACN: 747678 (17 of 50)

Synopsis

A PILOT REPORTS UNRELIABLE SYSTEM FOR FILING AND RECEIVING IFR FLT PLANS DEP WASHINGTON ADIZ. FSS BRIEFING PROBLEMS AND COMMUNICATIONS BEFORE TKOF.

ACN: 746084 (18 of 50)

Synopsis

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

ACN: 743907 (19 of 50)

Synopsis

A CFI RPTS HIS STUDENT OVERFLEW A RESTRICTED AREA AFTER THE FSS BRIEFER FAILED TO INDICATE IT WAS ACTIVE. FSS BRIEFING ERRORS ARE INCREASING.

ACN: 743767 (20 of 50)

Synopsis

AA5 PLT DESCRIBED P49 TFR INCURSION RESULTING FROM WX FACTORS AND UNFAMILIARITY WITH AREA AND RECENT FSS PROCEDURAL CHANGES.

ACN: 740974 (21 of 50)

Synopsis

UNINFORMED HANDLING BY ATC AND FSS RESULTS IN TFR VIOLATION FOR LIMITED EXPERIENCE BUT CONSCIENTIOUS PILOT.

ACN: 740000 (22 of 50)

Synopsis

PILOT REPORTS BEING PASSED CLOSE ABOARD BY TWO MILITARY JETS WHILE ON A PLEASURE FLIGHT OVER DENVER AT 1500 FEET.

ACN: 728599 (23 of 50)

Synopsis

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

ACN: 721833 (24 of 50)

Synopsis

PVT PLT ENTERS DC ADIZ ON FIRST LICENSED FLT.

ACN: 718660 (25 of 50)

Synopsis

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

ACN: 718563 (26 of 50)

Synopsis

C172 PLT ENTERS THE P-40 TFR.

ACN: 718406 (27 of 50)

Synopsis

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

ACN: 710594 (28 of 50)

Synopsis

A C177 PLT WITH A NEW GPS CLBED INTO CLASS B AIRSPACE BECAUSE BOUNDARY DISPLAY INFO ABOUT A PRESIDENTIAL TFR COVERED CLASS B ALT DISPLAY INFO.

ACN: 710239 (29 of 50)

Synopsis

C172 NEARLY FLIES INTO TFR AT YANKEE STADIUM BEFORE BEING ADVISED THAT, ALTHOUGH THE FIRST GAME OF A DOUBLEHEADER WAS COMPLETED, THE SECOND GAME WAS NOW UNDERWAY.

ACN: 708342 (30 of 50)

Synopsis

C172 PLT ON A SIGHTSEEING FLT IS INTERCEPTED BY GOV HELI WHEN FLYING NEAR A TFR.

ACN: 708029 (31 of 50)

Synopsis

A C550 VIOLATED A TFR WHEN THEY HAD TROUBLE CONTACTING ATC ON THE GND AT SFM AND TOOK OFF VFR.

ACN: 707193 *(32 of 50)*

Synopsis

PLT OF C182 MAY HAVE ENTERED ENW CLASS D ENRTE TO PWK.

ACN: 705628 *(33 of 50)*

Synopsis

A C172 VIOLATED THE DCA ADIZ BECAUSE OF A VOR FAILURE.

ACN: 705584 *(34 of 50)*

Synopsis

A PA28 PLT FLEW INTO A TFR BECAUSE HE MADE A SCALE ERROR IN CHARTING THE AREA.

ACN: 705076 *(35 of 50)*

Synopsis

A KITFOX 4 PLT DEPARTED VFR AN INCOMPLETE PREFLT BRIEFING AND ENTERED A FIREFIGHTING TFR.

ACN: 704928 *(36 of 50)*

Synopsis

A COLUMBIA 400 PLT CLBING VFR OUT OF CDW INADVERTENTLY ENTERED NEW YORK CLASS B AIRSPACE WITHOUT CLRNC.

ACN: 704835 *(37 of 50)*

Synopsis

C172 PLT ENTERS CLASS B AND TFR ON APCH TO GPM.

ACN: 703528 *(38 of 50)*

Synopsis

LEAR 31A FLT CREW ENTERS THE DC ADIZ WITHOUT A CLRNC.

ACN: 703496 *(39 of 50)*

Synopsis

B737 CREW NEARLY PENETRATES P56 DEPARTING DCA RWY 1 BY NOT TURNING AGGRESSIVELY ENOUGH.

ACN: 701150 (40 of 50)

Synopsis

C172 PLT ENTERS A TFR OVER RNM ARPT.

ACN: 699928 (41 of 50)

Synopsis

MOONEY PLT HAS LOST COM DURING DEP AND COMES VERY CLOSE TO P-40 PROHIBITED AREA.

ACN: 699648 (42 of 50)

Synopsis

CITABRIA ENTERS A TFR WHILE ENRTE.

ACN: 698534 (43 of 50)

Synopsis

HUGHES 500 PLT ENTERS A TFR DURING TRANSIT OF THE PHL AREA.

ACN: 697614 (44 of 50)

Synopsis

PIPER MALIBU PLT ENTERS A TFR VICINITY OF MIE.

ACN: 695604 (45 of 50)

Synopsis

PA23 AZTEC PLT HAS DIFFICULTY FILING AN ICAO FLT PLAN FROM MMUN TO BFM THROUGH THE FSS.

ACN: 672503 (46 of 50)

Synopsis

PCT CTLR EXPRESSED CONCERN REGARDING NUMEROUS RESTR AREAS AROUND THE DCA AREA AND PUBLISHED ARR RTEs THAT ARE IN CLOSE PROX.

ACN: 672167 (47 of 50)

Synopsis

A BELL 430 CREW DEPARTING TEB VFR WAS GIVEN A NOVEMBER HELI RTE, BUT FLEW AN ECHO RTE.

ACN: 670362 *(48 of 50)*

Synopsis

IN THE PROCESS OF AVOIDING CLOUDS, A C177 PLT FINDS HIMSELF IN CLASS C AIRSPACE WITHOUT CLRNC.

ACN: 652924 *(49 of 50)*

Synopsis

AN AC690 WAS ADVISED OF AN INCURSION INTO RUSSIAN AIRSPACE WHILE THE ONBOARD NAV SHOWED THEM ABOUT 3 MI INSIDE UNITES STATES OF AMERICA AIRSPACE.

ACN: 638731 *(50 of 50)*

Synopsis

DISAGREEMENT ABOUT DC ADIZ OPS REQUIREMENTS ARISES BTWN A DESIGNATED PLT EXAMINER AND HEF ATCT LCL CTLR.

Report Narratives

ACN: 799425

Time / Day

Date : 200808
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : PCT.TRACON
State Reference : VA
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 500
ASRS Report : 799425

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance

Assessments

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

Narrative

TRAINING PRIMARY STUDENT IN ACFT WITH POWERFUL ENGINE (210HP) AND CLB PROPELLER. INTRODUCING STUDENT TO MAKING 'FIRST CONTACT' ATC RADIO CALL SIMULTANEOUS TO LIMITING ACFT CLB UNDER 1500 FT MSL CLASS B LAYER. STUDENT TOOK OFF ON RWY 28 (SHORT TKOF TECHNIQUE DUE HOSTILE TERRAIN UNDER EARLY-UPWIND LEG, SO HIGH CLB RATE), TURNED TO X-WIND AND CLBED TO TPA, TURNED TO 140 HEADING AND CLBED TO 1300 FT MSL. I REHEARSED STUDENT IN CONTENT OF 'FIRST CONTACT' RX CALL TO PCT APCH. DURING THIS TIME STUDENT INADVERTENTLY CLBED TO 1475 FT. I REQUESTED STUDENT TO RETURN TO 1300 FT AND TRIM ACFT. THEN STUDENT SWITCHED RADIO FROM ZZZ CTAF FREQ TO PCT APCH. STUDENT WAITED 5 SECONDS TO ENSURE NO-ONE ELSE ON FREQ. 4NM SE ZZZ, LITERALLY AS STUDENT PRESSED TRANSMIT BUTTON, PCT APCH CALLED OUR ACFT. STUDENT RESPONDED WITH CALL-SIGN. ATC ADVISED THEY OBSERVED CORRECT TRANSPONDER CODE, AND HAD CALLED US REPEATEDLY SINCE WE WERE 2 NM SOUTH OF ZZZ, WITH NO REPLY. ATC CLAIMED WE WERE THEN 5.5 NM SOUTH OF ZZZ. ATC ADVISED THEY HAD ALERTED US MILITARY TO 'NO-RADIO' ACFT PROCEEDING SE FROM ZZZ. US MILITARY MIGHT CTC US DIRECTLY. (NO CTC TO-DATE, 3 HOURS AFTER EVENT.) CAUSE OF IMPLIED VIOLATION OF 'IMMEDIATE RADIO CONTACT' REQUIREMENT IN ADIZ NOTAM: I HAVE OPERATED AND TAUGHT WITHIN ADIZ (INCLUDING AT LEAST 200+ VFR FLTS DEPARTING ZZZ ROUTING SE OR NW) SINCE ADIZ INCEPTION. CONSISTENT PRACTICAL EXPERIENCE GAINED FROM THESE HUNDREDS OF FLTS (TYPICALLY AT LEAST DAILY, 5 DAYS/WEEK) IS THAT PCT APCH WILL ACCEPT A 'FIRST CONTACT' CALL FROM ACFT PROCEEDING AWAY FROM ZZZ, BETWEEN 3-5 NM FROM DEP ARPT. THEREFORE, I WAS OPERATING TODAY IN ACCORDANCE WITH MY INTERPRETATION OF ACCEPTABLE DISTANCE AT WHICH TO SWITCH FROM CTAF TO PCT APCH, CONSISTENTLY DEMONSTRATED TO BE ACCEPTABLE TO PCT APCH DURING EACH OF SEVERAL HUNDRED PREVIOUS IDENTICAL-RTE FLTS. ROOT CAUSE: ADIZ NOTAM STATES ([URL TFR.FAA.GOV SAVE_PAGES/DETAIL_7_0206.HTML](http://URL.TFR.FAA.GOV/SAVE_PAGES/DETAIL_7_0206.HTML), PART 1 BULLET# 7): 'PLTS MUST ESTABLISH AND MAINTAIN TWO-WAY RADIO COMS WITH THE APPROPRIATE ATC FACILITY WHILE OPERATING IN THE DC ADIZ.' ADIZ NOTAM DOES NOT DEFINE WHEN -- UPON DEP FROM AN UNCONTROLLED AIRFIELD LOCATED WITHIN ADIZ -- PLT SHOULD SWITCH FROM CTAF TO ASSIGNED PCT APCH FREQ. CONSEQUENTLY, THIS DISTANCE HAS TO BE DETERMINED BY PLT, BALANCING THE FOLLOWING CONTRADICTORY CRITERIA: 1. HOW FAR FROM ARPT TFC PATTERN IS SAFE TO ABANDON CTAF FREQUENCY? 2. HOW FAR FROM ARPT TFC PATTERN IS 'TOO FAR' TO DELAY 'FIRST CONTACT' CALL TO PCT APCH? (IN ABSENCE OF ANY DEFINITION, 5 NM APPEARS A REASONABLE LIMIT IF PROCEEDING AWAY FROM ZZZ, SMALLER DISTANCE IF PROCEEDING TOWARDS ZZZ. UNTIL TODAY, PCT APCH DID NOT OBJECT TO THAT DE FACTO LIMIT.) 3. HOW DOES INSTRUCTOR INSTRUCT STUDENT PLT TO AVIATE/NAVIGATE IN CONFINED AREA BELOW CLASS B AIRSPACE, IN TIMELY MANNER, IF RADIO CALLS TAKE PRIORITY OVER STAYING WITHIN PERMITTED AIRSPACE? 4. HOW DOES INSTRUCTOR TEACH STUDENT TO MAKE THAT 'FIRST CONTACT' CALL IN TIMELY MANNER, WHILE GIVING PRIORITY TO AVIATING AND NAVIGATING OVER COM? IF DHS/TSA REQUIRES ACFT DEPARTING ADIZ ARPTS IN DIRECTION AWAY FROM ZZZ TO MAKE 'FIRST CONTACT' CALL CLOSER THAN 4-5 NM FROM DEP ARPT, FAA SHOULD STATE THIS SPECIFICALLY IN NOTAM, NOT REQUIRE INDIVIDUAL ATC CTLRS TO INTERPRET

NOTAM AND DECIDE IF 'FIRST CONTACT' WAS MADE AT ACCEPTABLE OR UNACCEPTABLE DISTANCE. BECAUSE WHAT WAS ACCEPTABLE TO ALL CTRLS UNTIL TODAY, IS NOT ACCEPTABLE TO ONE CTRLR TODAY. SO I RISK BEING VIOLATED BECAUSE ONE EXCEPTIONAL CTRLR DISAPPROVES THE DE FACTO ACCEPTABLE PRACTICE APPROVED REPEATEDLY BY HIS COLLEAGUES. DEFINE THE MAXIMUM ACCEPTABLE DISTANCE. DON'T LEAVE IT TO INDIVIDUALS TO INTERPRET.

Synopsis

AN SMA INST PLT RPTS PCT APCH CTRLR COMPLAINED HIS FLT CONTACTED ATC TOO LATE. THE FLT FOLLOWED PROCS NORMAL UNTIL THAT TIME FOR ZZZ/ADIZ FLTS.

ACN: 794401

Time / Day

Date : 200807
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : VSF.Airport
State Reference : VT
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 27
Experience.Flight Time.Total : 512
Experience.Flight Time.Type : 450
ASRS Report : 794401

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Less Severe
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

EN-ROUTE 3500 FT MSL. APCHING VSF SAW 2 MANEUVERING ACFT SEVERAL MILES AHEAD. ONE WAS APPROX 3500 FT MSL AND THE OTHER MUCH HIGHER. AS I APCHED THEY DSNDED BELOW 3500 FT. I COMMUNICATED WITH VSF UNICOM AND WAS INFORMED THAT THE AEROBATIC BOX E OF ARPT WAS HOT. BY THIS TIME MY LOCATION WAS E OF ARPT AND I NOTED NO ACFT IN THE VICINITY

SO PROCEEDED ON COURSE TO CNH FEELING THAT WAS QUICKEST WAY TO GET CLEAR OF THE AEROBATIC BOX. BECAUSE OF THE VIGILANCE OF ALL INVOLVED THERE WAS NEVER ANY DANGER OF CONFLICT. I ESTIMATED THAT MY ACFT CAME NO CLOSER THAN ABOUT 2 MILES TO THE 2 ACFT I SAW. HOWEVER THE AEROBATIC PLANES WERE INCONVENIENCED AND I WAS EMBARRASSED BY MY LACK OF FOREKNOWLEDGE DESPITE PRE-FLT PREPARATIONS. I PHONED FLT SERVICE FROM CNH AND THEY LOCATED A NOTAM IN THE SYSTEM FOR THIS ACTIVITY. I HAD OBTAINED 2 DUATS BRIEFINGS, ONE THE EVENING BEFORE THE FLT AND THE OTHER THE MORNING OF THE FLT. THERE WAS NO NOTAM IN EITHER BRIEFING ABOUT THE ACTIVITY AT VSF. I CHECKED FOR NOTAMS ON DUATS AFTER THE FLT AND THERE WAS STILL NO NOTAM. I SPOKE WITH ANOTHER PLT WHO HAD ALSO UNKNOWINGLY FLOWN OVER VSF AT ABOUT THE SAME TIME, SO THE PROBLEM WAS NOT UNIQUE TO ME. THE CAUSE OF THIS PROBLEM IS THAT THE BRIEFING I OBTAINED DID NOT INCLUDE ALL INFORMATION RELEVANT TO THE FLT. IT CONTAINED NOTAMS FOR PLATTSBURGH, NY, BERLIN, NH AND OTHER LOCATIONS NOWHERE NEAR MY RTE OF FLT. THE FDC NOTAMS ARE NOTHING BUT BURDENSOME AND THAT IS WHERE I FOUND THE ONLY TFR IN THE BRIEFING -- AT GORE MOUNTAIN IN NORTH CREEK, NY, ALSO TOTALLY IRRELEVANT TO MY RTE OF FLT. GENERALLY, THE ONLY TIME I TALK WITH A BRIEFER IS WHEN I DON'T HAVE INTERNET ACCESS OR I AM CONFUSED ABOUT SOMETHING IN A DUATS BRIEFING. I UNDERSTAND THAT THE NOTAM SYSTEM IS BEING IMPROVED AND WILL BE GEOGRAPHICALLY SENSITIVE TO THE BRIEFING REQUEST. I LOOK FORWARD TO THE IMPLEMENTATION OF THESE IMPROVEMENTS.

Synopsis

DESPITE TWO PRE-FLT DUATS BRIEFINGS, C172 PLT ONLY LEARNS OF ACTIVE AEROBATIC AREA NEAR HIS DEST UPON ENCOUNTERING ACFT UTILIZING THE AREA.

ACN: 789806

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport
State Reference : MD
Altitude.MSL.Bound Lower : 1200
Altitude.MSL.Bound Upper : 1400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model Name : Small Aircraft
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Departure : VFR

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 19
Experience.Flight Time.Total : 239
ASRS Report : 789806

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewB : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

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

Narrative

THIS REPORT IS CONCERNING AN INADVERTENT BALTIMORE CLASS B AIRSPACE INCURSION THAT I WAS RESPONSIBLE FOR DUE TO BEING DISTRACTED FROM MY VFR PILOTAGE NAVIGATION DUE TO MY FAILURE TO PROPERLY CLEAN THE AIRCRAFT WINDSCREEN OF BUG/INSECT DEBRIS DURING PREFLIGHT. BOTTOM LINE, ONCE I GOT AIRBORNE THE INCREASED VFR VISUAL SCAN WORKLOAD DISTRACTED MY VFR NAVIGATION AND I MISTAKENLY VISUALLY LINED UP ON THE WRONG CHESAPEAKE BAY PENINSULA FOR MY INTENDED VFR FLIGHT ROUTE FROM FME TO THE ADIZ PALEO GATE NEAR KENT ISLAND, MD. I WAS IN CONTACT WITH POTOMAC TRACON/ADIZ AS PER NORMAL WASHINGTON DC ADIZ PROCEDURES AND WAS DIRECTED TO EXIT BALTIMORE CLASS B VIA AN IMMEDIATE TURN SOUTH WHICH I IMMEDIATELY EXECUTED AND EXITED CLASS B IN APPROXIMATELY 1 MINUTE. DESPITE RECENT WASHINGTON DC ADIZ CHANGES AND IMPROVEMENTS, I BELIEVE THAT NASA/FAA NEED TO EVALUATE POSSIBLE SMALL CHANGES TO THE SOUTHERN EDGES OF BALTIMORE CLASS B THAT COULD SLIGHTLY INCREASE THIS FRZ/CLASS B CORRIDOR AIRSPACE TO PROVIDE A LESS CONSTRICTED VFR CORRIDOR. AT THIS MOMENT THE 2500 FT CEILING SECTION IS VERY CLOSE TO THE FRZ AND IT APPEARS THAT MANY VFR PILOTS BIAS THEIR FLIGHT PATHS NORTH AND ACTUALLY FLY AT/NEAR 1400 FT MSL TO 'STAY WAY FROM THE FRZ' AND TO FLY JUST UNDER THE BALTIMORE CLASS B 1500 FT MSL FLOOR AREA. THIS HAS THE EFFECT OF THE VFR TRAFFIC 'SELF BUNCHING ITSELF' INTO AN EVEN NARROWER ACTUAL CORRIDOR. THIS VFR TRAFFIC 'SELF BUNCHING' IS FURTHER COMPLICATED BY THE FACT THAT EVERY ONE IS MONITORING THE TRACON/ADIZ RADIO FREQ AND THAT NO-ONE IS MAKING SELF ANNOUNCED TRAFFIC CTAF CALLS REGARDING TRANSITING NEAR AIRPORTS SUCH AS FME, ANP, ETC THAT ARE INSIDE THE ADIZ. ANOTHER COMPLICATING FACTOR IS THAT VFR TRAFFIC DESTINED FOR AIRPORTS NEAR THIS CORRIDOR ARE DIRECTED TO LEAVE THE TRACON/ADIZ FREQ AND GO TO THE AIRPORT CTAF 'WHEN THEY CONFIRM THAT THEY HAVE THE AIRPORT IN SIGHT.' THE EFFECT IS THAT VFR TRAFFIC IS MAKING A CTAF CALL AT 5-10 NM FROM THE AIRPORT OF INTENDED LANDING AND THAT ONLY VFR TRAFFIC ON THE GROUND OR ACTUALLY IN THE PATTERN CAN HEAR THE CTAF CALL. ANY VFR TRAFFIC THAT HAS JUST LEFT THE PATTERN AND CHANGED FROM CTAF TO ADIZ FREQS IS RADIO BLIND TO THE INCOMING TRAFFIC. BOTTOM LINE IS THAT FOR VFR TRAFFIC INSIDE THE ADIZ, NEAR A NON-TOWERED AIRPORT, THE ONLY RELIABLE TOOL FOR TRAFFIC AVOIDANCE IS LITERALLY SEE AND BE SEEN, VISUAL SCANNING ETC, AND THAT THE COMBINED EFFECT OF 'SELF-BUNCHING' TRANSIT VFR TRAFFIC AND NO-CTAF RADIO ARRIVING/DEPARTING TRAFFIC, IS IN EFFECT FORCING AN INCREASED RELIANCE ON VFR VISUAL SCANNING AS THE ONLY 'RELIABLE' TOOL TO AVOID VFR TRAFFIC CONFLICT. IT IS AS IF WE HAVE AN ARTIFICIAL LOW ALTITUDE, VERY NARROW MOUNTAIN PASS TO TRANSIT AND RADIO USE IS NOT ALLOWED. A POSSIBLE IMPROVEMENT WOULD BE TO SLIGHTLY ENLARGE THE CURRENT 2500 FT MSL CLASS B FLOOR TO INCLUDE MORE AIRSPACE NORTH OF THE CURRENT FRZ AND CLOSER TO FME, OR POSSIBLY TO CREATE A 2000 FT CLASS B FLOOR SECTION THAT HAS THE EFFECT OF WIDENING THE VFR BALTIMORE CLASS B/FRZ CORRIDOR. THIS WOULD AT LEAST MAKE THE CORRIDOR SLIGHTLY WIDER AND THE INCREASED CEILING WOULD ALLOW VFR TRAFFIC TO SPREAD OUT Laterally and still give the FRZ wide berth. ALSO THIS SLIGHTLY INCREASED SIZE CORRIDOR WOULD ENCOURAGE WIDER VFR TRAFFIC USE OF THE ALREADY RECOMMENDED 1500 FT WESTBOUND, 2000 FT EASTBOUND, TRANSIT TRAFFIC ALTITUDES RECOMMENDED ON THE CURRENT BALT-WASH VFR TERMINAL AREA CHART. THIS SLIGHTLY 'LARGER' CORRIDOR WOULD ALSO ENCOURAGE VFR AIR TRAFFIC ARRIVING/DEPARTING NON-TOWERED AIRPORTS TO OPERATE AT 1500/2000 FT MSL UNTIL THEY ARE TRULY DEPARTING/ARRIVING

INTO THE NON-TOWERED AIRPORT TRAFFIC PATTERN. THIS WOULD HAVE THE EFFECT TO REDUCE THE CURRENT TENDENCY OF VFR TRAFFIC TO SELF BUNCH AT 1400 FT MSL IN THIS CORRIDOR. ONE POSSIBLE OTHER SAFETY IMPROVEMENT TO CURRENT STANDARD WASHINGTON ADIZ VFR PROCEDURES WOULD BE FOR THE POTOMOC TRACON/ADIZ 'CONTROLLER' TO BE REQUIRED TO PROVIDE A VFR PILOT WHO HAS JUST DEPARTED A NON-TOWERED AIRPORT PATTERN AND CHECKED IN ON THE ADIZ FREQ (AND NO LONGER MONITORING CTAF), A VERY BRIEF 'INFO ONLY' STATEMENT OF OTHER VFR TRAFFIC THAT IS WITHIN 5- 10 NM OF THE JUST DEPARTED AIRPORT OR OTHER TRAFFIC THAT IS OUTBOUND/INBOUND IN THE ADIZ FROM THE NON-TOWERED AIRPORT. SINCE ALL THE VFR TRAFFIC IS LISTENING ON ADIZ FREQ THIS ALERTS ALL VFR TRAFFIC TO THE 'NEW VFR GUY' IN THE AIRSPACE.

Synopsis

SMA PILOT INTRUDES INTO BWI CLASS B DEPARTING FME TO THE EAST AND OFFERS SUGGESTIONS FOR IMPROVING ADIZ VFR FLYWAY.

ACN: 788409

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Retractable Gear
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5400
Experience.Flight Time.Type : 2500
ASRS Report : 788409

Events

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

Assessments

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

Narrative

THIS PERMANENT RESTRICTED AIRSPACE VM2 IS NOT ON CHARTS. (VICE PRESIDENT'S HOUSE ON EASTERN SHORE.) I AM NOT SURE IT WAS ENTERED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR BELIEVES THAT HE MANAGED TO AVOID VM2 BUT ONLY BY LUCK AS HE WAS UNAWARE OF ITS EXISTENCE. IF THE FAA TRULY WANTS PLTS TO AVOID THIS PERMANENT TFR, IT SHOULD BE ON THE VFR TERMINAL CHART.

Synopsis

GENERAL AVIATION PLT RPTS PERMANENT TFR OVER VP CHENEY'S RESIDENCE IS NOT ON CHARTS.

ACN: 783593

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 5130
Experience.Flight Time.Type : 15000
ASRS Report : 783593

Person : 2

Affiliation.Government.Other
Function.Observation : Observer

Events

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

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED XA30 LCL FOR SCENE IN XYZ CITY. FDC NOTAM TFR WAS ISSUED XA44 LCL. TRANSITIONED THROUGH ZZZ AIRSPACE APPROXIMATELY XB10 LCL. WAS

NOT ADVISED OF TFR AT THAT TIME. ORBITED SCENE FOR APPROX 10 MINUTES MAKING 4 RECONS OF LZ. LANDED ON PROPERTY, WITH LAND OWNER'S PERMISSION, IN ORDER TO DROP OFF TALENT. WAS APCHED BY DEPARTMENT OF PUBLIC SAFETY OFFICER AND WAS ASKED IF I WAS AWARE OF THE TFR. MY RESPONSE WAS, 'NO,' DUE TO THE FACT I HAD BEEN ENRTE BEFORE NOTAM WAS ISSUED AND I WAS ALSO NOT INFORMED OF TFR BY ZZZ TOWER. GAVE NAME AND CERTIFICATE NUMBER TO OFFICER AND DEPARTED SCENE AT APPROX XB40 LCL. NOTIFIED FSDO VIA EMAIL OF INCIDENT.

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 781489

Time / Day

Date : 200804
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AGS.Airport
State Reference : GA
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Trinidad TB-20
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level
Route In Use.Enroute : Direct

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 11
Experience.Flight Time.Total : 757
Experience.Flight Time.Type : 488
ASRS Report : 781489

Events

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

Assessments

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

Narrative

I WAS CRUISING AT 9500 FT MSL IN MY SOCATA TB-20, SCANNING MY GARMIN 496 WITH A CURRENT COMMERCIAL DATABASE. THE GPS SHOWED THE AGS TRSA AS 6000 FT/1700 FT MSL, THE CURRENT ATLANTA SECTIONAL SHOWED THE TRSA

AS 10000 FT/1700 FT MSL. I DID NOT NOTICE THE DISCREPANCY UNTIL I HAD FLOWN 4 MILES INTO THE OUTER RING OF THE AGS TRSA. MY PLAN WAS TO OVERFLY THE ENTIRE AREA AT 9500 FT, AVOIDING THE TRSA BY 3500 FT. ON REALIZING THAT I WAS NOT COMMUNICATING WITH AGS I INITIATED A TURN TO THE NORTHWEST AND A CLIMB TO 10500 FT MSL TO EXIT THE TRSA AND AVOID RESTRICTED AREA R-3004A. I DID NOT CONTACT AGS APPROACH. AT NO TIME DID I ENTER THE CLASS D AIRSPACE OF AGS. I WAS NOT ON A VFR FLIGHT PLAN AND HAD NOT REQUESTED FLIGHT FOLLOWING. ADDITIONALLY, I WAS ADVISED IN MY PREFLIGHT BRIEFING THAT THERE WERE NO TFR'S ALONG MY ROUTE OF FLIGHT. I AM NOT SURE THIS WAS A VIOLATION OF ANY FAR AS MY UNDERSTANDING IS THAT 'PILOTS OPERATING UNDER VFR ARE ENCOURAGED TO CONTACT THE RADAR APPROACH CONTROL AND AVAIL THEMSELVES OF THE TRSA SERVICES.' HOWEVER, PARTICIPATION IS VOLUNTARY ON THE PART OF THE PILOT' 3-5-6 TERMINAL RADAR SERVICE AREA (TRSA) PARAGRAPH C. HOWEVER, I THOUGHT IT PRUDENT TO FILE AN ASRS REPORT AND AT A MINIMUM, NOTIFY NASA OF A DISCREPANCY IN THE ATLANTA VFR CHART AND COMMERCIAL GPS DATABASE. FOR MY PART, A CLOSER REVIEW OF THE CHART TO THE DATABASE IS PRUDENT AND THAT THE SECTIONAL CHARTS ARE PRIMARY, FOR FLIGHT PLANNING INFORMATION, NOT THE GPS DATABASE.

Synopsis

A COMMERCIAL GPS DATABASE SHOWS THE AGS TRSA CEILING AT 6000 FT WHILE THE FAA ATLANTA SECTIONAL INDICATES A 10000 FT CEILING.

ACN: 781331

Time / Day

Date : 200804
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TPA.TRACON
Operator.General Aviation : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 119
Flight Phase.Climbout : Takeoff

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 100
ASRS Report : 781331

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 400

Assessments

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative

I AM THE PLT OF AN ACFT DEPARTING LAL. PRIOR TO MY ARR AT LAL 2 DAYS PREVIOUS, I DOWNLOADED AND STUDIED THE 45 PAGE NOTAM DEALING WITH ARRS AND DEP. I STAPLED THE PAGES SO AS TO HAVE 1 SET OF PAGES DEALING WITH ARRS AND THE OTHER DEPS. ON THE DAY OF OUR DEP, THE ACFT WAS STUCK IN SOGGY GND AND HAD TO BE PUSHED ONTO THE TXWY. THE GND PERSONNEL WERE URGING US TO MAKE A HASTY DEP DUE TO THE FACT WE WERE NOW BLOCKING A TXWY. THE ACFT WAS STARTED AND TAXIING BEGAN. I HANDED THE PAGES DEALING WITH THE DEP TO MY FRIEND (NON-PLT) TO READ ME THE DEP INSTRUCTIONS. THEY STATED RWY HDG FOR 3 MI THEN ON COURSE. AS WE COMPLIED WITH THE INSTRUCTIONS OUR ON-COURSE WAS TAKING US INTO THE VICINITY OF LAKE PARKER. ON THE SECOND PAGE OF THE DEP PROCS IT STATED AVOID LAKE PARKER ON THE DEP. WE DID NOT REALIZE THIS UNTIL WE WERE IN THE LAKE PARKER AREA. AN ACFT APCHING LAKE PARKER FROM OUR R TURNED TO PARALLEL OUR COURSE. WE DSDNDED SLIGHTLY AS THE ACFT BESIDE US STARTED A CLB AND WE WERE ABLE TO CLR THE AREA TO THE N. CONTRIBUTING FACTORS WERE THAT DUE TO THE TXWY CONGESTION WE DID NOT PROPERLY TAKE THE TIME TO REVIEW THE ENTIRE NOTAM AND RELYING ON A NON-PLT FOR HELP READING THE DOCUMENT. WHAT COULD WE DO TO AVOID THIS? 1) AN ARR AND A DEP PROC SUMMARIZED ON 1 PAGE. THIS IS CRITICAL BECAUSE ON THE NOTAM IT STATES ON ONE PAGE 'RWY HDG FOR 3 MI THEN TURN ON COURSE.' THE NOTE TO AVOID LAKE PARKER IS ON THE NEXT PAGE WHICH IN OUR CASE WAS EASILY MISSED. 2) THE DEP PROC DRAWN OUT SO TFC WILL AVOID THE ARR TFC FLY 3 MI TURN ON COURSE PUTS ANY NBOUND ACFT IN FRONT OF ARRIVING TFC.

Synopsis

GA PILOT REPORTS NONCOMPLIANCE WITH NOTAM CONCERNING DEPARTURES AND TFR.

ACN: 777310

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Special Use Airspace : DCADIZ.OtherSUA
Altitude.MSL.Single Value : 14500

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Light Transport
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 80
ASRS Report : 777310

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 18200
Experience.Flight Time.Type : 4100
ASRS Report : 777311

Events

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

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated

Assessments

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

Situations

Chart.Terminal Area : DCA

Narrative

THE FLT FROM ZZZ STARTED AS AN IFR FLT. ACFT WAS UNABLE TO MAINTAIN AN ALTITUDE FOR ATC'S IFR PLAN, AND IFR FLT WAS CANCELLED BY THE PLT. VFR FLT WAS COMMENCED AT 14500 FT MSL ENRTE, THE SAME RTE AS THE ORIGINAL IFR PLAN, BUT AT VFR ALTITUDE. AT THE TIME OF THE CANCELLATION, WE WERE INSIDE OF THE WASHINGTON ADIZ. THE CTLING AGENCY DID NOT INFORM US THAT THIS WOULD CAUSE ANY VIOLATION. LOOKING AT VFR CHART FOR THE AREA, WE NOTICED THE TOP OF THIS AIRSPACE TO BE 10000 FT MSL AND BOTH OF US THOUGHT WE WERE AT A SAFE ALTITUDE. THE FLT CONTINUED. LOOKING AT THE VFR CHART FOR THIS AREA, I FEEL THAT IT IS VERY CONFUSING THAT THE CEILING FOR THIS AIRSPACE IS NOTED AT 10000 FT AND THE IMPORTANT INFO REGARDING THE 18000 FT MINIMUM ALTITUDE IS NOTED ON THE SIDE BAR OF THE CHART. I HAVE BEEN FLYING FOR OVER 15 SAFE YEARS AND HAVE NEVER HAD ANY VIOLATIONS OR PROBLEMS OF ANY SORT. I CONSIDER MYSELF A SAFE AND INFORMED PLT. SUPPLEMENTAL INFO FROM ACN 777311: WE DEPARTED ON AN IFR FLT PLAN. WE COULD NOT CLB TO ASSIGNED ALTITUDE SO WE ELECTED TO CONTINUE ON ORIGINAL VFR RTE AT 14500 FT. WE MISINTERPRETED THE VFR CHART AND THE IFR CHART, THINKING THE TOP OF THE AIRSPACE WAS 10000 FT. I WOULD RECOMMEND THAT THE 10000 FT UPPER LIMIT SHOULD BE REMOVED FROM BOTH VFR AND IFR CHARTS AS THIS MAKES IT HARD TO DISCERN TOP OF CLASS B FROM WASHINGTON ADIZ. THE FACT THAT THE COMMERCIAL LOW ALTITUDE ENRTE CHART DIVIDES THE WASHINGTON AREA ADDS TO THE CONFUSION. I WOULD ALSO RECOMMEND A 'SIDE BAR' MAP OF WASHINGTON AREA BE INCLUDED ON THE SAME CHART AS YOU DO WITH NEW YORK.

Synopsis

A FLT CREW VFR AT 14500 FT VIOLATED THE DCA FLT RESTRICTED ZONE (FRZ) AFTER CONFUSING THE 10000 FT CLASS B CHART NOTATIONS WITH THE 18000 FT FRZ CONSTRAINT.

ACN: 771255

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Landing : Missed Approach

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Situations

Chart.Approach : FDK RNAV Z Rwy 23

Narrative

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

Synopsis

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

ACN: 759950

Time / Day

Date : 200711

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal

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

Operating Under FAR Part : Part 91

Flight Phase.Descent : Vacating Altitude

Aircraft : 2

Operator.Other : Government

Make Model Name : Bronco

Operating Under FAR Part : Part 91

Flight Phase.Cruise.Other

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : Private

Experience.Flight Time.Last 90 Days : 38

Experience.Flight Time.Total : 859

Experience.Flight Time.Type : 504

ASRS Report : 759950

Person : 2

Affiliation.Government.Other

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : Airborne Less Severe

Independent Detector.Other.Flight CrewA : 2

Resolutive Action.None Taken : Insufficient Time

Consequence.Other : Emotional Trauma

Assessments

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

Narrative

PRIOR TO THE EVENT I GOT A BRIEFING FROM THE FSS, AND CAREFULLY COPIED AND PLOTTED OUT THE LIMITS OF THE MANY FIRE TFR'S THAT ARE IN EFFECT. I DISCUSSED WITH THE BRIEFER A RTE E THAT STAYED CLR OF THEM. I ALSO PRINTED OUT THE GRAPHIC TFR'S AND PUT THEM ON MY KNEEBOARD. THE POINT OF THIS IS THAT I AM A VERY CONSCIENTIOUS FLYER WITH GREAT RESPECT FOR RESTR AREAS. I FLEW FROM ZZZ TO ZZZ1 ARPT. BEFORE I LEFT I AGAIN CALLED THE FSS, DURING WHICH I ASKED THE SPECIFIC QUESTION 'ARE THE TFR'S STILL IN EFFECT AND ARE THERE ANY CHANGES.' I WAS ADVISED THAT THEY WERE STILL IN EFFECT. SO I PLOTTED A RTE AT AN ALT THAT WOULD CLR ALL OF THE TFR'S, 8500 FT MSL. THAT CALL SHOULD BE ON RECORD. AFTER CLRING THE TFR, WHOSE TOP WAS 7500 FT, N OF MT X I STARTED A SLOW DSCNT TO ZZZ1. DURING MY DSCNT AN ACFT WITH TWIN TAILS AND A HIGH ELEVATOR, FLEW ACROSS IN FRONT OF ME. THEN I NOTICED THAT THEY WERE MAKING A RATHER STEEP TURN AND TO MY SURPRISE COMING BACK TOWARD ME. ALTHOUGH A COLLISION WAS NOT IMMINENT I FELT IT NECESSARY TO DIVE AND TURN TO INCREASE SEPARATION, THEN RESUMED MY NORMAL DSCNT. NEXT I HEARD THE ACFT PASSING OVERHEAD, AND LOOKED OUT MY R WINDOW TO SEE THAT THEY HAD PASSED ONLY ABOUT 100 FT ABOVE ME. AT THIS POINT I BECAME SERIOUSLY CONCERNED ABOUT MY SAFETY. I FELT THE TURB FROM IT ROCKING MY ACFT. THEY DID NOT ATTEMPT TO CALL ME AND I HAD NO IDEA WHAT FREQ THEY WERE ON. NEXT IT CAME UP ON MY L SIDE, TAKING POS 100 FT OR LESS FROM MY L WINGTIP. IT STAYED THERE FOR A MIN OR SO DURING WHICH I WAS TRYING TO DECIDE IF IT WAS SAFE TO MANEUVER TO GET AWAY FROM THEM, AND I CLRLY SAW 3 PEOPLE ONBOARD, ONE OF THEM TAKING PICTURES. STILL VERY CONCERNED I HELD STEADY, THEN DSNDED FURTHER HOPING THAT THEY WOULD GO AWAY. AT ABOUT 4 MI FROM THE ARPT WHEN I ANNOUNCED THAT I WAS ENTERING THE TFC PATTERN FOR LNDG, A VOICE CAME UP AND WITHOUT IDENTING THEMSELVES, ASKED 'ACFT LNDG AT ZZZ1, WHAT ARE YOUR NUMBERS?' I PROVIDED THEM AND ASKED WHY THEY HAD FLOWN SO CLOSE. INSTEAD OF ANSWERING THEY SAID 'YOU JUST FLEW RIGHT THROUGH A FIRE TFR.' I WAS SURE THAT I HAD NOT AND SAID SO, SUGGESTING THAT THEY CHK THEIR OWN POS, AS I HAD THE PRINTOUT RIGHT IN FRONT OF ME. I COULD ONLY SPECULATE THAT THEY HAD ASSUMED I HAD COME THROUGH IT RATHER THAN OVER IT, AND A RADAR TRACK WILL SHOW THAT IT WAS WELL OVER. THEIR LAST XMISSION WAS A MUMBLED 'TELL IT TO THE FAA' OR 'WE HAVE THE FAA' (ON BOARD?). WHILE I SUPPOSE THAT THE FIRE PLTS ARE GOOD AT WHAT THEY DO NEAR THE GND, THIS WAS CLRLY NOT SAFE BEHAVIOR, AND A VERY DEFINITE VIOLATION OF FAR 91.111 'OPERATING NEAR OTHER ACFT.' I UNDERSTAND THAT THERE ARE EXCEPTIONS, SUCH AS HOMELAND SECURITY AND CBP, BUT I DO NOT BELIEVE THAT THE FAA HAS GRANTED SUCH AUTH TO STATE OWNED PUBLIC ACFT. IN ANY CASE THEIR STATUS AS PUBLIC ACFT DOES NOT EXCUSE UNSAFE FLYING. APPARENTLY ALL OF THIS WAS JUST TO READ MY NUMBERS.

CONCLUSION: I SUGGEST THAT THE PLT OF THIS ACFT, BE REQUIRED A REFRESHER REGARDING FAR 91.111 AND AIM 7-3-9, AND KEEP THEIR 'COWBOY' TYPE OF FLYING FOR FIGHTING FIRES, AND WELL AWAY FROM NAS TFC. I SUSPECT THE EXCITEMENT OF THE FIRES HAD THEIR ADRENALIN GOING AND THEY WERE JUST A LITTLE OVERZEALOUS. WHILE THEIR MISSION IS VERY IMPORTANT THEY NEED TO BE REMINDED THAT IT DOES NOT EXCUSE UNSAFE FLYING, AND THEY ARE OBLIGATED TO THE SAME FAR'S AND SAFE FLT

BEHAVIORS AS THE REST OF US. I REGRET THAT I DID NOT GET THEIR ACFT NUMBER OR OTHER INFO. IF THEY BELIEVED THAT I HAD VIOLATED A TFR THEY HAD 3 CHOICES, 1) ASK ME, 2) FOLLOW ME TO THE ARPT, ONLY MINS AWAY, WHERE I WOULD HAVE BEEN GLAD TO DISCUSS IT WITH THEM, AND 3) FLY CLOSE ENOUGH TO READ MY NUMBERS. THEY CHOSE THE MOST DANGEROUS OF THE 3 CHOICES. IF I CLIPPED THE CORNER OF THE TFR ON MY DSCNT IT WAS DEFINITELY UNINTENTIONAL, AND CERTAINLY NOT SIGNIFICANTLY. NO DANGER OR CONFLICT WITH OTHER ACFT EXISTED UNTIL THE OTHER ACFT TURNED BACK AND BEGAN MANEUVERING AROUND ME. THE PURPOSE OF THE TFR IS TO INCREASE SAFETY, NOT BE AN EXCUSE TO CREATE AN UNSAFE SITUATION.

Synopsis

GA PILOT IS INTERCEPTED BY CDF AND TOLD THAT HE HAS ENTERED A FIRE TFR. GA PILOT BELIEVES HE HAS NOT.

ACN: 753502

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Route In Use.Approach : Instrument Non Precision

Person : 1

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

Person : 2

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

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Situations

Chart.Approach : FDK RNAV Z Rwy 23

Narrative

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

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

Synopsis

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

ACN: 751417

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 2W6.Airport
State Reference : MD
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 53
Experience.Flight Time.Total : 6300
Experience.Flight Time.Type : 1500
ASRS Report : 751417

Events

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

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

I CALLED 1-800-WXBRIEF FROM SOLOMONS, MD, TO FILE AN IFR FLT PLAN FOR THE NEXT MORNING AND TO GET A WX OUTLOOK. IT TOOK SEVERAL PHONE CALLS BEFORE I COULD GET THROUGH TO A BRIEFER AS I WAS CUT OFF OR PUT

ON HOLD FOR 15-20 MINS SO I HAD TO START ALL OVER AGAIN. BECAUSE OF THE NEW SYS, YOU HAVE NO IDEA WHERE THE BRIEFER IS WHO ANSWERS THE PHONE AS THEY DO NOT IDENT WHERE THEY ARE. SO I DO NOT KNOW WHICH FSS THE BRIEFER WAS WORKING FOR. I FILED THE FLT PLAN, WAS ASSURED THE PLAN WAS IN THE SYS, AND RECEIVED MY BRIEFING. THE NEXT MORNING I CALLED AGAIN TO GET A WX UPDATE AND THE LATEST ON TFR'S AND NOTAMS. I AGAIN ASKED IF MY FLT PLAN WAS IN THE SYS AND WAS TOLD YES BECAUSE THE BRIEFER WAS ABLE TO ACCESS IT. MY PLANE WAS PARKED AT 2W6. THIS ARPT IS LOCATED ABOUT 6 MI W OF THE UNITED STATES NAVAL AIR BASE, PATUXENT, AND THE AIRSPACE ABOVE 2W6 IS CTLED BY PXT APCH CTL. MY IFR FLT PLAN WAS AN IFR FLT. FROM THE GND AT 2W6 ONE CAN CALL PXT APCH ON 120.06 TO OBTAIN THE CLRNC (I FLY INTO 2W6 ONCE OR TWICE A YR AND HAVE BEEN DOING IT FOR 20 ODD YRS). PXT ANSWERED ME BUT WOULDN'T GIVE ME MY CLRNC SO I DEPARTED VFR AND CONTACTED PXT IN THE AIR, WHERE I WAS VFR. I AGAIN REQUESTED MY IFR CLRNC AND WAS THEN TOLD I WAS NOT IN THE SYS AND THEY COULDN'T HELP ME. I ASKED WHERE I COULD GET MY CLRNC AND THEY SAID FROM LEESBURG FSS. I ASKED FOR A FREQ AND WAS GIVEN 122.1 (FOR THE PXT VOR WHICH I KNEW WAS DOWN PER A NOTAM IN MY MORNING BRIEFING.) SO MUCH FOR THEIR HELP! I WAS ABLE TO USE ANOTHER VOR AND CONTACTED LEESBURG FSS AND EXPLAINED I NEEDED MY CLRNC FOR MY IFR FLT, EXPLAINING THAT PXT SAID I WASN'T IN THE SYS. AT THIS TIME MY FIRST RADIO WAS STILL MONITORING PXT AT 120.06. LEESBURG SAID MY FLT PLAN WAS IN THE SYS AND PXT DID HAVE IT. I RECEIVED WHAT I UNDERSTOOD TO BE A CLRNC FROM LEESBURG. LEESBURG TOLD ME TO GO BACK TO PXT FOR MY XPONDER CODE AND BACK TO THEIR CTL. I CALLED PXT AGAIN AND ASKED FOR THE CODE. THEIR FIRST RESPONSE WAS THEY HAD NO INFO ON ME. WHEN I EXPLAINED WHAT LEESBURG SAID, ANOTHER CTRLR AT PXT SAID OVER THE RADIO THAT THEY NEEDED TO AMEND MY FLT PLAN. I AGAIN ASKED FOR MY CODE AND ANOTHER CTRLR CAME ON AND SAID I WAS LEAVING THEIR AIRSPACE AND I AGAIN ASKED FOR MY CLRNC CODE. BY NOW I AM APCHING THE DC ADIZ AS MY FLT PLAN WOULD HAVE ME JUST CUTTING THE SOUTHERN EDGE OF THE ADIZ. WHILE PXT WOULDN'T GIVE ME A CODE I THOUGHT I WAS AUTH TO ENTER THE ADIZ BECAUSE I WAS ON MY IFR FLT PLAN, WAS IN RADIO CONTACT WITH ATC (PXT) AND WAS ON THEIR RADAR. ALSO, PXT NEVER ADVISED ME I HAD NO AUTH TO ENTER THE ADIZ SO APPARENTLY THEY ALSO BELIEVED I WAS AUTH TO ENTER THE ADIZ. AFTER MY LAST REQUEST FOR MY CLRNC CODE PXT WENT SILENT, FINALLY IN THE BACKGND I HEARD SOMEONE SAY, 'I FOUND IT.' I WAS GIVEN A CODE AND PXT TURNED ME OVER TO POTOMAC APCH. SOMEWHERE ALONG THE LINE I WAS ASKED TO CALL THE POTOMAC TRACON ABOUT THE FLT PLAN MIX-UP AFTER I LANDED. I CALLED TRACON AND FOUND OUT THEY WERE CONCERNED BECAUSE I ENTERED THE ADIZ WITH THE 1200 CODE. THE MAN I TALKED TO SAID THE RADAR PEOPLE WERE CONCERNED BECAUSE I DIDN'T HAVE A CODE DIFFERENT THAN 1200. YET HE SAID THEY KNEW WHO I WAS BECAUSE THEY HAD MY IFR FLT PLAN AND I WAS THE ONLY PLANE ON THAT RTE. HE ALSO SAID THEY CALLED ALL OVER TRYING TO CONTACT ME ON THE RADIO, SAYING THEY CALLED QUANTICO APCH AND SEVERAL OTHER FREQS. NOW WHY THEY NEVER CONTACTED THE ATC (PXT) WORKING WHERE I WAS, I HAVE NO IDEA. THEN MY IFR CAME UP AND THERE WAS NO MORE CONCERN. TO MAKE MATTERS WORSE IS THE IFR FLT PLAN I FILED LATER (AND WAS ASSURED WAS IN THE SYS) ALSO BECAME LOST. WHEN I CONTACTED ZID ON THE GND PRIOR TO DEP, I WAS TOLD THERE WAS NO FLT PLAN IN THE SYS. AFTER I EXPLAINED THIS WAS THE SECOND IFR FLT PLAN OF MINE LOST TODAY, I WAS ALLOWED TO DEPART VFR. THE CTR CTRLR ASKED WHERE I WANTED TO GO AND UPON RECEIVING MY FLT RTE

GAVE ME A CLRNC TO MY NEXT STOP. I AM SUBMITTING THIS RPT FOR 2 REASONS. THE FIRST PROB IS OBVIOUS BECAUSE THE CONTRACTOR FSS PROGRAM IS NOT WORKING. IT BECOMES NEXT TO IMPOSSIBLE TO GET A BRIEFING AND FILE A FLT PLAN. THEN THE FLT PLANS BECOME LOST. THE SECOND PROB IS THE COMPLETE LACK OF ASSISTANCE, CONCERN, OR AWARENESS OF SAFETY ON THE PART OF THE PXT CTLRS. EVERYTHING THEY DID WAS AIMED AT FOSTERING ME OFF TO MY OWN DEVICES. MY FLT PLAN WAS IN THEIR SYS BUT THEY MADE NO EFFORT TO GIVE ME MY CLRNC OR MY XPONDER CODE. THEIR ATTITUDE WAS, 'DON'T BOTHER US, WE ARE NOT INTERESTED IN HELPING YOU, JUST GO AWAY.' COMPOUNDING THAT ATTITUDE WAS THE TOTAL LACK OF INTERACTION AND COM BTWN PXT AND THE REST OF THE ATC. I WAS ON A 1200 CODE, I WAS TALKING TO PXT, I WAS ON THEIR RADAR, I WAS ON AN IFR FLT PLAN BUT POTOMAC APCH CTL WAS NOT EVEN TALKING TO PXT WHO KNEW WHO I WAS, WHERE I WAS, AND ONLY THEY KNOW WHY THEY WITHHELD MY IFR CODE. I AM AN EXPERIENCED PLT WITH SOME 6300 HRS AND OVER 900 HRS OF ACTUAL IFR FLYING. I KNOW NOT TO ENTER THE ADIZ WITHOUT THE PROPER COMPLIANCE. I WAS DOING EXACTLY WHAT I WAS SUPPOSED TO BE DOING. I DID NOT HAVE AN IFR CODE BECAUSE PXT REFUSED TO GIVE ME ONE, YET THEY NEVER TOLD ME TO STAY CLR OF THE ADIZ IF I WASN'T AUTH TO FLY MY CLRED FLT PLAN THROUGH THE ADIZ. I DON'T KNOW WHO WAS AT FAULT FOR MY FILED FLT PLAN TO BE LOST (FSS OR PXT) BUT I DO KNOW THE CONTRACTOR FSS SYS IS A REAL FAILURE. AS FOR THE PXT CTLRS, THEY ALSO FAILED TO DO THEIR JOB BY EITHER IGNORING MY FLT PLAN OR DELIBERATELY DECIDING TO NOT PROVIDE THE SVCS THEY ARE CHARGED WITH DOING.

Synopsis

A GA PILOT REPORTS ARTCC WAS UNABLE TO FIND HIS FLIGHT PLAN THAT HE FILED THE NIGHT BEFORE WITH FSS.

ACN: 750815

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 17500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 1100
ASRS Report : 750815

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Controller : Provided Flight Assist
Consequence.FAA : Investigated

Assessments

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

Narrative

A) MISSION: ENRTE ON 4TH OF 5 LEGS. B) EVENT: DEPARTED TO ZZZ VFR FOR FUEL STOP. INADVERTENTLY FLEW THROUGH TFR-VIP WHILE ATTEMPTING TO AVOID SPECIAL AIRSPACE AROUND ABC AND MOA'S TO E OF ARC AFB. TFR CEILING WAS 18000 FT MSL AND I WAS VFR AT 17500 FT. UNAWARE OF TFR AND INTRUSION UNTIL INTERCEPTED BY F15 WHO DIRECTED ME TO A CTR FREQ VIA HAND SIGNALS. RPTED POS TO CTR AND DEST. SECRET SVC MET ME AT DEST AND INTERVIEWED ME FOR RPT. C) PRIMARY CAUSE: PLT INATTN TO DETAILS. D) CONTRIBUTING FACTOR: FOR YRS, I HAVE DEPENDED ON FAA-PLT TELEPHONE BRIEFINGS FOR THE BEST QUALITY WX, AIRSPACE AND NOTAM INFO PRIOR TO FLT. WITH THE RECENT CHANGE TO CONTRACT BRIEFINGS, ACCESS TO TELEPHONE BRIEFING HAS BECOME VIRTUALLY IMPOSSIBLE DUE TO EXTREME HOLD TIMES. AS A RESULT, I HAVE RESORTED TO DUAT BRIEFINGS ON MY LAPTOP COMPUTER AT HOTELS WHILE ON TRIPS. ON THIS PARTICULAR DAY, I PLANNED 2 FLTS AND WAS SO PREOCCUPIED WITH WX INFO AT THE 2 DESTS THAT I FAILED TO NOTICE THE TFR NOTICE, BECAUSE OF THE SCALE OF MY LAPTOP MAP. E) CORRECTIVE ACTION: I HAVE ORDERED A GARMIN 496 GPS FOR INSTALLATION IN ACFT, AND THE SUBSCRIPTION TO WX AND TFR REAL-TIME INFO. ALL SPECIAL USE AIRSPACE, PERMANENT AND TEMPORARY, WILL BE VISUALLY DISPLAYED IN RELATION TO FLT PATH.

Synopsis

THE PILOT OF A SMALL JET ENTERED A TFR AFTER AN INCOMPLETE FSS BRIEFING AND BECAUSE OF PILOT COMPLACENCY.

ACN: 748770

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : HGR.VOR
State Reference : MD
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Marginal
Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : HGR.Tower
Operator.General Aviation : Personal
Make Model Name : M-20 B/C Ranger
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Transponder

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 1728
Experience.Flight Time.Type : 1132
ASRS Report : 748770

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolutive Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Exited Penetrated Airspace
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

RETURN TRIP TO FBO TO HAVE GARMIN 530 (WASS UPGRADED) REINSTALLED IN AIRCRAFT. DID NOT FLY THRU ADIZ AS MODE C APPEARED INOPERATIVE AFTER REMOVAL OF 530 FOR WAAS UPGRADE. EXITED ADIZ TO THE EAST WITH TRANSPONDER SQUAWK OF XXXX FROM W29. CHANGED SQUAWK TO 1200 AFTER DEPARTING ADIZ. CLIMBED TO 5500 FT TO ODESA INTERSECTION TO AVOID R4001A THEN TURNED TO THE HARRISBURG VOR 135 RADIAL AND CLIMBED TO 6500 FT. LISTENED TO HAGERSTOWN ATIS. INTERSECTED HAGERSTOWN VOR RADIAL 090 AND TRACKED INBOUND STARTING MY DESCENT. CONTACTED HAGERSTOWN TOWER 13 MILES OUT AT 2500 FT. AND WAS IMMEDIATELY VECTORED AWAY FROM CAMP DAVID. I WAS APPROACHED BY A MILITARY HELICOPTER WITH A MAN POINTING TO A FREQUENCY SIGN. TOWER DEMANDED I STAY ON HIS FREQUENCY AS I WAS ON APPROACH TO LAND. ESCORTED TO GROUND BY A BLACKHAWK AND INTERVIEWED BY THE SECRET SERVICE. I FELT THE 090 RADIAL WOULD KEEP ME CLEAR OF CAMP DAVID AND EXPANDED CAMP DAVID IF IN EFFECT. I ALWAYS FILE AND FLY IFR TO AVOID SITUATIONS LIKE THIS. FLEW VFR THIS TIME AS MY GPS WAS REMOVED, AND MODE C DISABLED. AM HAVING FBO TEST MY VOR RECEIVER AND OBS FOR ACCURACY AS IT SHOWED ME RIGHT ON THE HGR 090 RADIAL. ALSO THE GARMIN 530 WASS IS BEING REINSTALLED. WILL PRACTICE MY VOR SKILLS AS WELL AS MY VFR SKILLS, AS TO NOT BE SO RELIANT ON THE GPS. WILL REMEMBER TO CHECK WITH THE FSS REGARDING NOTAMS WHEN FLYING VFR AS WELL AS IFR.

Synopsis

A LIGHT AIRCRAFT PILOT PENETRATED THE CAMP DAVID RESTRICTED AREA.

ACN: 748030

Time / Day

Date : 200707

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IZA.Airport

State Reference : CA

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal

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

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : Instrument

Qualification.Pilot : Private

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Total : 4000

Experience.Flight Time.Type : 35

ASRS Report : 748030

Person : 2

Affiliation.Government : FAA

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

C182 ENRTE. MADE AN ACCIDENTAL INCURSION INTO FIRE TFR AREA. CESSNA CONTACTED ATC ON TEMPORARY TWR FREQ 122.8. CESSNA ADVISED BY ATC THAT WE WERE ENTERING A TFR, BUT ADVISED US TO PROCEED DSNDING AND

MAKE A STRAIGHT IN LNDG ON RWY 26. WE COMPLIED. CESSNA THEN ADVISED BY TEMPORARY TWR TO FURTHER STUDY THE MAP ON THE FBO WALL OF THE TFR AREA. WE COMPLIED AND THEN LEFT IZA 2 HRS LATER WITH TKOF AND VECTORS ADVISED BY TWR. THE RETURN TRIP WAS UNEVENTFUL.

Synopsis

C182 INADVERTENTLY ENTERED AIRSPACE WITH TEMPORARY FLIGHT RESTRICTION IMPOSED.

ACN: 748013

Time / Day

Date : 200707
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : MSO.VORTAC
State Reference : MT
Altitude.AGL.Bound Lower : 800
Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : VMC
Weather Elements.Other
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : J3 Cub
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 3980
ASRS Report : 748013

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I CALLED AFSS FROM LAUREL, MT, ASKING FOR TFR'S BTWN BILLINGS, MT, AND SPOKANE, WA. I WAS GIVEN 2. 1 AT HELENA, MT, AND 1 AT MISSOULA, MT, ON

THE 107 DEG RADIAL AT 19.3 NM. I CHKED THE HELENA TFR AND DETERMINED THAT WE WERE CLR. I PUT THE PLOTTER ON THE MISSOULA VOR ROSE AT 07 AND RAN OUT 19.3 NM AND DETERMINED THAT WE WERE CLR. OUR RTE WAS IN VISUAL CONTACT WITH INTERSTATE WBOUND. WE ENTERED SMOKE THAT WE THOUGHT WAS RESIDUAL FROM THE FIRES ON OUR EBOUND TRIP. WE SPOTTED A CAMP SET-UP AREA AND ASSUMED IT MUST BE A NEW FIRE IN THE AREA. HOPEFULLY, THERE WASN'T A NEW TFR SINCE WE LEFT EARLY IN THE MORNING. THEN I SPOTTED A LIGHT TWIN LOOKING US OVER FROM ABOVE THE CANYON. IT HAD NO FIRE MARKINGS BUT WAS PROBABLY A SPOTTER ACFT. AFTER WE LANDED, WE WENT OVER MY CHART MORE CAREFULLY AND DISCOVERED MY 07/107 DEG ERROR. THE NAME ON THE TFR WAS 20 MI E OF MISSOULA. THE 07 DEG DID IN FACT AGREE WITH IT BEING E OF MISSOULA. AT THE TIME IT LOOKED LIKE A GOOD CONFIRMATION OF MY PLOT.

Synopsis

PIPER J3 PILOT FLIES THROUGH FOREST FIRE TFR AT 1000 FEET AGL AFTER MISPLOTTING ITS LOCATION ON HIS SECTIONAL.

ACN: 747678

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : PCT.TRACON
State Reference : VA
Altitude.AGL.Bound Lower : 800
Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 47
Experience.Flight Time.Total : 2356
Experience.Flight Time.Type : 82
ASRS Report : 747678

Events

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

Assessments

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

Narrative

I EXPERIENCED DIFFICULTIES FILING AN IFR FLT PLAN WITH FSS ON THE PHONE PRIOR TO FLT. I COULD NOT GET CONNECTED WITH A LCL BRIEFER. ON MY THIRD PHONE CALL, I WAS ABLE TO CONNECT TO A NON-LCL BRIEFER AT AN UNKNOWN LOCATION AND FILED AN IFR FLT PLAN. I CONFIRMED WITH THE BRIEFER THAT I WOULD COMPLY WITH ALL ADIZ RESTRS BY OPENING MY FLT PLAN ON THE GND WITH POTOMAC APCH. FSS SHOULD BE MANNED TO BE ABLE TO HANDLE ALL LCL REQUIREMENTS BY LCL BRIEFERS. I COULD NOT ESTABLISH RADIO CONTACT WITH POTOMAC APCH WHILE ON THE GND AT FME. I COULD HEAR POTOMAC APCH, BUT APPARENTLY POTOMAC APCH COULD NOT RECEIVE MY XMISSIONS. I ATTEMPTED CONTACT FROM THE MAIN RAMP IN PARKING, IN THE RUN-UP AREA, AND WHILE HOLDING SHORT FOR RWY 10. I TOOK OFF AND REMAINED IN THE FME VISUAL TFC PATTERN UNTIL I MADE CONTACT WITH POTOMAC APCH. MY XPONDER CODE WAS SET TO 1200 DURING THIS TIME SINCE I COULD NOT CONTACT A CTLING AGENCY. POTOMAC APCH INFORMED ME THE 1200 XPONDER CODE COULD NOT BE UTILIZED IN THE WASHINGTON DC ADIZ. I WAS ASSIGNED A DISCRETE XPONDER CODE, CONFIRMED RADAR CONTACT BY POTOMAC APCH, AND THEN WAS ABLE TO PICK UP MY IFR CLRNC. I WAS TOLD TO CALL POTOMAC APCH VIA TELEPHONE ONCE I REACHED MY DEST. I COMPLIED WITH THE DIRECTIONS ISSUED BY POTOMAC APCH, AND WAS INFORMED THAT DEPARTING FROM AN AIRFIELD IN THE WASHINGTON DC ADIZ ON A 1200 XPONDER CODE CONSTITUTED AN ADIZ VIOLATION. FSS SHOULD BE ABLE TO ASSIGN DISCRETE XPONDER CODES TO EACH ACFT FILING AN IFR FLT PLAN, WITH THAT XPONDER CODE BEING ENTERED INTO THE SYS WITH THE OTHER FLT PLAN INFO. THIS WOULD GIVE CTLING AGENCIES AN ADDITIONAL MEANS TO CONFIRM THE IDENTITY AND INTENTIONS OF AN ACFT. ADDITIONALLY, ONCE CONTACT WAS MADE WITH POTOMAC APCH, THE CTRLR HAD DIFFICULTY RETRIEVING MY FILED IFR FLT PLAN. THE FAILURE OF THE SYS TO RELIABLY XFER THE FLT PLAN INFO FROM THE FSS TO THE CTLING AGENCY CREATES ADDITIONAL WORKLOAD ON THE CTRLR AND THE PLT AND CONTRIBUTES TO POTENTIAL HAZARDS. OPENING THE FLT PLAN ON THE GND IS ANOTHER POTENTIAL SOLUTION. INCLUDING TELEPHONE NUMBERS IN ADDITION TO THE RADIO FREQ FOR THE APCH CTL IN THE COMS SECTION OF THE ARPT INFO IN THE ARPT/FACILITY DIRECTORY WOULD FACILITATE THIS ACTION. DRAWBACKS TO THIS SOLUTION INCLUDE THE POTENTIAL TO RUSH THE PLT THROUGH PREFLT DUTIES IN ORDER TO MEET AN ASSIGNED VOID TIME, OR HAVING TO STOP MONITORING THE UNICOM FREQ IN ORDER TO MAKE THE CALL VIA CELL PHONE FROM THE ACFT WHEN READY FOR DEP.

Synopsis

A PILOT REPORTS UNRELIABLE SYSTEM FOR FILING AND RECEIVING IFR FLT PLANS DEP WASHINGTON ADIZ. FSS BRIEFING PROBLEMS AND COMMUNICATIONS BEFORE TKOF.

ACN: 746084

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Situations

ATC Facility.Procedure Or Policy : IKK.FSS

Narrative

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

Synopsis

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

ACN: 743907

Time / Day

Date : 200706
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : CSG.VORTAC
State Reference : GA
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 7600
Experience.Flight Time.Type : 1000
ASRS Report : 743907

Events

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

Assessments

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

Situations

Narrative

UNINTENTIONAL FLT THROUGH A RESTR AREA IN COLUMBUS, GA. WHILE CONDUCTING XCOUNTRY FLT TRAINING, THE STUDENT PLT UNDER THE

SUPERVISION OF A FLT INSTRUCTOR, PENETRATED THE RESTR AREA (3002 D, E, F) NEAR COLUMBUS, GA. RELATED FACTORS: 1) BRIEFER FAILED TO INFORM THE PLT OF ACTIVE RESTR AREAS, FSS DID LET THE PLT KNOW OF ACTIVE TFR'S, BUT DID NOT INFORM THE PLT OF RESTR AIRSPACE. 2) BRIEFER WAS OUT OF CHICAGO, IL, THEREFORE, WAS NOT FAMILIAR WITH THE RTE AND THE SPECIAL AIRSPACE IN THE LINE OF FLT. IN PAST LCL FLT SVC STATIONS WERE VERY FAMILIAR WITH AREA FLT RTES MAKING PLTS AWARE OF FLT RESTRS. 3) FAILURE OF THE PLTS TO ASSUME THAT THE AREA WAS COLD IN ACCORDANCE WITH THE BRIEFER'S BRIEF LED THE PLTS TO BELIEVE FLT THROUGH THE AREA WAS SAFE. PROBS OF THESE KINDS HAVE INCREASED OVER THE LAST FEW YRS AFTER THE FSS PRIVATIZED THEIR OPS. DISCREPANCIES OF THIS TYPE ARE ON THE INCREASE AS FSS CLOSE AND SVC IS BECOMING PVT. LOSS OF FLT PLANS AND MISINFO OR LACK OF INFO BEING PRACTICED IN THE GA INDUSTRY IS TURNING A ONCE SAFE ENVIRONMENT DANGEROUS. 4) LACK OF THE CFI TO MAINTAIN FULL AWARENESS OF THE RTE OF FLT AND POS ALONG THE FLT.

Synopsis

A CFI RPTS HIS STUDENT OVERFLEW A RESTRICTED AREA AFTER THE FSS BRIEFER FAILED TO INDICATE IT WAS ACTIVE. FSS BRIEFING ERRORS ARE INCREASING.

ACN: 743767

Time / Day

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

Place

Locale Reference.Airport : 7F7.Airport
State Reference : TX
Altitude.AGL.Single Value : 750

Environment

Flight Conditions : Marginal
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cheetah, Tiger, Traveler
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 18.8
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 2000
ASRS Report : 743767

Events

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

Assessments

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

Narrative

I WAS ON THE 4TH LEG OF A CROSS COUNTRY FLT DELIVERING A CUSTOMER'S ACFT WHICH WE HAD JUST COMPLETED OUR PART OF A PROJECT. PRIOR TO DEPARTING TX, I ATTEMPTED TO CONTACT THE REGIONAL FSS FOR WX BRIEFING. A LARGE AREA OF TSTMS HAD BEEN PERSISTENTLY LINGERING FROM S OF HOUSTON TO THE OKLAHOMA BORDER OVER THE DFW AREA. THERE WAS NO PLACE OPEN WITH A PHONE AND MY CELL PHONE WOULD ONLY DIAL UP THE SEATTLE FSS. NOT UNDERSTANDING THIS NEW PRIVATIZED FSS SYS I DID NOT THINK SEATTLE COULD GIVE ME THE INFO I NEEDED FOR CENTRAL TX. I HAD LOOKED AT THE RADAR IMAGES ON THE MOTEL'S COMPUTER AND WATCHED THE WX CHANNEL EARLIER AND IT LOOKED LIKE THERE WAS A FAIRLY OPEN AREA BTWN STORM AREAS S OF DFW AND N OF WACO. IT SEEMED DEPARTING EARLIER WAS BETTER THAN LATER AND I THOUGHT I COULD GET MORE INFO ON FLT WATCH AS I PROGRESSED. I SET A COURSE OF 095 DEGS, WITH MEXIA (LXY) AS A WAYPOINT ON THE PORTABLE GPS AND WORKED THE VOR'S AS BACKUP. THE FIRST HALF HR I STAYED BELOW THE BROKEN LAYER AT 1600-2000 FT THEN WAS ABLE TO FIND A LARGE ENOUGH CLRING TO CLB ON TOP AT 3500 FT. I DECIDED TO CLB HIGHER TO SEE TOPS OF BUILD-UPS AND SKIRT AROUND THEM AS NEEDED. IN ANOTHER HR I HAD CLBED TO LEVEL AT 11500 FT MSL AND IT LOOKED AS IF I WAS GOING TO BE ABLE TO CIRCUMNAV THE BUILD-UPS AHEAD BUT IN ANOTHER HALF HR OR SO THE TOPS HAD JOINED AND PASSAGE WAS NOT POSSIBLE. I TURNED BACK AND BEGAN DSNDRG TOWARD THE NEAREST CLEARING IN THE UNDERCAST I COULD SEE. MAKING A RAPID SPIRALING DSCNT I CAME THROUGH TO LEVEL OFF AT ABOUT 700 FT AGL AND BEGAN LOOKING FOR AN ARPT TO SET DOWN AND WAIT THE STORM OUT. NOT WISHING TO 'SCUD RUN' IN UNFAMILIAR AREA I SAW THE NEAREST ARPT THE GPS OFFERED, WHICH WAS PVT, WITH ANOTHER TO THE E ABOUT 11 MI THAT WAS PUBLIC. THIS WAS CLIFTON-EISENHOWER (7F7). I WAS AWARE OF THE AREA MARKED P-49 AND WAS SURE TO REMAIN WELL CLR OF IT. I STAYED N OF THE HWY, WHERE THE TERRAIN WAS LOWER, AND ANNOUNCED TO AREA TFC I WAS ENTERING A XWIND TO L DOWNWIND LNDG TO THE E. I FOLLOWED THROUGH WITH THE PATTERN AND LANDED, TAXIED TO THE FUEL AREA, AND SHUT DOWN. MY PRIMARY CONCERN WAS TO GET THE ACFT ON THE GND SAFELY AND WAIT OUT THE WX CONDITIONS WITH THE PROBABILITY OF BEING OVERNIGHT. I HAD NO IDEA P-49 HAD BEEN EXPANDED, OR EVEN WHAT THIS AREA WAS, WHEN A LCL PLT DROVE UP AND INQUIRED MY STATUS. HE SAID HE THOUGHT THERE WAS AN AIRSPACE RESTR AND THE ARPT MIGHT BE EFFECTIVELY CLOSED. I SAW A HELI E OF THE FIELD AND WATCHED AS IT CIRCLED THE ARPT AND CAME TO A HOVER OVER THE CTR OF THE RWY, THEN DEPARTED. SOON POLICE ARRIVED AND THE QUESTIONS AND ANSWERS BEGAN WITH A SECRET SVC AGENT SOON ARRIVING. I HAD CHKD NOTAMS AT LEAST 3 TIMES DURING COMPLETE WX BRIEFINGS ALONG THE LEGS OF THIS TRIP WITH THE EVENTUAL DEST STATED. I HAD BEEN BRIEFED THE DAY BEFORE ON THE POSSIBLE RTES THAT MIGHT BE TAKEN TO GET THROUGH THE AREA OF STORMS AND THE POTENTIAL COURSE I WAS FLYING OF FROM 090-120 DEGS OVER THE WACO AREA AND NOTHING WAS MENTIONED ABOUT P-49. APPARENTLY THE NEW FSS SYS HAD CHANGED THINGS DRASTICALLY. THIS IS THE FIRST TIME I HAVE MADE A LONG TRIP SINCE IT WAS IMPLEMENTED (AND I'M NOT SURE WHEN IT WAS) AND I TRIED TO USE IT LIKE THE OLD SYS. I FEAR THE MORE WE ARE FORCED INTO COMPUTER CTLED ENVIRONMENTS, AND THE HUMAN FACTOR DISAPPEARS, WE WILL FIND OURSELVES IN MANY SITUATIONS WHERE EFFICIENCY AND SAFETY ARE LOST TO THE EFFORT TO ELIMINATE HUMANS FROM MANY POS STRICTLY FOR ECONOMIC REASONS.

Synopsis

AA5 PLT DESCRIBED P49 TFR INCURSION RESULTING FROM WX FACTORS AND UNFAMILIARITY WITH AREA AND RECENT FSS PROCEDURAL CHANGES.

ACN: 740974

Time / Day

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

Place

Locale Reference.Airport : BLM.Airport
State Reference : NJ
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Weather Elements.Other
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 225
Experience.Flight Time.Type : 40
ASRS Report : 740974

Person : 2

Affiliation.Government : FAA
Function.Other Personnel : FSS Specialist

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Anomaly Accepted
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

ON THE GND: I'D RECEIVED AT LEAST 3 FSS BRIEFINGS ON THIS FLT. FIRST, THE NIGHT BEFORE, I HAD A DISCUSSION WITH A BRIEFER ABOUT GOING THROUGH THE OUTER RING (30 NM) OF THE TFR BY FILING A DVFR FLT PLAN OR GO 'WAY OUT OVER THE WATER.' I SAID I'D RATHER CIRCUMNAV THE TFR ALTOGETHER, BY FLYING N TO HPN THEN W VIA SAX TO AVOID THE WHOLE THING. SECOND, EARLY MORNING, I CALLED FSS TO CHK IF THE TIMES OR GEOGRAPHY OF THE TFR HAD CHANGED. I WAS TOLD THAT THEY RARELY CHANGE, EXACTLY THE OPPOSITE I'D BEEN TOLD THE DAY PRIOR. THIRD, I CALLED FSS TO RECEIVE A STANDARD BRIEFING AND FILE A VFR FLT PLAN. PRIOR TO STARTING THE ENG, I TRIED TO CALL NEW YORK FSS BY CELL PHONE FROM THE RAMP AT REPUBLIC. THE 'ON HOLD' TIME SEEMED LONG (I WAITED +/-5 MINS) SO I DECIDED TO TAKE ANOTHER TACK. ON INITIAL CONTACT WITH REPUBLIC GND, I ASKED IF THEY HAD ANY WAY OF CONTACTING JFK AND FINDING OUT IF WE HAD TIME TO TAKE THE 'SHORELINE RTE' (BELOW THE RING OF THE JFK CLASS B = LESS THAN 500 FT AGL) OR IF WE HAD TO 'GO THE LONG WAY AROUND THE TFR.' AT FIRST, THE GND CTLR SAID THAT THEY WERE NOT AWARE OF A TFR COVERING REPUBLIC. I SAID IT WAS A PRESIDENTIAL TFR AND IT COVERED NEWARK AND A 30 NM RADIUS, AND THAT IT DID NOT COVER FRG. (FIRST BREAKDOWN OF SITUATIONAL AWARENESS.) I WAS TOLD BY THIS CTLR, 'WE HAVE THE TRACON (THEM) ON THE LINE AND THEY ARE SAYING THAT THAT TFR IS NO LONGER A FACTOR. (IT'S EITHER BEEN CHANGED OR CANCELED).' I RESPONDED THAT WE WOULD PROCEED AND OBEY ANY FURTHER INSTRUCTIONS FROM ATC. DEP FROM REPUBLIC WAS AT XA19L AND WE FLEW AT 1500 FT TOWARD JONES BEACH MONUMENT (SW FROM FRG) WHERE WE CONTACTED JFK TWR, AND RECEIVED PERMISSION TO FOLLOW THE SHORELINE LESS THAN 500 FT BELOW THE CLASS B WBOUND. WE ALSO CALLED NEW YORK RADIO AND ACTIVATED OUR VFR FLT PLAN. SPEAKING ON 2 RADIOS, I MAY HAVE MISSED 1 CALL FROM NEW YORK RADIO. THE JFK TWR CTLR MADE NO MENTION OF THE TFR OR OUR IMPENDING INCURSION. (SECOND BREAKDOWN OF SITUATIONAL AWARENESS.) AT THE W END OF THE SHORELINE RTE, IN VICINITY OF FLOYD BENNETT FIELD, JFK GAVE US 'AT OR BELOW 1400 FT' AND WE STARTED A CLB AND A L TURN TOWARDS SANDY HOOK. THIS WAS ACKNOWLEDGED BY JFK TWR AND NO MENTION WAS MADE THAT WE WERE ABOUT TO BE IN A HOT TFR. (WE DIDN'T FLY INTO THE 30 NM RING OF THE TFR, WE WERE IN THE 30 NM RING WHEN IT WENT 'HOT'.) A FEW MORE MI S, AND JFK ASKED IF WE REQUIRED FURTHER ADVISORIES. WE ASKED FOR VFR FLT FOLLOWING TO OUR DEST. AFTER A MIN OR SO, JFK SAID 'UNABLE THE HDOF, SQUAWK 1200, TRY MCGUIRE APCH IN ANOTHER MI OR SO.' THIS MUST HAVE BEEN WHEN THE TFR WAS GOING 'HOT.' IN A FEW MI, I CALLED MCGUIRE APCH, JUST S OF MONMOUTH (BLM) AND WAS IDENTED BY MCGUIRE AS 'RADAR CONTACT, SIR, DO YOU KNOW YOU ARE IN A TFR? I'VE BEEN TRYING TO RAISE YOU ON 'GUARD.'" THE RESPONSE: I IMMEDIATELY SAID, 'IS THIS THE VIP TFR?' (YES.) 'WHAT DO I NEED TO DO TO COMPLY?' (CONTINUE ON COURSE SBOUND.) 'WE'RE SORRY, WE WERE TOLD ON THE GND THAT THIS HAD BEEN CHANGED, BUT WE WILL DO ANYTHING WE'RE INSTRUCTED TO DO.' I WAS TOLD BY THIS CTLR TO 'CONTINUE ON COURSE, THE AUTH (UNKNOWN ENTITY) IS NOT GOING TO RPT THIS BECAUSE YOU WERE ON YOUR WAY OUT WHEN THE AREA

WENT HOT.' REMAINDER OF FLT: WE WERE HANDED OFF TO ATLANTIC CITY APCH, THEN DOVER APCH, CONTINUING FROM DIXIE ALONG V16 TO S OF DOVER, DE, WHERE WE CANCELED FLT FOLLOWING, CLOSED OUR FLT PLAN WITH WASHINGTON RADIO AND LANDED UNEVENTFULLY. POSSIBLE CORRECTIVE ACTIONS: 1) IF I HAD STAYED ON HOLD WITH NEW YORK FSS, I WOULD HAVE LEARNED THAT THE TFR WAS GOING AS SCHEDULED, AND I WOULD HAVE TAKEN 'THE LONG WAY AROUND' AND NONE OF THIS WOULD HAVE HAPPENED. 2) IF THE REPUBLIC GND CTLR HAD KNOWN ABOUT THE TFR, EVEN IF IT DIDN'T DIRECTLY AFFECT THEIR AIRSPACE (IT WAS WITHIN 50 NM) MAYBE WE COULD HAVE AVOIDED THIS INCURSION. 3) IF TRACON (WHOMEVER SHE WAS TALKING TO) HAD KNOWN ABOUT THE TFR, AND THAT THE CHEROKEE CAN ONLY MAKE 100 KTS, MAYBE A BETTER TIME-DISTANCE EVALUATION COULD HAVE BEEN MADE BY EITHER US OR THE CTLR AND A BETTER DECISION COULD HAVE BEEN MADE. 4) IF THE JFK TWR CTLR HAD KNOWN WE WERE ABOUT TO FLY INTO AN AREA THAT WAS GOING TO 'GO HOT' WE COULD HAVE TURNED AROUND AND 'FLOWN THE LONG WAY AROUND.' 5) IF JFK HAD BEEN ABLE TO WORK A DIRECT HDOF TO MCGUIRE, MAYBE WE COULD HAVE AT LEAST BEEN A 'KNOWN QUANTITY' WHEN WE STARTED TALKING TO THEM.

Synopsis

UNINFORMED HANDLING BY ATC AND FSS RESULTS IN TFR VIOLATION FOR LIMITED EXPERIENCE BUT CONSCIENTIOUS PILOT.

ACN: 740000

Time / Day

Date : 200705

Day : Mon

Place

Locale Reference.Airport : BJC.Airport

State Reference : CO

Altitude.MSL.Bound Lower : 1100

Altitude.MSL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : APA.Tower

Operator.General Aviation : Personal

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : Private

Experience.Flight Time.Last 90 Days : 23

Experience.Flight Time.Total : 45

Experience.Flight Time.Type : 45

ASRS Report : 740000

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Miss Distance.Horizontal : 150

Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS FLYING NBOUND, WITH STROBE ACL, AND RUNNING LIGHTS ON, OVER THE FORT LOGAN NATL CEMETERY. I STARTED A L TURN AND NOTICED 2 FIGHTER JETS, PERHAPS 5 MI AWAY TO THE NW, HEADING S AND BEGINNING A TURN TO

THE E. I SWITCHED ON MY LNDG LIGHT AND THEY PROCEEDED TO THE E ABOUT 3 MI AWAY FROM OUR POS UNTIL THEY COULD NO LONGER BE SPOTTED, NEITHER JET HAD STROBES OR RUNNING LIGHTS ON. I CONTINUED OUR TURN S AND THEN E WHILE DSNDING TO 1100 FT AGL. OUR AIRSPD WAS ABOUT 60 KTS. BOTH JETS RETURNED, HEADING W AT OUR ALT VERY FAST AND SIDE BY SIDE. THE JET CLOSEST TO US WAS ABOUT 150 FT ABEAM OUR POS. I MAINTAINED ALT AND TURNED TO THE N TO CLR THE AREA, THEN A R TURN TO THE S TO START OUR RETURN TRIP. I HAD CHKED WX AND FLT PLANNER BEFORE THE FLT AND THE ONLY TFR OR NOTAM RPTED FOR THIS AREA WAS AT APA ABOUT 70 NM S OF THIS ENCOUNTER. I LEFT APA AROUND XA15, ADVISING TWR AS TO VFR TO BJC AREA AND THEN RETURN S. THERE WAS NO MENTION OF ANY NEW NOTAMS TO US, OR TO ANY OTHER TFC DURING THE TIME WE MONITORED APA TWR AND I ELECTED TO REMAIN ON APA TWR THROUGHOUT OUR TIME IN THE AREA. (I HAD REQUESTED A FREQ CHANGE DUE TO ALL THE CHATTER, BUT WAS ADVISED TO REMAIN WITH TWR WHILE IN THE AREA.) I'M NOT SURE IF I DID ANYTHING WRONG, IF I WAS JUST AT THE WRONG PLACE AT THE WRONG TIME, OR IF I MISSED A NOTAM FOR THAT TIME/AREA. I'M NOT 100% SURE THE JETS EVEN SAW ME, ALTHOUGH MY LNDG LIGHTS ARE PRETTY BRIGHT, THERE WAS NO INDICATION FROM EITHER JET THAT THEY ARE TRYING TO SIGNAL ME. VERY EXCITING STUFF!

Synopsis

PILOT REPORTS BEING PASSED CLOSE ABOARD BY TWO MILITARY JETS WHILE ON A PLEASURE FLIGHT OVER DENVER AT 1500 FEET.

ACN: 728599

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 721833

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Component : 1

Aircraft Component : GPS & Other Satellite Navigation

Person : 1

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

Person : 2

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

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

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

Synopsis

PVT PLT ENTERS DC ADIZ ON FIRST LICENSED FLT.

ACN: 718660

Time / Day

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

Place

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

Environment

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

Aircraft : 1

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 718563

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

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

Component : 1

Aircraft Component : AC Generator/Alternator

Person : 1

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

Events

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

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

C172 PLT ENTERS THE P-40 TFR.

ACN: 718406

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Narrative

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

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

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

Synopsis

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

ACN: 710594

Time / Day

Date : 200603
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Cardinal 177/177RG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 33
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 193
ASRS Report : 710594

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

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

Assessments

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

Narrative

I WAS MONITORING MY POS ON MY NEW GARMIN 396. THE MOVING MAP SHOWED THE PRESIDENTIAL TFR WITH A CUTOUT FOR THE ZZZ DEP. I WAS IN THE CUTOUT AREA AND CLBED TO A VFR ALT OF 3500 FT FORGETTING THAT THE CLASS B WAS ABOVE 3000 FT IN THIS CUTOUT AREA. THE CTLR QUESTIONED WHETHER I WAS FAMILIAR WITH THE CLASS B AIRSPACE. I CERTAINLY WAS, BUT HAD BEEN DISTR BY THE NEW GPS AND TFR MARKING. I SHOULD HAVE REFERRED TO THE SECTIONAL CHART INSTEAD OF RELYING ON THE GPS DEPICTION WHICH DID NOT GIVE THE FLOOR OF THE CLASS B IN THIS CUTOUT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR HAD USED A SIMILAR UNIT ONCE SEVERAL MONTHS PRIOR TO USING THE NEW GPS FOR THIS FIRST TIME FLT. THE DEVICE AUTOMATICALLY LOADS RTE INFO, TFR'S, WX, ETC, AND RPTR FINDS IT A GOOD FLT AIDE. BECAUSE THE TFR DISPLAY INFO AT THE TIME OF THIS FLT WAS ABUTTING A CLASS B AREA, THE ACTUAL TFR INFO COVERED THE CLASS B INFO THAT WOULD NORMALLY BE DISPLAYED. THE RPTR DOES NOT FIND THE NEW TECHNOLOGY DISTRACTING BUT ACKNOWLEDGES THAT THE PAPER CHARTS SHOULD BE CONSULTED PRIOR TO RELYING ON THE ELECTRONIC INFO.

Synopsis

A C177 PLT WITH A NEW GPS CLBED INTO CLASS B AIRSPACE BECAUSE BOUNDARY DISPLAY INFO ABOUT A PRESIDENTIAL TFR COVERED CLASS B ALT DISPLAY INFO.

ACN: 710239

Time / Day

Date : 200609
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 900

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

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

Aircraft : 2

Make Model Name : Helicopter

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 52
Experience.Flight Time.Total : 703
Experience.Flight Time.Type : 477
ASRS Report : 710239

Person : 2

Function.Oversight : PIC

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

ON A BEAUTIFUL, CLR AFTERNOON/EVENING, I WAS PLANNING TO FLY WITH 2 PAX ON A SIGHTSEEING TRIP THAT INCLUDED THE HUDSON RIVER CORRIDOR. THERE WERE SOME TFR'S INDICATED FOR THE AREA. AT ABOUT XA15 I CHKED WITH A BRIEFER BY CALLING 1-800-WXBRIEF AND, AS I HAD DETERMINED FROM MY FLT PLANNING, THE BRIEFER CONFIRMED THAT THE TFR HAD CANCELED AT XA00 AND THE OTHER TFR DID NOT BECOME ACTIVE UNTIL THE NEXT DAY. HE MENTIONED THE STADIUM TFR AND ASKED IF I HAD CHKED FOR THE GAME SCHEDULE. I HAD, BUT NOT CAREFULLY ENOUGH, AND THAT'S WHERE I MADE MY MISTAKE. GIVEN ITS START TIME, I KNEW THE GAME WOULD BE OVER UNLESS IT HAD GONE INTO EXTRA INNINGS. SO ON THE WAY TO THE ARPT I TUNED TO THE YANKEE BROADCAST RADIO STATION AT ABOUT XA20 AND VERIFIED THE GAME WAS OVER. I EVEN LISTENED TO THE TFC RPT OF THE FANS LEAVING THE STADIUM. SINCE I STILL DID NOT HAVE THE PRECISE TIME THE GAME ENDED, AND KNOWING THE TFR REMAINS ACTIVE 1 HR AFTER THE GAME ENDED, WE TOOK OUR TIME PREFLTING AND DEPARTED SO AS TO ARRIVE IN THE AREA MORE THAN 1 HR AFTER MY CHK WITH THE RADIO STATION. I STARTED DOWN THE CORRIDOR, SELF ANNOUNCING ON THE UNICOM. AS THE STADIUM CAME INTO VIEW I NOTICED THE STADIUM LIGHTS WERE STILL ON. LOOKING BACK, THAT WAS ANOTHER CLUE SOMETHING WAS WRONG. BUT HERE I AGAIN MADE A MISTAKE BY CONVINCING MYSELF THAT THE LIGHTS WERE JUST STILL ON FROM THE EARLIER GAME, AND I CONTINUED. NO SOONER HAD I ARRIVED IN THE LOWER HUDSON AREA WHEN ONE OF THE HELIS IN THE AREA CONTACTED ME ON THE UNICOM FREQ TO SAY THE TFR WAS ACTIVE. I QUESTIONED HIM INDICATING THE LENGTH OF TIME SINCE THE GAME HAD ENDED, WHEN HE STARTLED ME BY SAYING IT WAS A DOUBLEHEADER. A DOUBLEHEADER. THAT HAD SOMEHOW NEVER ENTERED MY MIND. I HAD NOT ANTICIPATED ALL THE POSSIBILITIES. I HAD TRIED TO BE SO CAREFUL BUT HERE WE WERE ON THE OTHER SIDE OF PENETRATING AN ACTIVE TFR. THE FLT CONTINUED -- THE LONG WAY AROUND NOW THAT I WAS ON THE FAR SIDE OF AN ACTIVE TFR -- AND WE RETURNED UNHAPPY BUT UNEVENTFULLY. FLT PLANNING IS CRITICAL TO EVERY FLT NO MATTER HOW SHORT OR FOR WHATEVER PURPOSE. BUT I CLRLY HAD MISSED SOMETHING IMPORTANT BY NOT BEING MORE THOROUGH IN MY PLANNING. NEW YORK CITY, GND ZERO, AND THE STATUE OF LIBERTY ARE A STRONG DRAW AND A WONDERFUL SIGHT FROM THE AIR OVER THE HUDSON RIVER, EVEN PATRIOTIC, BUT NOT WHEN THE PIC DOES NOT PLAN PROPERLY. GOING FORWARD, I WILL BE REVIEWING AND REVIEWING EVERY ASPECT OF EVERY FLT, ESPECIALLY THAT PORTION BEFORE WHEELS UP.

Synopsis

C172 NEARLY FLIES INTO TFR AT YANKEE STADIUM BEFORE BEING ADVISED THAT, ALTHOUGH THE FIRST GAME OF A DOUBLEHEADER WAS COMPLETED, THE SECOND GAME WAS NOW UNDERWAY.

ACN: 708342

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1100

Environment

Flight Conditions : VMC

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Other : Government
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Total : 3450
Experience.Flight Time.Type : 2235
ASRS Report : 708342

Person : 2

Affiliation.Government.Other

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

I DEPARTED AS PIC OF A C172 ON A LCL SIGHT-SEEING FLT WITH 3 PAX ON BOARD. I WAS OPERATING IN A 1 NM L-HAND RECTANGULAR PATTERN BTWN 1100-1400 FT AGL WHILE A PAX WAS TAKING PHOTOS OF THE SKYLINE. I WAS AWARE OF FDC NOTAM IN EFFECT AT THE STADIUM. I HAVE AN IFR APPROVED GPS ON BOARD TO MAKE SURE I WOULD MAINTAIN MORE THAN 3 NM AWAY FROM IT BELOW 3000 FT AGL. AS I MADE A TURN FROM A SBOUND HDG TO AN EBOUND HDG I HAD A VISUAL ON A HELI LOW AND TO MY R ABOUT 1/2 MI. I MADE SEVERAL POS RPTS ON A VFR FREQ 123.025 BUT DID NOT HEAR A RESPONSE OR ANY OTHER TFC. WHILE MAINTAINING VISUAL CONTACT I EXTENDED MY EBOUND LEG TO SEPARATE MYSELF FROM THE HELI. AFTER I DETERMINED THE HELI WAS NO LONGER A FACTOR AND IT ALTERED ITS COURSE TO THE W OUT OF SIGHT I CONTINUED MY PATTERN TO THE L CLR OF TFC. ON THE LAST LEG OF THE PATTERN, DEPARTING THE AREA TO THE SE, MY REAR R SEAT PAX WHO IS ALSO A PLT ADVISED ME I HAVE OVERTAKING TFC APCHING FROM MY R SIDE. I LOOKED TO MY 4 O'CLOCK POS, AND MADE VISUAL CONTACT WITHIN ABOUT 100 FT AWAY WAS A HELI SO I TURNED 30 DEGS L AND STARTED A CLB TO 1500 FT MSL TO AVOID TFC. SHORTLY AFTER I STARTED MY CLBING L TURN I HAD A VERY HIGH INTENSITY WHITE LIGHT IN MY FACE MOVING TOWARD MY 3 O'CLOCK POS, ILLUMINATING THE ENTIRE CABIN. I WAS TOTALLY TEMPORARILY BLINDED TO THE R SIDE OF THE ACFT AND I COULD NO LONGER JUDGE THE DISTANCE FROM THE OTHER ACFT. AFTER ABOUT 5 SECONDS OF A CONSTANT WHITE WIDE BEAM OF LIGHT IN THE CABIN, IT MOVED TO THE AFT END OF THE ACFT AND THEN BACK AND FORTH A FEW TIMES FOR APPROX 15 SECONDS. THIS DISTR MADE IT VERY DIFFICULT TO SEE AND AVOID THE HELI AND SCAN FOR OTHER TFC. NEEDLESS TO SAY IT DID NOT MAKE ME OR MY PAX VERY COMFORTABLE. AFTER THE HELI TURNED THE OBVIOUS SPOTLIGHT AWAY FROM OUR ACFT IT WAS OBVIOUS THIS WAS A HELI IN A PURSUIT OF US FOR AN UNKNOWN REASON. DURING THE TIME I DEPARTED THE AREA AND THE SPOTLIGHT INCIDENT, I WAS MONITORING THE ATIS IN PREPARATION FOR LNDG. AFTER THE PREVIOUS EVENTS I NOTICED THE HELI FALL BACK FROM CLOSE IN TRAIL TO BEHIND ME AND LOW. I MONITORED GUARD ON 121.5 FOR A FEW MOMENTS TO LISTEN FOR ANYONE TRYING TO CALL ME. I HAD DETERMINED I WAS A SAFE DISTANCE AND ALT FROM THE TFC AND SET A COURSE BACK AREA WHERE I HAD PLANNED ON DOING A LITTLE MORE SIGHT-SEEING JUST BEFORE LNDG. AFTER ATTEMPTING TO RELAX MY TERRIFIED PAX AND COMPLETING THE APPROPRIATE PRE-LNDG CHKS, I CALLED TWR FOR LNDG 6 MI S AND REQUESTED LNDG. I RECEIVED THE

USUAL INSTRUCTIONS TO CROSS OVER THE TOP OF THE ARPT AT OR ABOVE 2000 FT FOR R TFC. ON MY APCH INTO THE ARPT TFC PATTERN I HEARD THE CTLR ADVISE A POLICE HELI, 'POLICE NUMBER, I THINK THAT'S WHO YOU'RE LOOKING FOR?' THE POLICE HELI REQUESTED LNDG BEHIND US AND RECEIVED INSTRUCTIONS AND A CLRNC. WHEN I WAS OVER THE ARPT I RECEIVED A CLRNC TO LAND. AS I WAS ROLLING OUT AND CLRING THE RWY AT TXWY K THE HELI ASKED THE CTLR TO GET THE ARPT POLICE SOMEWHERE OFF THE SIDE OF THE RWY TO MEET THEM. THE CTLR SEEMED CONFUSED AND ASKED ARPT OPS IF THEY HEARD THAT? AT THAT TIME I WAS CLR OF THE RWY AND HOLDING SHORT OF TXWY K. WHILE LISTENING TO THE CONFUSING CONVERSATION BTWN 3 OR 4 DIFFERENT PARTIES ON THE SAME FREQ, I KNEW THIS AS AN UNCOORDINATED MESS. THE CTLR FINALLY SAID 'XXX SAY PARKING' I REPLIED 'FBO' (WHERE MY TIE-DOWN IS LOCATED). I RECEIVED INSTRUCTIONS TO TAXI TO PARKING VIA TXWY K AND COMPLIED. AS I WAS TAXIING TO PARKING I HEARD THE PLT OF THE POLICE HELI ASK THE CTLR TO TURN ON SOME LIGHTS ON THE SIDE OF THE RWY BECAUSE IT WAS HER FIRST TIME FLYING THERE AT NIGHT. ONCE ON THE RAMP AND SHUT DOWN, I HAD NO IDEA WHAT THIS WAS ABOUT OR WHAT TO DO ABOUT THE 2 POLICE CARS AND HELI AT THE END OF MY TIE-DOWN ROW? SO I CALMLY GOT OUT OF THE AIRPLANE AND PUT MY HANDS BEHIND MY HEAD AND WAITED FOR THE POLICE. THE ARPT POLICE ARRIVED FIRST WITH ANOTHER SPOTLIGHT IN MY FACE, DETAINED ME WITHOUT A CLUE AS TO WHY. THEN THEY INSTRUCTED MY PAX TO EXIT THE AIRPLANE AND DETAINED THEM AS WELL. AFTER THE POLICE HELI SHUT DOWN AND THE OCCUPANTS OF THE POLICE HELI CAME TO THE SCENE THEY HAD A FEW WORDS WITH THE ARPT POLICE AND DEMANDED ME TO PRESENT MY PLT CERTIFICATE. MY WALLET WAS ON THE HOOD OF THE POLICE CAR AND I TOLD THEM THEY COULD SEE IT. ONE MALE OFFICER IDENTED HIMSELF TO ME AND ADVISED ME I WAS BEING 'RAMP CHKED' AND ACCUSED ME OF VIOLATING A TFR AT STADIUM. I ASKED WHAT HIS PLT CREDENTIALS ARE AND HE REPLIED 'I AM A POLICE OFFICER NOT A PLT.' THEN A FEMALE OFFICER IDENTED HERSELF AS THE PIC OF THE POLICE DEPT AIR SUPPORT DIVISION HELI THAT PURSUED ME FROM DOWNTOWN. SHE ALSO TOLD ME THAT I WAS IN VIOLATION OF A TFR. I BELIEVE THEY WERE REFERRING TO FDC NOTAM. ACCORDING TO MY IFR APPROVED GPS SYS, I WAS WELL OUTSIDE A 3 NM RADIUS FROM STADIUM. AFTER THE POLICE RAMP CHKED US, THREATENED US AND SEARCHED THROUGH THE ACFT WE WERE FREE TO GO. THIS IS THE FIRST TIME I HAVE EVER BEEN TREATED LIKE A CRIMINAL IN MY HISTORY IN AVIATION. IT SEEMED VERY UNPROFESSIONAL AND EXTREMELY DANGEROUS IN THE AIR. MY PRIMARY QUESTIONS AND CONCERNS WITH THE PREVIOUS EVENTS ARE, SAFETY: IS THE POLICE DEPT AUTH TO CONDUCT SUCH OPS AS AN AERIAL PURSUIT? ARE THE PLTS TRAINED AND QUALIFIED TO FLY IN FORMATION OR OPERATE WITHIN CLOSE PROX TO OTHER ACFT WITHOUT COMS OR PRIOR ARRANGEMENTS WITH THE OTHER ACFT? FURTHERMORE AT NIGHT? AND I AM CERTAIN THAT IT IS DEFINITELY NOT CONSIDERED SAFE PRACTICE TO SHINE A POWERFUL SPOTLIGHT IN THE COCKPIT OF ANOTHER ACFT WITHIN 100 FT AWAY OR ANY DISTANCE FOR THAT MATTER. IS THE POLICE DEPT EXEMPT FROM PART 91 OF THE FAR'S: 91.13 CARELESS OR RECKLESS OP, 91.111 OPERATING NEAR OTHER ACFT, 91.113 RIGHT OF WAY RULES, HAS THE FAA ADMINISTRATOR EXCLUDED THE POLICE DEPT AIR SUPPORT DIVISION FROM 91.145(D) PER 91.145(G)(5)? AS A PLT AND A FLT INSTRUCTOR, I THINK IT IS NECESSARY TO ADDRESS THESE ISSUES SO I CAN FURTHER EDUCATE MYSELF AND MY STUDENTS ON PROCS LIKE THESE, THE PROPER WAY TO HANDLE IT IN THE AIR AND ON THE GND. I BELIEVE THAT I DID MY PART TO SEE AND AVOID OTHER AIR TFC. I COMPLIED WITH THE FAR'S AND COOPERATED WITH THE LCL LAW

ENFORCEMENT AGENCIES. I BELIEVE THERE ARE SOME THINGS ALL PARTIES INCLUDING MYSELF COULD HAVE DONE TO BETTER THE SIT. IF LCL LAW ENFORCEMENT IS AUTH TO INTERCEPT OR ESCORT OTHER CIVIL ACFT OUT OF AN AREA AND TO AN ARPT, THERE SHOULD BE A WAY TO IDENT AND ESTABLISH COMS WITH EACH OTHER IN A WAY THAT WOULD NOT RISK A COLLISION HAZARD. AS A CIVILIAN PLT IT IS EASY TO IDENT MIL ACFT AND ESTABLISH COMS ON GUARD FREQ 121.5 IN AN EMER, IT SHOULD BE THE SAME WITH LCL LAW ENFORCEMENT. I UNDERSTAND WE ARE IN A TOUGH TIME IN THE WORLD OF AVIATION, PUBLIC SAFETY AND SECURITY. I KNOW MANY PEOPLE ARE TRYING TO HELP THE SIT AND I WOULD LIKE TO DO WHAT I CAN TO HELP KEEP OUR SKY AND SOIL A SAFE AND PLEASANT PLACE TO BE.

Synopsis

C172 PLT ON A SIGHTSEEING FLT IS INTERCEPTED BY GOV HELI WHEN FLYING NEAR A TFR.

ACN: 708029

Time / Day

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

Place

Locale Reference.Airport : SFM.Airport
State Reference : ME
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZBW.ARTCC
Operator.General Aviation : Personal
Make Model Name : Citation II S2/Bravo
Operating Under FAR Part : Part 135
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Vacating Altitude

Person : 1

Affiliation.Other : Personal
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 : 150
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 1000
ASRS Report : 708029

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3

Assessments

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

Narrative

WE FLEW INTO SFM ON THE AFTERNOON OF AUG/FRI/06. I CALLED FSS TO GET A BRIEFING ABOUT OUR FLT FOR SUNDAY. SPECIFICALLY, I ASK FOR: 1) TAF FOR LUM. 2) INFO ABOUT FLYING ACROSS CANADIAN AIRSPACE. 3) TFR FOR SANFORD ARPT (SFM) ON SUNDAY. I ASK IF THERE WAS GOING TO BE ANY PROB GETTING OUT OF SFM ON SUNDAY MORNING. THE RESPONSE FROM FSS WAS IT DEPENDED ON WHAT TIME I WAS LEAVING. IF I LEFT BEFORE XA00 IT WOULDN'T BE A PROB OTHERWISE THE TFR WAS GOING TO MOVE FROM ITS PRESENT POS OVER KENNEBUNKPORT TO THE CTR OF SFM, AND THE ARPT WAS GOING TO BE CLOSED FOR APPROX 2-3 HRS. OUR DEP WAS SCHEDULED AT XB00 AT WHICH THE FSS CTRLR SAID IT WOULD NOT BE A PROB. ON SUNDAY, I STARTED CALLING CLRNC DELIVERY FOR OUR IFR CLRNC ON 126.05 AT APPROX XA30. KEEP IN MIND THAT SANFORD ARPT IS UNCTLED WITH NO CTL TWR. I MADE MULTIPLE CALLS AT INTERVALS FOR 15 MINS. AT APPROX XA45 I CALLED FSS AND REQUESTED OUR IFR CLRNC. THE CTRLR TOLD ME TO GET MY CLRNC ON 126.05. I TOLD HIM I HAD BEEN TRYING FOR SOME TIME ON THAT FREQ WITH NO RESPONSE. I ASKED AGAIN IF I COULD GET IT FROM HIM. HE HESITATED A BIT THEN TOLD ME HE'D RATHER NOT BUT TO KEEP TRYING ON 126.05. I WAS TOLD THAT BY TAXI IF I COULDN'T GET MY CLRNC ON 126.05 TO TRY 122.25. ON TAXI OUT, I WAS ABLE TO GET SOMEONE ON 122.25 BUT THEY WERE VERY WEAK AND SCRATCHY. SINCE I MADE MULTIPLE ATTEMPTS AND WAS HAVING A DIFFICULT TIME OBTAINING MY IFR CLRNC, I MADE THE DECISION TO TAKE OFF VFR FROM RWY 25 AND HEAD WBOUND. THE WX WAS VFR AND THE TFR AREA (KENNEBUNKPORT) THAT WE WERE AWARE OF WAS BEHIND US TO THE E. WE MADE OUR REQUIRED RADIO CALLS ON THE CTAF FREQ 122.8 AND TOOK OFF SUCCESSFULLY FROM RWY 25. AFTER AIRBORNE, WE CONTACTED ZBW TO PICK UP OUR IFR CLRNC TO LUM. THIS IS WHEN WE WERE FIRST TOLD OF THE POSSIBLE FLT DEV. AFTER LNDG, I SPOKE WITH AND FILED MY INFO WITH THE FAA. I WAS ASKED IF I WAS AWARE OF THE EXPANDED TFR. I SAID NO. ON MY PREBRIEF WITH PORTLAND FSS WE DISCUSSED THE TFR OVER KENNEBUNKPORT THAT WAS GOING TO MOVE TO SFM ON SUNDAY. IT WAS THE EXPANDED TFR INFO THAT WAS NOT CLR/COMMUNICATED TO ME THAT COULD HAVE BEEN ON THE PREBRIEF WITH FSS THE NIGHT BEFORE OR WHEN I CALLED VIA TELEPHONE LINE AGAIN TO GET MY CLRNC THE DAY OF. ALTHOUGH I DO NOT BLAME THEM, IT SEEMS THERE WERE MULTIPLE TIMES THAT SOMEONE COULD HAVE WARNED (BREAK THE CHAIN?) ME TO NOT TO TAKE OFF OUT OF THERE WITHOUT GETTING A SQUAWK. THIS BRINGS HOME THE IMPORTANCE OF ALL OF US IN COMMUNICATING DETAILS THROUGH PLT RPTS, ASRS, LOUNGE TALK, ETC, TO PREVENT ACCIDENTS, INCIDENTS OR JUST PLAIN INFO TO HELP OUR FELLOW PLTS, CTRLRS, MECHS AND ALL OTHERS THAT WORK IN THE AVIATION FIELD. WHAT COULD I HAVE DONE IN HINDSIGHT? WHEN I FACE THIS SITUATION AGAIN (ARRIVING/DEPARTING/OR NEAR A TFR), I WILL ASK THE SPECIFIC QUESTION,

CAN I DEPART VFR FROM XYZ ON THIS DATE AT THIS TIME? PROBABLY MORE IMPORTANT IS TO NOT DEPART VFR AROUND ANY TFR! ALTHOUGH I WAS AWARE OF THIS, IT'S IMPORTANT FOR US TO UNDERSTAND THAT THE CTR OF TFR'S CAN AND OFTEN, AS IN THIS CASE, MOVE AROUND SLIGHTLY. DON'T ASSUME THAT THE TFR CTR TODAY WILL BE AT THE SAME COORDINATES TOMORROW. IT'S JUST LIKE WX. WE DON'T CHK THE WX FORECAST TODAY, THEN GET UP IN THE MORNING AND TAKE OFF WITHOUT GETTING AN UPDATED BRIEF. ALTHOUGH I WAS UNAWARE OF THE EXPANDED TFR, THIS COULD HAVE BEEN PREVENTED BY EITHER GETTING MY IFR CLRNC ON THE WEAK FREQ OR CALLING BACK THE FSS AND OBTAINING IT THROUGH THEM.

Synopsis

A C550 VIOLATED A TFR WHEN THEY HAD TROUBLE CONTACTING ATC ON THE GND AT SFM AND TOOK OFF VFR.

ACN: 707193

Time / Day

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

Place

Locale Reference.Airport : ENW.Airport
State Reference : WI
Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ENW.Tower
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.Cruise : Level
Route In Use.Enroute : Direct

Component : 1

Aircraft Component : GPS & Other Satellite Navigation

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 500
Experience.Flight Time.Type : 150
ASRS Report : 707193

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

I WAS CROSSING VFR FROM UES TO PWK MONITORING MY POSITION VIA A GARMIN 530 GPS THAT WAS PROPERLY INSTALLED AND IFR CERTIFIED. I PUT THE GPS IN OBS MODE AND THE SCREEN MUST HAVE FROZE. I WAS AWARE OF HOW CLOSE I WAS TO THE ENW CLASS 'D' AIRSPACE AND COULD SEE THE ARPT. WHEN I REALIZED THE MOVING MAP DISPLAY WAS FROZEN, I SELECTED THE NEAREST ARPT FUNCTION. IT SAID THAT ENW WAS 5.2 NM AWAY, BUT BY THEN I WAS PAST THE TANGENT POINT OF THEIR AIRSPACE. I MAY HAVE CLIPPED THE WESTERN EDGE OF ENW'S AIRSPACE WHILE THE DISPLAY WAS FROZEN. I WAS MONITORING ENW'S TWR FREQ BOTH BEFORE AND AFTER, BUT WAS GETTING PWK'S ADIZ NEAR THE TANGENT POINT, WHERE THE VIOLATION MAY HAVE OCCURRED.

Synopsis

PLT OF C182 MAY HAVE ENTERED ENW CLASS D ENRTE TO PWK.

ACN: 705628

Time / Day

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

Place

Locale Reference.Airport : JYO.Airport
State Reference : VA
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : ILS/VOR

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 1.2
Experience.Flight Time.Total : 130
Experience.Flight Time.Type : 130
ASRS Report : 705628

Person : 2

Affiliation.Government.Other
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.FAA : Investigated

Assessments

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

FOR A TRIP FROM MY HOME ARPT ZZZ TO CBE (CUMBERLAND, MD) I OBTAINED A WX BRIEFING, INCLUDING NOTAMS AND FILED A FLT PLAN PRIOR TO DEP. RTE WAS PLOTTED FROM ZZZ TO WESTMINSTER VOR, AND FROM THERE TO CBE. DEPARTED ZZZ AND CONTACTED JYO FSS ON 122.2 SOON THEREAFTER TO OPEN FLT PLAN. CRUISING ALT WAS 2500 FT. TUNED VOR TO EMI 117.9, BUT COULD ONLY GET THE 'OFF' FLAG, COULD NOT GET THE AUDIBLE IDENT CODE EITHER. THOUGHT MAYBE TOO FAR AWAY, SO MAINTAINED HDG AND KEPT TRYING TO GET THE NEEDLE TO RESPOND. STARTED CHKING FOR LANDMARKS AND PASSED OVER I-83. BECAME CONCERNED ABOUT P-40 INTRUSION, SO I DECIDED TO BEAR SLIGHTLY S TO FOLLOW I-70 WHICH WOULD SAFELY SKIRT P-40. DID NOT LOCATE I-70, BUT INSTEAD PASSED ANOTHER MAJOR N-S HWY WHICH I THOUGHT WAS I-795. THIS WOULD HAVE PUT ME EVEN CLOSER TO P-40, BUT PRETTY MUCH W OF ADIZ, SO I ADJUSTED COURSE EVEN FURTHER S IN A VAIN ATTEMPT TO LOCATE I-70 AND FREDERICK, MD. INSTEAD, I KEPT PASSING UNFAMILIAR N-2 HWYS, BUT TRIED TO MAINTAIN A PATH WELL N OF SUBURBAN AREAS AND STAY OVER GREEN, UNDEVELOPED AREAS. IT WAS AT THIS POINT THAT I SAW RED AND GREEN FLASHING LIGHTS COMING FROM ATOP A BUILDING TO THE S. HAVING READ ADVISORIES ABOUT THIS WARNING SYS, I KNEW THAT IT MEANT TO TURN BACK, SO I CHANGED COURSE TO NW. ALTHOUGH I KNEW THE LIGHT MEANT TROUBLE AND THAT I WAS TOO CLOSE, I ACTUALLY FELT RELIEF THAT I HAD BEEN WARNED OFF BY THE LIGHT, STILL THINKING THAT I WAS SAFELY N OF THE ADIZ SOMEWHERE NEAR FREDERICK. THEN I SPOTTED A LARGE, MULTI-RWY ARPT THAT I THOUGHT MIGHT BE JYO BUT THE RWYS DID NOT MATCH. STILL WARY OF PENETRATING P-40 I DID NOT WANT TO VENTURE TOO FAR N, SO I CONTINUED IN A WESTERLY DIRECTION WHEN I ENCOUNTERED THE POTOMAC RIVER. I STARTED FOLLOWING THIS AS I KNEW IT WOULD EVENTUALLY LEAD ME TO I-70 OR I-68, AND SAFELY KEEPING ME AWAY FROM P-40, AND EVENTUALLY TO CBE. WHAT SEEMED LIKE MINS AFTER I STARTED FOLLOWING THE POTOMAC, A HOMELAND SECURITY CHOPPER IMMEDIATELY APPEARED OFF MY L WING. IT WAS THEN THAT I REALIZED THAT I HAD ACTUALLY ENTERED THE ADIZ WITHOUT AUTHORIZATION. I CONTACTED JYO FSS ON 122.2, WHICH WAS STILL DIALED IN ON MY RADIO. IN THE MIDST OF HAVING TROUBLE EXPLAINING MY PREDICAMENT AND HAVING FSS PERSONNEL COMPREHEND WHAT I WAS RELATING, I NOTICED '121.5.' ON THE CHOPPER'S NOSE. SO I IMMEDIATELY SWITCHED TO THE EMER CHANNEL AND GOT THE CHOPPER RIGHT AWAY. I EXPLAINED THAT I WAS LOST WITH AN INOP VOR. THE CHOPPER ASKED ME TO GO TO JYO AND PROVIDED A VECTOR. THEY ALSO ASSISTED BY MAKING RADIO CALLS FOR ME IN THE PATTERN. I LANDED UNEVENTFULLY AND TAXIED UP TO FBO AS INSTRUCTED. AFTER TALKING TO THE REQUIRED PERSONNEL, I REQUESTED AND WENT UP WITH A LCL FLT INSTRUCTOR TO SEE IF SHE COULD FIGURE OUT THE VOR. SHE VERIFIED THAT IT DID NOT WORK, BRIEFED ME ON ADIZ DEP PROCS, RECOMMENDED THAT I HEAD N TO FREDERICK TO DEPART ADIZ AS QUICKLY AS POSSIBLE AND SKIRT IT TO THE N ON MY WAY BACK TO ZZZ. IF I HAD BEEN ABLE TO GET THE VOR TO WORK, THE INCURSION WOULD NOT HAVE OCCURRED. HOWEVER, AS SOON AS I REALIZED THE VOR WAS NOT WORKING I SHOULD HAVE IMMEDIATELY CONTACTED LEESBURG FSS, WHO

WOULD HAVE PUT ME IN TOUCH WITH POTOMAC TRACON. TO PREVENT RECURRENCE IN THE FUTURE, I WILL ALWAYS BE IN CONTACT WITH POTOMAC TRACON ANY TIME I AM EVEN NEAR THE ADIZ.

Synopsis

A C172 VIOLATED THE DCA ADIZ BECAUSE OF A VOR FAILURE.

ACN: 705584

Time / Day

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

Place

Locale Reference.Navaid : ACO.VOR
State Reference : OH
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : CAK.TRACON
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : Direct

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 19
Experience.Flight Time.Total : 2459
Experience.Flight Time.Type : 1709
ASRS Report : 705584

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I PLANNED ON A BRIEF LCL FLT OF 15 MINS TO BRING THE ENG UP TO OPERATING TEMP PRIOR TO AN OIL CHANGE SCHEDULED FOR THAT DAY. I INTENDED TO FLY FROM MY HOME BASE TO ZZZ AS A WAYPOINT AND RETURN TO AKR, A TOTAL OF 28 NM. I WAS AWARE OF A TFR FOR THE CLEVELAND, OH, AREA THAT WAS IN EFFECT AT THE TIME OF MY FLT THAT WAS CTRED ON CLE WITH A 30 MI RADIUS. PRIOR TO FLT, I CHKED THE DISTANCE FROM CLE TO AKR, 29G AND MY PROPOSED STRAIGHT-LINE FLT PATH BTWN THE 2 USING A PLOTTER AND CURRENT VFR SECTIONAL. AKR MEASURED 33 MI, 29G MEASURED 34.5 MI AND MY FLT PATH WOULD BE 32 MI OR GREATER AT ALL TIMES FROM THE TFR CTR POINT. AS I WAS APCHING TO LAND AT THE END OF THE 15 MIN FLT, I WAS CONTACTED ON THE LCL UNICOM FREQ AND TOLD TO CALL AKRON-CANTON APCH CTL (CAK) VIA PHONE WHEN ON THE GND CONCERNING A 'POSSIBLE TFR VIOLATION.' AFTER LNDG, I FIRST CALLED 1-800-WX-BRIEF AND WAS CONNECTED TO LANSING FSS. I ASKED THE BRIEFER TO RECHK THE PARAMETERS OF THE CLEVELAND TFR. HE STATED THAT 'THERE ARE 2 PARTS TO THE TFR -- A 10 MI RADIUS NO-FLY ZONE, AND A 30 MI RADIUS REQUIRING PRIOR CONTACT WITH ATC AND THE ISSUANCE OF A DISCRETE XPONDER CODE.' HE FURTHER VERIFIED THAT THE TFR WAS CTRED ON CLE. I IMMEDIATELY RE-MEASURED THE DISTANCES PREVIOUSLY REFERRED TO USING PLOTTER AND SECTIONAL AND RECORDED THE SAME FINDINGS AS BEFORE CONSISTENT WITH BEING OUTSIDE THE TFR BOUNDARY. I THEN CONTACTED AKRON-CANTON APCH CTL VIA PHONE AND WAS TOLD BY THE SUPVR THAT I HAD PENETRATED THE TFR. I EXPLAINED THAT I HAD MEASURED ALL DISTANCES PRIOR TO FLT TO AVOID JUST THIS OUTCOME. HE REPLIED THAT 'YOU HAD BETTER GET A NEW PLOTTER AS BOTH AKR AND 29G ARE WITHIN THE TFR.' I EXPRESSED MY TOTAL PUZZLEMENT AND FRUSTRATION WITH THIS OUTCOME, BUT THEN SUPPLIED ALL THE INFO HE REQUESTED. HE STATED HE WOULD HAVE TO FILE A RPT AND I WOULD BE CONTACTED BY SOMEONE WITHIN 1 WK OR SO. ONE MORE TIME I RETURNED TO MY PLOTTER AND SECTIONAL DETERMINED TO FIGURE OUT WHAT WENT WRONG. FINALLY I SAW MY MISTAKE -- I HAD USED THE STATUTE MI SCALE INSTEAD OF THE NAUTICAL MI SCALE ON MY PLOTTER. USING THE CORRECT SCALE I SAW THAT AKR LAY 1 NM INSIDE THE TFR WHILE 29G LAY DIRECTLY ON THE EDGE OF THE 30 NM RADIUS. THIS MISTAKE HAD LED TO A COMPLETELY UNINTENTIONAL AND ACCIDENTAL VIOLATION OF THE TFR. THE LESSONS I LEARNED WERE: 1) ALWAYS CLARIFY AND VERIFY THE UNITS BEING USED WHEN ANY DISTANCES ARE GIVEN. 2) WHEN CONSIDERING THE BOUNDARIES OF A TFR NEVER RELY SOLELY ON ONLY A VERBAL OR TEXT DESCRIPTION BUT FIND A DETAILED GRAPHIC DEPICTION SHOWING ALL AREAS INCLUDED. 3) CHK AND DOUBLECHK THE SCALE WHEN USING A PLOTTER. 4) AND FINALLY, EVEN EXPERIENCED RELATIVELY HIGH TIME PLTS CAN STILL MAKE ROOKIE MISTAKES.

Synopsis

A PA28 PLT FLEW INTO A TFR BECAUSE HE MADE A SCALE ERROR IN CHARTING THE AREA.

ACN: 705076

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.ARTCC : ZZZ.ARTCC
Make Model Name : Helicopter

Aircraft : 3

Controlling Facilities.ARTCC : ZZZ.ARTCC
Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 59
Experience.Flight Time.Total : 420
Experience.Flight Time.Type : 74
ASRS Report : 705076

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 3
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 50

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ON JUL/MON/06 AT APPROX XA00, A PAX AND I TOOK OFF FROM ZZZ ON A SIGHTSEEING FLT. THE WX WAS VFR WITH BROKEN TO SCATTERED CLOUDS AT APPROX 4500 FT MSL. I CHKD THE AWOS BUT DID NOT RECEIVE A WX BRIEFING. WE FLEW TO THE W TO LOOK AT THE MOUNTAINS AND THEN DECIDED TO FLY OVER THE LAKE. WE WERE OVER THE LAKE AT APPROX XA30, SIGHTSEEING WHEN I SAW A LARGE HELI (TYPE UNKNOWN) FLYING LOW OVER THE SURFACE OF THE LAKE APPROX 2 SM AWAY FROM US. THERE WAS ALSO A SINGLE ENG RETRACTABLE GEAR CESSNA IN THE AREA NEAR THE HELI. I OBSERVED THE HELI SCOOP UP SOME OF THE WATER FROM THE LAKE IN A BUCKET HANGING BENEATH THE HELI. I REALIZED THAT THIS MUST BE A FIREFIGHTING OP AND THAT THERE MUST BE A TFR AROUND THE AREA. I IMMEDIATELY TURNED AWAY FROM THE HELI AND CESSNA TO LEAVE THE AREA. A COUPLE MINS LATER, I SAW THE CESSNA PASS US ON OUR L ABOUT 200 FT AWAY HORIZONTALLY AND ABOUT 50 FT ABOVE US, POSSIBLY TO RECORD MY TAIL NUMBER. THE CESSNA THEN MADE A CLBING R TURN IN FRONT AND ABOVE US. I THEN TUNED MY RADIO TO 121.5 BUT I HEARD NO CALLS. WE CONTINUED TO VACATE THE AREA, AND MONITORED 121.5. WHEN I RETURNED HOME, I WENT TO DUATS.COM TO CHK TO SEE IF THERE WAS A TFR OVER THE AREA AND, IN FACT, THERE WAS. I REALIZE THAT I WAS IN VIOLATION OF 91.137 AND THAT THIS WAS DUE TO ME NOT RECEIVING A PROPER PREFLT BRIEFING. PART OF THE REASON FOR THIS WAS THE FACT THAT WHEN I TOOK OFF, I WASN'T SURE WHERE THE FLT WOULD BE GOING, RATHER WE JUST WENT FOR AN UNPLANNED SCENIC FLT. IN THE FUTURE, TO PREVENT SUCH AN INCIDENT AND TO ENSURE THAT I DON'T VIOLATE 91.103, I WILL ALWAYS RECEIVE A PREFLT BRIEFING EVEN FOR LCL FLTS. I WILL ALSO PLAN ALL MY FLTS, INCLUDING SCENIC ONES, AND GET A BRIEFING FOR ALL AREAS WHERE I MAY FLY ON THAT FLT. FOR LONGER FLTS, I WILL CHK FOR ANY POSSIBLE TFR'S AND OTHER PERTINENT INFO WHILE INFLT. WHEN THE FLT PERMITS I WILL ALSO USE RADAR ADVISORIES. WHEN I AM NOT TALKING TO ATC OR APCHING AN ARPT, I WILL ALWAYS MONITOR 121.5 TO AVOID FURTHER CONFLICTS AND IN ORDER TO RENDER ASSISTANCE IF THE NEED SHOULD ARISE.

Synopsis

A KITFOX 4 PLT DEPARTED VFR AN INCOMPLETE PREFLT BRIEFING AND ENTERED A FIREFIGHTING TFR.

ACN: 704928

Time / Day

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

Place

Locale Reference.Airport : CDW.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 2900
Altitude.MSL.Bound Upper : 3800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CDW.Tower
Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Vacating Altitude
Route In Use.Enroute : Direct

Aircraft : 2

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 121

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 383
Experience.Flight Time.Type : 72
ASRS Report : 704928

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Miss Distance.Horizontal : 5200
Miss Distance.Vertical : 900

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTING VFR FROM CDW, I INADVERTENTLY CLBED THROUGH THE FLOOR OF THE CLASS B AIRSPACE. AT 3800 FT MSL, I SAW JET TFC AT 11 O'CLOCK POS, XING L TO R. MY TCAD INFORMED ME THAT THE TFC WAS 1 MI AWAY AND 900 FT ABOVE ME. SEEING THE TFC CAUSED ME TO SWITCH THE MFD FROM THE ENG MONITORING PAGE TO THE NAV MAP. I IMMEDIATELY AND ALARMINGLY RECOGNIZED MY ERROR. AT THE TIME, I WAS APPROX 2 NM FROM THE OUTER RING OF THE CLASS B AIRSPACE. I IMMEDIATELY BEGAN AN EXPEDITED DSCNT TO GET BELOW 3000 FT MSL. THE JET TFC WAS NEVER CLOSER THAN 1 MI AND 900 FT. I WAS STILL ON CDW TWR FREQ, THOUGH OUTSIDE THEIR CLASS D AIRSPACE. I WAS SQUAWKING 1200 AND I HEARD NO CALL FROM THE TWR TO ADVISE ME THAT I HAD VIOLATED THE AIRSPACE. ALTHOUGH I AM EXTREMELY CURRENT, ALMOST ALL OF THE 100 HRS I HAVE FLOWN IN THE PAST 90 DAYS HAVE BEEN ON AN IFR FLT PLAN. THIS FLT, ON A SUNNY SATURDAY MORNING, SEEMED THE PERFECT FLT TO FLY VFR TO ALLOW FOR SIGHTSEEING IN THE MOUNTAINS OF UPSTATE NEW YORK. THE CAUSE OF THIS INCURSION WAS MY IFR MINDSET. WHEN FLYING IFR, THE CLASS B AIRSPACE IS NOT AN ISSUE. BECAUSE I FLY TO CDW ON AN IFR FLT PLAN ALMOST EVERY WK, MY IFR MINDSET TRANSFORMS THE NEW YORK CLASS B AIRSPACE INTO A NON-ISSUE. IN OTHER WORDS, THE 'MUSCLE MEMORY' IN MY BRAIN IS TRAINED TO DEPART CDW CLBING TO ASSIGNED ALT. I HAD CHOSEN 5500 AS THE CRUISE ALT FOR THIS FLT AND MY BRAIN DID AS IT ALWAYS DOES, IT WAS CLBING TO ASSIGNED ALT. WHILE I RECOGNIZE THIS ERROR WAS MY OWN AS PIC, I DO HAVE A SUGGESTION FOR HOW SIMILAR ERRORS CAN BE AVOIDED. WHEN ONE ENTERS THE DC ADIZ FLYING VFR, POTOMAC APCH SAYS, 'PROCEED ON COURSE, REMAIN OUTSIDE OF BRAVO.' IF THE CDW TWR WERE TO ADD SUCH A TAG LINE TO THEIR VFR CLRNCS, THE ISSUE WOULD BE FRONT AND CENTER FOR DEPARTING PLTS. FOR EXAMPLE, 'CESSNA 1234, CALDWELL TWR, RWY 4 CLRED FOR TKOF, REMAIN OUTSIDE OF BRAVO.'

Synopsis

A COLUMBIA 400 PLT CLBING VFR OUT OF CDW INADVERTENTLY ENTERED NEW YORK CLASS B AIRSPACE WITHOUT CLRNC.

ACN: 704835

Time / Day

Date : 200607
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : GPM.Airport
State Reference : TX
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : GPM.Tower
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Navigation In Use.Other : Loran
Navigation In Use.Other : Pilotage
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 1600
Experience.Flight Time.Type : 500
ASRS Report : 704835

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

TRAVELING ON THE LAST LEG OF A MULTI-LEG DAY, I WAS TRANSITIONING UNDER THE 2000 FT FLOOR OF CLASS B AIRSPACE. I CALLED 10 NM NW OF MY DEST ON THE CTAF, BASED ON PUBLISHED INFO THAT THE TWR WAS ALREADY CLOSED. THE TWR RESPONDED TO MY CALL, INDICATING THEY WERE STILL OPEN, AND GAVE ME A LOCATION TO RPT FOR LNDG SEQUENCE. THE TWR ALSO INDICATED A TFR WAS IN EFFECT OVER A PARTICULAR AREA BUT, BASED ON MY PRESUMED LOCATION, IT WOULD NOT BE AN ISSUE (IN A CALL TO FSS APPROX 1 HR PRIOR TO THIS LAST LEG, THERE HAD BEEN NO INDICATION A TFR IN EFFECT). I QUERIED THE LOCATION OF THE TFR AS I DO NOT FLY IN THIS PART OF THE CITY VERY OFTEN AND WAS NOT FAMILIAR WITH THE STREET NAMES FROM THE AIR. THE CTLR BELIEVED I WOULD PASS WELL AWAY FROM IT, BASED ON MY LOCATION. I WAS USING A TERMINAL CHART, HANDHELD GPS AND LORAN FOR POSITIONAL AWARENESS. I CROSSED A LANDMARK I BELIEVED WAS THE LAKE I WAS LOOKING FOR AND TURNED E TOWARDS THE ARPT ON WHAT I BELIEVED WAS THE CORRECT INTERSTATE. I PASSED OVER AN AMUSEMENT PARK WHICH IS N OF THE ARPT, AND N OF WHERE I BELIEVED I WAS. I IMMEDIATELY TURNED S TOWARDS THE ARPT BUT AM NOT SURE IF, AT THAT POINT, I MOMENTARILY ENTERED THE CLASS B SURFACE AREA (AS IT GOES TO THE SURFACE AT APPROX THAT POINT). GIVEN THAT I WAS ALSO N OF WHERE THE CTLR AND I BOTH THOUGHT I WAS, I AM ALSO NOT SURE IF I ENTERED THE TFR. AFTER TURNING S, I FOUND THE E/W INTERSTATE I HAD ORIGINALLY BEEN LOOKING FOR AND TURNED E. AT THAT POINT, I CONFUSED A SIMILARLY SIZED UNCTLED ARPT JUST S OF MY DEST AS THE CORRECT ARPT. THE CTLR CAUGHT MY MISTAKE AND GAVE ME A HDG AND LANDMARK TOWARDS HIS ARPT AT WHICH POINT I ENTERED R DOWNWIND, OBTAINED A LNDG CLRNC AND LANDED WITHOUT FURTHER PROBS. I WAS NOT FAMILIAR WITH THE TRANSITION RTE I WAS USING TO GO FROM N TO S. I SHOULD HAVE DONE A PRACTICE RUN, IN BOTH DIRECTIONS, WITH SOMEONE FAMILIAR WITH THE RTE TO CORRECTLY IDENT LANDMARKS/FREEWAYS, ETC. SECONDLY, THIS WAS THE FINAL LEG OF A MULTI-LEG FLT AND I WAS MORE TIRED THAN I THOUGHT. MY CONCENTRATION AND SITUATIONAL AWARENESS WERE DEFINITELY NOT WHAT THEY NEEDED TO BE TO TRAVEL THROUGH THIS AIRSPACE AND/OR AVOID THE TFR. HAVING THE TWR OPEN WAS A HUGE PLUS. ON THE POSITIVE SIDE, I MADE HIM AWARE I WAS UNFAMILIAR WITH THE AREA EARLY ON. HE MADE SURE I WAS AWARE OF THE TFR AND HAD ME GIVE HIM POS RPTS SEVERAL TIMES. HE ALSO WAS ABLE TO FIND ME BEFORE I LANDED AT THE WRONG ARPT AND GIVE ME ADDITIONAL ASSISTANCE IN LOCATING THE CORRECT ARPT.

Synopsis

C172 PLT ENTERS CLASS B AND TFR ON APCH TO GPM.

ACN: 703528

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Corporate
Make Model Name : Learjet 31
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 275
Experience.Flight Time.Total : 25505
Experience.Flight Time.Type : 9175
ASRS Report : 703528

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 21000
Experience.Flight Time.Type : 400
ASRS Report : 703530

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Narrative

DEPARTED GAI IFR FLT PLAN GAI-ABE. GAI, UNCTLED FIELD, NO TWR, INSIDE ADIZ, NOT CLASS B, ALT RESTR 3500 FT TO 10000 FT. VHF RADIO PROB UNABLE TO REACH POTOMAC APCH ON 126.1 FOR CLRNC OR XPONDER CODE ON GND, ASKED FOR XPONDER CODE IMMEDIATELY AFTER TKOF BEFORE REACHING 2500 FT MSL. NOTAMS WERE READ AND UNDERSTOOD REGARDING ADIZ. WHEN UNABLE TO TALK TO POTOMAC APCH ON GND WE SHOULD HAVE SHUT DOWN THE ENGS, WALKED INTO FBO AND USED TELEPHONE FOR CLRNC, VOID TIME, AND XPONDER CODE. ONE FIX WOULD BE TO COPY OUTBOUND CLRNC, VOID TIME BEFORE LNDG GAI WHILE IN THE AIR FROM POTOMAC APCH 126.1.

Synopsis

LEAR 31A FLT CREW ENTERS THE DC ADIZ WITHOUT A CLRNC.

ACN: 703496

Time / Day

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

Place

Locale Reference.Airport : DCA.Airport
State Reference : DC
Altitude.MSL.Single Value : 500

Environment

Light : Dawn

Aircraft : 1

Controlling Facilities.TRACON : DCA.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 703496

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 703491

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Airspace Violation : Entry
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

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

Narrative

WX AT DCA AT TIME OF DEP WAS 500 FT OVCST, 1 3/4 MI VISIBILITY WINDS 200 DEGS AT 4 KTS DEPARTING RWY 1. THE CAPT WAS MAKING THE TKOF AND EXECUTED A TURN USING THE HUD TO INTERCEPT THE 328 DEG RADIAL OFF OF DCA FREQ 111.00 AS IS REQUIRED UNDER IMC CONDITIONS. THE TURN WAS MADE AT 300 FT FOLLOWING THE HUD HDG SELECT COMMANDS TOWARDS THE 328 DEG RADIAL. THE FO NOTICED THE GND TRACK WITH THE SHALLOW BANK PROGRAMMED IN THE FLT DIRECTOR SYS WAS NOT TURNING US AWAY FROM THE PROHIBITED AIRSPACE. THE FO ANNOUNCED A NEED TO INCREASE THE BANK ANGLE TO TAKE UP A MORE WESTERLY HDG TO GET OVER TO THE 328 DEG RADIAL. DURING THE TURN AWAY FROM THE PROHIBITED AIRSPACE, DEP CALLED US TO ADVISE US OF OUR PROX TO THE PROHIBITED BOUNDARIES. AFTER MAKING THE TURN AND JOINING THE 328 DEG RADIAL OUTBOUND, WE INQUIRED WITH DEP AS TO OUR COMPLIANCE WITH THE DEP PROC. DEP INDICATED WE REACHED THE 'LINE' THAT DEFINES THE PROHIBITED AIRSPACE. ON FURTHER INQUIRY DEP DID NOT SEE A PROB WITH OUR GND TRACK OR COMPLIANCE WITH THE DEP PROC. DURING THE CRUISE PORTION OF THE FLT THE FO AND I DISCUSSED WHAT MIGHT HAVE CAUSED US TO COME SO CLOSE TO THE DEP LIMITATIONS. FIRST THE QUARTERING TAILWIND WHICH WAS NOT A TKOF PROB DID AFFECT OUR GND TRACK IN SUCH A WAY AS TO CAUSE US TO DRIFT OUT OF THE TURN RADIUS. ALSO THE HUD WHICH IS VALUABLE IN TKOF PARTICULARLY IN IMC DOES NOT AGGRESSIVELY CTL THE ACFT AS IS NEEDED IN THIS DEP. FINALLY, THE FLT DIRECTOR SYS HAS LIMITATIONS BUILT IN TO PROVIDE BANK ANGLE LIMITS DURING LOW ALT LOW AIRSPACE FLT AND IF FOLLOWED DO NOT COMPLY WITH THE DEP RESTRS. THE NOISE ABATEMENT PROC/P56 AVOIDANCE DEP PROC RWY 1 AT DCA IS A DEMANDING DEP REQUIRING SITUATIONAL AWARENESS AND SPECIFIC CONDITIONAL INTERP TO COMPLY WITH IT.

Synopsis

B737 CREW NEARLY PENETRATES P56 DEPARTING DCA RWY 1 BY NOT TURNING AGGRESSIVELY ENOUGH.

ACN: 701150

Time / Day

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

Place

Locale Reference.Airport : RNM.Airport
State Reference : CA
Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 2550
Experience.Flight Time.Type : 1700
ASRS Report : 701150

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ENRTE TO GILLESPIE FIELD (SEE) FROM A CRUISING ALT OF 5500 FT, I NEEDED TO BE BELOW 4800 FT FOR CLRNC FROM SAN DIEGO CLASS B AIRSPACE BY RAMONA ARPT. SO I LOWERED ALT DOWN TO 4500 FT. WHEN I GOT OVER RAMONA I SET MY RADIOS FOR GILLESPIE AND TUNED IN TO THE ATIS. THAT'S WHEN I FOUND OUT ABOUT THE TFR FOR RAMONA. BY THAT TIME I HAD ALREADY

PASSED THE ARPT. IN THE FUTURE I WILL CALL FSS, ASK THE TWR AND GND CTL FOR ANY TFR'S IN SOUTHERN CALIFORNIA.

Synopsis

C172 PLT ENTERS A TFR OVER RNM ARPT.

ACN: 699928

Time / Day

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

Place

Locale Reference.Airport : BWI.Airport
State Reference : MD
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.General Aviation : Personal
Make Model Name : M-20 J (201)
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Air/Ground Communication

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 5900
Experience.Flight Time.Type : 1100
ASRS Report : 699928

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Controller : Issued New Clearance
Resolutive Action.Controller : Provided Flight Assist
Resolutive Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

THE FLT WAS A PART 91 TRIP IN MY PERSONAL PLANE FROM MY 3 DAY WORK WK FOR A PART 135 OP. I WAS ON AN IFR FLT PLAN FROM BWI TO AN UNCTLED FIELD NEAR PITTSBURGH. I HAD RECEIVED MY BRIEFING AND FILED MY FLT PLAN VIA DUATS JUST PRIOR TO THE FLT AND WAS AWARE OF THE EXPANDED TFR AROUND P-40. WHEN I WAS READY TO DEPART, I SWITCHED FROM GND TO THE TWR FREQ AND FOUND THAT THE FREQ SEEMED TO BE BLOCKED. I MADE MY CALL ANYWAY BUT HEARD NO RESPONSE. I SWITCHED BACK TO GND AND IMMEDIATELY HEARD 'MOONEY CLRED FOR TKOF RWY HDG.' HEARING THIS, I ASSUMED THERE WAS A PROB WITH THE TWR FREQ AND NOT MY RADIO BECAUSE THE COMS FROM GND CTL WERE NORMAL. SOMEWHERE AROUND LIFTOFF, I WAS TOLD TO CONTACT THE FREQ AGAIN. WHEN I DID, THE RESPONSE FROM THE TWR WAS GARBLED. THAT WAS THE LAST THING I WAS ABLE TO HEAR. WHEN I THOUGHT I SHOULD HAVE BEEN HANDED OFF TO DEP, I MADE A CALL BUT WAS UNABLE TO GET A RESPONSE EITHER. I THEN SQUAWKED 7600. SINCE IT WAS VFR, AND I COULD CONTINUE VFR I DECIDED TO DEPART THE AREA PER MY FPR. IF I WAS UNABLE TO RE-ESTABLISH COMS, I WOULD FIND A SUITABLE PLACE TO LAND. I WAS USING A HAND MIKE BECAUSE THE PUSH-TO-TALK SWITCH ON THE YOKE HAD GOTTEN A LITTLE LOOSE IN THE SOCKET AND WAS DIFFICULT TO DEPRESS. THE NOISE OR STATIC I COULD HEAR FROM MY RADIOS SOUNDED SIMILAR TO A STUCK MIKE BUT NOT EXACTLY. I DIDN'T THINK MY MIKE WAS STUCK BECAUSE I COULD HEAR THE AUDIO CLICK WHEN I PRESSED THE SWITCH AND ALSO WHEN I RELEASED IT. THIS WAS A VERY BAFFLING AND CONFUSING CONDITION. I HAVE HAD STUCK MIKES BEFORE BUT THIS CONDITION WASN'T THE SAME. I WAS STILL ON RWY HDG, RWY 33R, WHILE TRYING TO SORT THIS OUT AND BEGAN TO LOSE MY POSITIONAL AWARENESS. BEING THAT IT WAS A BEAUTIFUL CLR DAY FURTHER DIMINISHED MY CONCERN FOR CLRLY MONITORING MY POS. MY CLRNC WAS FOR VECTORS TO V-214 GRV, DIRECT IHD, DIRECT. CLB TO 4000 FT EXPECT 6000 FT 10 MINS AFTER. I EXECUTED THE CLBS AS EXPECTED AND TUNED IN MRB THE FIRST FIX IN THE AIRWAY. INSTEAD OF TURNING BACK TO THE S AND INTERCEPTING V-214 LIKE I SHOULD HAVE, I WENT DIRECTLY TO IT. I DIDN'T THINK I WAS THAT FAR N OF COURSE, BUT I LOST TRACK OF THE TIME I WAS ON RWY HDG AS WELL. HAD I TOOK NOTICE OF THE HDG TO THE VOR, I WOULD HAVE REALIZED HOW FAR OFF COURSE I WAS. AS IT WAS THOUGH, I BECAME TOO ENGROSSED IN SOLVING THE PROB. AS THE FRUSTRATION WITH THE PROB INCREASED, CLR THINKING ABOUT WHAT I SHOULD BE DOING DECREASED. I HAD THE AUTOPLT ENGAGED IN HDG MODE AFTER CTRING THE NEEDLE BUT WAS NOT MONITORING MY COURSE CLOSELY AND WOUND UP N OF MY INTENDED RTE. RESOLVING THE PROB BECAME THE FOCUS OF MY ATTN INSTEAD OF NAVING. OCCASIONALLY THE BACKGND NOISE WOULD CLR UP MOMENTARILY. ONCE WHEN I MOVED THE SWITCH FROM COM #1 TO COM #2 THE BACKGND NOISE CLRED UP MOMENTARILY. UPON XMITTING, IT WAS BACK THOUGH. THIS ANECDOTAL EVIDENCE OF THE PROB TURNED OUT TO BE COINCIDENTAL, AND IT FURTHER DISTR ME FROM WATCHING MY COURSE. THEN AT ONE POINT, I MUST HAVE INADVERTENTLY DISCONNECTED HDG MODE, LEAVING THE AUTOPLT WITH JUST

THE FLT DIRECTOR ENGAGED. DUE TO A HEAVIER FUEL LOAD IN THE R WING, THIS CAUSED THE ACFT TO DRIFT N AS WELL. AT THE EXPENSE OF TRACKING THE APPROPRIATE COURSE, I ULTIMATELY DISCOVERED THE PROB. IT WAS THE ONE I SHOULD HAVE CONSIDERED TO BEGIN WITH. I HAD TRIED THE PUSH-TO-TALK SWITCH PREVIOUSLY AND COULD HEAR IT CLICK TO XMIT AND RELEASE SO I HADN'T GIVEN IT ANY FURTHER THOUGHT. THIS TIME I WIGGLED IT SIDE-TO-SIDE AND COULD DETECT A CHANGE IN THE STATIC, ALMOST ELIMINATING IT AS I HELD IT. I HAD A SMALL SCREWDRIVER WITHIN EASY REACH SO I REMOVED THE SCREWS FROM THE TRIM SWITCH BASE TO ACCESS THE PUSH-TO-TALK SWITCH AND SAW THAT 1 WIRE HAD COME DETACHED AND WAS SHORTING WITH THE OTHER. AFTER PULLING IT AWAY, COMS WERE NORMAL. I RE-ESTABLISHED CONTACT WITH POTOMAC APCH AND WAS TOLD I WAS VERY CLOSE TO RESTR AIRSPACE AND TO TURN TO HDG 180 DEGS. I WAS INSTRUCTED TO INTERCEPT MY FPR AND CONTINUED TO DEST. FATIGUE HAS TO BE CONSIDERED AS WELL. MY DUTY TIME THE NIGHT BEFORE BEGAN AT XA30 AND ENDED ABOUT 1 HR BEFORE THIS FLT AT XJ00. I DID NOT FEEL OVERLY TIRED, BUT FATIGUE IS AN INSIDIOUS THING.

Synopsis

MOONEY PLT HAS LOST COM DURING DEP AND COMES VERY CLOSE TO P-40 PROHIBITED AREA.

ACN: 699648

Time / Day

Date : 200606
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : R90.TRACON
State Reference : NE
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : R90.TRACON
Operator.General Aviation : Personal
Make Model Name : Bellanca Aircraft Corp Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
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 : 180
Experience.Flight Time.Total : 25000
Experience.Flight Time.Type : 2000
ASRS Report : 699648

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Person : 3

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

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

Independent Detector.Other.ControllerB : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ACFT WAS BEING FERRIED TO CALIFORNIA. FLT WAS FROM ROCKFORD, IL, TO INTENDED DEST OF DES MOINES, IA. WHILE ON GND AT ROCKFORD, IL, OBTAINED FULL BRIEFING (KANKAKEE FSS), INFORMED BRIEFER THAT WE WERE FERRYING ACFT ACROSS THE COUNTRY AND THAT OUR INTENDED DEST WAS DES MOINES, IA. RECEIVED FULL BRIEFING AND WAS TOLD NO TFR'S AFFECTING OUR FLT. DURING FLT, GND SPDS WERE BETTER THAN PLANNED (WINDS LESS THAN FORECAST). UPON CONTACT WITH DES MOINES, APCH CHANGED DEST TO COUNCIL BLUFFS, IA (10 MI E OF OMAHA). AFTER 20 MI W OF DES MOINES, RADIO XMISSION STARTED TO GET GARBLED. DID NOT RECEIVE A HDOF TO OMAHA APCH. TRIED CALLING FSS, COULDN'T RAISE THEM. ABOUT 32 MI FROM OMAHA, TUNED IN OMAHA APCH ON 124.5 HEARD THEM CALLING 'UNKNOWN ACFT 32 MI E OF OMAHA AT 3000 FT WBOUND PLEASE ACKNOWLEDGE.' WE CALLED THEM AND THEY INFORMED US WE WERE ABOUT TO ENTER A TFR. THEY GAVE US A VECTOR CLR OF THE AIRSPACE AND WE PROCEEDED TO AN ARPT 10 MI BEHIND US (ATLANTIC IOWA A10). AFTER LNDG, CALLED SUPVR AT OMA APCH AND WAS INFORMED THAT THERE WAS A TFR IN PLACE 30 MI OF OMAHA UNTIL THE NEXT DAY. THIS WAS OUR FIRST KNOWLEDGE OF THIS. NEITHER FSS NOR DES MOINES APCH TOLD US ABOUT THE TFR.

Synopsis

CITABRIA ENTERS A TFR WHILE ENRTE.

ACN: 698534

Time / Day

Date : 200605
Day : Wed
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.General Aviation : Instructional
Make Model Name : MD-500MG
Operating Under FAR Part : Part 91
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Corporate
Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Total : 3100
Experience.Flight Time.Type : 650
ASRS Report : 698534

Person : 2

Affiliation.Government : FAA

Person : 3

Function.Other Personnel : FSS Specialist

Events

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

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

PLT CALLED BUF FSS AT APPROX XA10 TO CHK ON THE TFR STATUS AT PHL, FOR A FLT FROM LANCASTER (LNS) TO CHESTER COUNTY (40N) TO KENNEDY (JFK) TO LANCASTER (LNS). FSS ADVISED THAT ALL TFR'S WERE CANCELED FOR THE STATE OF PENNSYLVANIA. FLT IMMEDIATELY DEPARTED FROM LNS TO 40N FOR FUEL, AND CONTINUED TO JFK. PLT CONTACTED WILLOW GROVE (NXX) FOR CLRNC THROUGH THE CLASS D AIRSPACE. NXX XFERRED PLT TO PHL (PHL) APCH. APCH ADVISED PLT THAT HE HAD VIOLATED A TFR AND TO IMMEDIATELY LAND AT DOYLESTOWN (DYL). PLT CALLED FSS BY LANDLINE AND FSS ADVISED PLT THAT THE TFR WAS CANCELED BY THE FAA AND, APPROX 45 MINS LATER, THE FAA REINSTATED THE TFR. TO PREVENT FUTURE OCCURRENCES, THE FAA SHOULD NOT CANCEL A TFR AND THEN REINSTATE THE SAME TFR WHILE THE PLT IS CONDUCTING A FLT.

Synopsis

HUGHES 500 PLT ENTERS A TFR DURING TRANSIT OF THE PHL AREA.

ACN: 697614

Time / Day

Date : 200605
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HAO.Airport
State Reference : OH
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Piper Single Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Arrival : VFR

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 78
Experience.Flight Time.Total : 2200
Experience.Flight Time.Type : 70
ASRS Report : 697614

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I FLEW INTO A TFR IN THE CINCINNATI AREA WHILE RETURNING TO MY BASE ARPT AT HAO. I HAD FLOWN TO MUNCIE (MIE) AROUND XA00 TO GET A MINOR SQUAWK FIXED ON MY AIRPLANE WHICH HAD JUST COME OUT OF ANNUAL. MUNCIE IS ABOUT 30 MINS FROM BUTLER COUNTY REGIONAL. THE FBO AT

MUNCIE HAS DONE ALL OF MY MAINT. IT WAS A BEAUTIFUL DAY. I COULD JUST WIND DOWN ON A CAREFREE FRIDAY WITH AN UNSCHEDULED RELAXING FLT TO MUNCIE. I DIDN'T GET A BRIEFING. I DIDN'T TALK TO THE FBO. I WASN'T LISTENING TO THE RADIO THAT WK. PEOPLE WHO KNOW ME DIDN'T MENTION THE TFR BECAUSE THEY KNOW HOW I ALWAYS CHK. I FLY IFR 98% OF THE TIME. I LET MY GUARD DOWN.

Synopsis

PIPER MALIBU PLT ENTERS A TFR VICINITY OF MIE.

ACN: 695604

Time / Day

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

Place

Locale Reference.ATC Facility : I90.TRACON
State Reference : TX
Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : I90.TRACON
Operator.General Aviation : Personal
Make Model Name : Piper Twin Piston Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 550
ASRS Report : 695604

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Person : 3

Affiliation.Government : FAA
Function.Other Personnel : FSS Specialist

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 962
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ON APR/SUN/06, I WAS IN CANCUN, MEXICO, FILING AS I HAVE MANY TIMES BEFORE GETTING READY TO RETURN TO MOBILE, AL. I CALLED ANNISTON FSS IN ALABAMA, TO FILE MY DVFR OR ICAO FOR RE-ENTRY TO THE UNITED STATES. I WAS TOLD THAT I NEEDED TO CALL MIAMI TO FILE BECAUSE MIAMI WAS BETTER AT IT THAN ANNISTON WAS. I TRIED TO EXPLAIN THAT I WAS TO FILE WITH ANNISTON. I CALLED MIAMI WHICH ANNISTON GAVE ME, AND AFTER TELLING MIAMI WHAT I NEED, MIAMI TOLD ME THAT I NEED TO CALL ANNISTON BECAUSE I WAS GOING IN TO THEIR AREA. I CALLED ANNISTON BACK AND TOLD THEM WHAT MIAMI SAID. SHE SAID SHE WOULD FILE IT THEN. WHEN ASKED FOR AN ALTERNATE ARPT, I TOLD HER THAT MOBILE WAS ABOUT THE CLOSEST PLACE WHEN XING THE GULF EXCEPT FOR JKA IN GULF SHORES AND SHE TOOK JKA AS MY ALTERNATE. AS THE WX WAS PERFECT THE ONLY THING THAT WOULD MAKE ME DIVERT WOULD BE A MECHANICAL PROB AND THAT WOULD BE TO THE CLOSEST ARPT WHICH WOULD BE JKA. NOW I AM IN THE PLANE HEADING BACK AND THE PHONE NUMBER I GAVE IS THE NUMBER AT MY FATHER'S HOUSE THAT I USE WHEN I AM IN THE STATES AND WHERE OUR OFFICE IS. HE RECEIVED A PHONE CALL FROM HOUSTON SAYING I DID NOT FILE AN ALTERNATE ARPT AND THAT ANNISTON NEEDED TO FILE IT THAT HE OR NO ONE ELSE COULD DO IT BUT ANNISTON, AND I NEED TO CALL ANNISTON AND FILE AN ALTERNATE. HE CALLED ANNISTON AND TOLD THEM THAT I WAS IN THE AIR ON THE WAY BACK, ANNISTON GAVE HIM A SQUAWK FREQ TO GIVE TO ME. (I AM IN THE AIR AT THIS TIME) AND THEY WERE TOLD SO, THIS WOULD HAVE HAPPENED ABOUT 1 HR AFTER FILING WITH ANNISTON. HE ALSO TOLD THEM THAT THEY HAD SCREWED UP AND THAT THEY WERE GOING TO CAUSE THE MIL TO SCRAMBLE THE JETS ON ME. THIS WOULD HAVE BEEN THE FIRST TIME I WOULD HAVE EVER BEEN GIVEN A SQUAWK FROM ANNISTON. I WAS ALWAYS TOLD I HAD TO PICK IT UP FROM HOUSTON OR MOBILE AS SOON AS I COULD GET THEM ON THE RADIO. I LEFT MEXICAN WATERS TALKING TO MERIDA CTR AND THEY CLRED ME OUT AND TOLD ME TO SQUAWK 1200 AS I HAVE DONE ON EVERY TRIP BACK ACROSS THE GULF FOR THE PAST 5 YRS. AS SOON AS I CAN GET IN RADIO CONTACT I HAVE GOTTEN A HOLD OF HOUSTON AND TELL THEM I AM ENRTE FROM CANCUN ON A VFR FLT AND HAVE FILED A DVFR WITH ANNISTON AND NEED TO PICK UP A SQUAWK FOR RE-ENTRY. THEY HAVE ON A COUPLE OF TIMES TOLD ME TO CONTACT MOBILE WHEN I COULD REACH THEM TO PICK UP MY SQUAWK. ON THIS TRIP I GOT IN TOUCH WITH HOUSTON. SHE WAS VERY BUSY, SAID SHE WAS GOING TO FIND OUT WHO I NEEDED TO TALK TO AND GAVE ME A SQUAWK. SHE TOLD ME AREA W-155 WAS HOT. I TOLD HER THAT I WAS W OF THAT AREA AND SHE AGREED THAT I WAS JUST OUTSIDE TO THE W. AFTER A WHILE SHE TOLD ME THAT MOBILE WAS VERY BUSY AND TO SQUAWK 1200 AND COULD NOT HAND ME OFF, WHEN I COULD, TO CONTACT MOBILE. I DID JUST THAT. MOBILE GAVE ME A SQUAWK AND IT WAS SOME TIME BEFORE HE COULD PICK UP MY XPONDER BECAUSE OF MY DISTANCE OUT, BUT PRIOR TO THAT HE TOLD ME AREA W-155 WAS HOT WITH LIVE FIRE. I TOLD HIM I WAS TO THE W AND TURNED EVEN MORE TO THE W AND ON THE WESTERN HDG MOBILE SAID THEY WERE PICKING UP MY XPONDER AND GAVE ME VECTORS STRAIGHT IN TO BFM DOWNTOWN MOBILE. MOBILE GAVE ME A PHONE NUMBER TO CALL WHEN I GOT ON THE GND TO A SERGEANT IN EGLIN AFB IN FLORIDA. HE SAID THAT THEY HAD FOLLOWED ME

ALL THE WAY ACROSS THE GULF SQUAWKING 1200 AND DID NOT KNOW WHERE I WAS FROM AND THAT I WAS TO SQUAWK THE LAST SQUAWK THAT WAS GIVEN TO ME. I TOLD HIM I DID, 1200. HE SAID NO, THE LAST SQUAWK THAT WAS ISSUED FROM MERIDA CTR SO THEY COULD BACK TRACK AND FIND OUT WHO I WAS. EGLIN SAID THAT THERE WAS NO RECORD ON ME IN THE SYS. THIS IS THE SECOND TIME ANNISTON HAS FAILED TO ENTER OR ACTIVATE MY DVFR OR ICAO. THE SERGEANT SAID THAT I WAS FROM NOW ON TO SQUAWK THE LAST FREQ GIVEN FROM MEXICO, ALL THE WAY ACROSS THE GULF FROM CANCUN, MEXICO, AND NOT TO GO BACK TO 1200. EGLIN HAD SCRAMBLED THE JETS ON ME BUT I NEVER SAW THEM.

Synopsis

PA23 AZTEC PLT HAS DIFFICULTY FILING AN ICAO FLT PLAN FROM MMUN TO BFM THROUGH THE FSS.

ACN: 672503

Time / Day

Date : 200509
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Intersection : MULRR
State Reference : MD
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PCT.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Saab-Scania Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Route In Use.Arrival.STAR : DELRO

Aircraft : 2

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

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 1.5
Experience.Controller.Non Radar : 1.5
Experience.Controller.Radar : 13.5
Experience.Controller.Time Certified In Position1 : 7
ASRS Report : 672503

Person : 2

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

Person : 3

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

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Investigated

Assessments

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

Situations

ATC Facility.Procedure Or Policy : PCT.TRACON

Narrative

A COMMUTER WAS INBOUND TO IAD ON THE DELRO 1 ARR. P40 PROHIBITED AIRSPACE (CAMP DAVID) WAS ACTIVE AND EXPANDED, THE EXPANSION OF P40 AIRSPACE PROHIBITS ANY ACFT FROM FLYING WITHIN A 5 MI RADIUS OF CAMP DAVID BELOW 12500 FT MSL. THERE IS ALSO AN ASSOCIATED ADIZ WHICH REQUIRES ADDITIONAL CTLR VIGILANCE. THE TFC FLYING AT 8000 FT MSL, APPEARED TO BE FLYING N OF THE ARR RTE AND MISSED THE TURN TOWARDS IAD AT THE MULRR INTXN. WHEN I OBSERVED THE ACFT CONTINUING WBOUND TOWARD P40, I IMMEDIATELY ISSUED A VECTOR SBOUND, BUT THERE WAS NOT ENOUGH TIME TO PREVENT THE ACFT FROM ENTERING P40. THE SUPVR WAS IMMEDIATELY ADVISED. THE ACFT WAS ON MY FREQ FOR ONLY 1 MIN 15 SECONDS BEFORE THE INCIDENT OCCURRED. CAUSAL FACTORS: 1) SINCE 9/11/01, P40 PROHIBITED AIRSPACE HAS BEEN EXPANDED WHENEVER THE PRESIDENT IS IN RESIDENCE. NONE OF THE ARR RTES INTO IAD HAVE BEEN CHANGED, THEREBY PLACING THE PROX OF MULRR INTXN EXTREMELY CLOSE (LESS THAN 2 MI) TO THE EDGE OF P40 AIRSPACE. THERE IS NO MARGIN FOR ERROR, AND NO AIRWAY PROTECTION, IE, 2 MI EITHER SIDE OF AN AIRWAY. ACFT WAS NAVING WITH NON PRECISION /A EQUIP. 2) I WAS VERY BUSY WORKING AN ARR SECTOR DURING A KNOWN ARR PUSH. THE HDOF POS WAS NOT STAFFED. THERE WERE INBOUND RESTRS PLACED ON ALL OTHER ARR FIXES, BUT NONE OVER MULRR. 3) AT THE TIME OF THE INCIDENT, AN ACR Y HVY JET WAS INBOUND FROM A NON STANDARD ARR RTE BECAUSE THIS AIRLINE IS NOT PERMITTED TO FLY THE NORMAL ARR RTES NEAR P40 SINCE 9/11. THIS ALTERNATE ARR RTE IS ONLY 15 MI NE OF IAD ARPT AND FITTING THIS UNEXPECTED HVY JET INTO THE ARR FLOW WAS EXTREMELY WORK INTENSIVE, REQUIRING CTLR COORD AND THE CHANGING OF SEVERAL PRE-ISSUED ACFT ALT AND SPD ASSIGNMENTS TO ENSURE SEPARATION AND TO ESTABLISH AN ARR GAP BIG ENOUGH TO ACCOMMODATE THE HVY JET AND ITS WAKE. IN FACT, I MISSED ACFT X'S INITIAL CALL BECAUSE OF NECESSARY COORD ABOUT THIS ACFT. SOLUTIONS: 1) ARR RTES AND PROCS MUST BE CHANGED TO ACCOMMODATE THE NEW EXPANDED P40 AIRSPACE. SINCE 9/11, MANY PROCS

AND A LOT OF AIRSPACE HAVE BEEN CHANGED FOR SECURITY REASONS BY PEOPLE WHO ARE TOO FAR REMOVED FROM THE DAILY OP OF SIMPLY MOVING AND SEPARATING ACFT. THERE HAS BEEN LITTLE PROCEDURAL CHANGE TO SUPPORT THESE NEW REQUIREMENTS AND THIS HAS INTRODUCED FAR TOO MANY COMPLEXITIES FOR THE SYS AND THE CTLR'S ABILITY TO HANDLE ACFT SAFELY AND EFFECTIVELY. 2) THERE NEEDS TO BE ARR RESTRS OVER MULRR WHENEVER P40 IS ACTIVE. THERE IS ABSOLUTELY NO MARGIN FOR ERROR ON THE PART OF EITHER THE CTLR OR THE PLT. JAMMING ARRS IN THIS AREA WITH LITTLE TIME TO ACT AND NO ROOM TO MANEUVER IS ASKING FOR TROUBLE. 3) STAFFING THE HDOF POS HELPS BY PROVIDING A SECOND SET OF EYES AND BY LIMITING DISTRS TO THE RADAR CTLR BY TAKING CARE OF COORD AND STRIP MGMNT.

Synopsis

PCT CTLR EXPRESSED CONCERN REGARDING NUMEROUS RESTR AREAS AROUND THE DCA AREA AND PUBLISHED ARR RTES THAT ARE IN CLOSE PROX.

ACN: 672167

Time / Day

Date : 200509
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TEB.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Initial

Aircraft : 2

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model Name : Cessna Citation Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Total : 6400
Experience.Flight Time.Type : 1600
ASRS Report : 672167

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 1600
Experience.Flight Time.Type : 175
ASRS Report : 672050

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Clearance Delivery

Person : 5

Affiliation.Government : FAA
Function.Controller : Ground

Person : 6

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

WE STARTED THE ENGS OF THE HELI AND MY COPLT GOT THE ATIS AND CALLED CLRNC DELIVERY FOR A FLT. AFTER 3 ATTEMPTS TRYING TO CLARIFY OUR REQUEST, I THEN TALKED TO CLRNC DELIVERY, AND REQUESTED A NOVEMBER ROUTING (HELI RTE) WITH HDOF TO APCH CTL TO HELP AVOID THE VARIOUS TFR'S. WE WERE CLRED ONTO TXWY P BY GND CTL, AND TOLD TO SWITCH TO TWR. AS WE PULLED ONTO THE TXWY, WE SAW A JET ON THE TXWY FACING US IN THE VICINITY OF UNITED STATES CUSTOMS. WE CALLED TWR, AND THEY TOLD US TO FLY NBOUND, TO PICK UP THE NOVEMBER RTE AND CLRED US FOR TKOF. AFTER WE TOOK OFF ON TXWY P, MY FO SIDESTEPED TO THE R TO AVOID THE JET ON THE TXWY, AND THE ACFT PARKED IN THE INFIELD ACROSS FROM ABC FBO. SHORTLY AFTER TKOF, I INSTRUCTED MY FO TO ACCELERATE TO AVOID THE DEP PATH OF ANOTHER JET ON TKOF ROLL FROM RWY 1. AFTER WE WERE CLR, I TOLD MY FO TO FLY TO INTERSTATE 80, AND TURN TO FOLLOW IT EBOUND WHICH IS FOLLOWING THE ECHO RTE. I WAS THEN INSTRUCTED BY TEB TWR TO CALL THEM WHEN I GOT ON THE GND. IN RETROSPECT, I REQUESTED THE NOVEMBER RTE, BUT I FLEW ECHO RTE, BELIEVING IT WAS THE NOVEMBER RTE.

SUPPLEMENTAL INFO FROM ACN 672050: ALTHOUGH I HAD INDICATED UNFAMILIARITY WITH NOVEMBER RTE TO THE PIC PRIOR TO DEP, HE WAS CONFIDENT OF THE ROUTING HIMSELF. IN RETROSPECT, IT APPEARS HE HAD INADVERTENTLY CONFUSED NOVEMBER AND ECHO RTES. I FAILED TO CLARIFY AND VERIFY THE RTE PRIOR TO DEP, RELYING ON THE PIC TO NAV. IN THE FUTURE, I WILL REVIEW THE RTES AS PUBLISHED WITH THE PIC PRIOR TO DEP.

Synopsis

A BELL 430 CREW DEPARTING TEB VFR WAS GIVEN A NOVEMBER HELI RTE, BUT FLEW AN ECHO RTE.

ACN: 670362

Time / Day

Date : 200509
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : ZZZ.VORTAC
State Reference : US
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ1.TRACON
Operator.General Aviation : Personal
Make Model Name : Cardinal 177/177RG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Enroute Altitude Change

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 520
Experience.Flight Time.Type : 200
ASRS Report : 670362

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative

I MUST BE LUCKY. IN MORE THAN 500 HRS OF FLT I HAVE NOT HAD MUCH DIFFICULTY WITH WX FORECASTS THAT TURN OUT WRONG. YESTERDAY WAS DIFFERENT. I RECEIVED A WX BRIEFING ONLINE THE NIGHT BEFORE, CHKED THE METEOROLOGICAL TERMINAL AT MY HOME BASE, CALLED FLT SVC FOR ANY LAST MINUTE TFR'S AND FILED MY FLT PLAN. AFTER DEP, I CHKED FOR ANY UPDATES TO THE WX WITH FLT WATCH. THEY WERE RPTING MODERATE TURB BELOW 8000 FT, SO WITH PAX COMFORT IN MIND, I ELECTED TO CLB THROUGH THE SCATTERED LAYER AT 3500 FT. CLOUD TOPS WERE AROUND 8000 FT. I MADE A PIREP AND PROCEEDED TOWARD ZZZ. AS I PASSED ZZZ, THE SCATTERED LAYER QUICKLY BECAME AN UNDERCAST WITH SEVERAL LAYERS. THIS WASN'T IN ANYONE'S FORECAST OR RPTS. THE CLOUD TOPS BEGAN BUILDING ALONG MY RTE, I CLBED TO 9500 FT. AT THIS POINT I GOT FLUSTERED. I HAVE A HARD AND FAST PERSONAL LIMIT OF 10000 FT WITHOUT SUPPLEMENTAL OXYGEN. THIS IS SOMETHING LEARNED FROM HIKING ON THE CONTINENTAL DIVIDE AND CLBING MOUNTAINS. ALL ALONG MY RTE THE TOPS WERE SLOWLY BUILDING. THEN I SPOTTED A HOLE IN WHICH I COULD 'SAFELY' DSND. WITHOUT TOO MUCH THOUGHT, I WENT FOR IT. MY DSCNT WASN'T STRAIGHT. I ZIGGED AND ZAGGED TO AVOID VARIOUS LAYERS. THE UNDERCAST WAS AT 3000 FT. I FLEW TOWARD WHAT I THOUGHT WAS ZZZ2, BUT IT WAS ZZZ3. I WAS SMACK IN THE MIDDLE OF ZZZ4'S AIRSPACE. THEN I DID SOMETHING EVEN DUMBER, I HAD BEEN MONITORING ZZZ4 APCH. BUT I FAILED TO ADVISE THEM OF THE SIT. MY 5 YR OLD SON WAS DISTRACTING ME BECAUSE HIS EARS HURT. I EXPLAINED TO HIM HOW TO CLR HIS EARS, SETTLED HIM DOWN -- AND THEN I WAS OUTSIDE ZZZ4'S AIRSPACE. IT TURNED OUT LATER THAT THE AIRMET FOR MODERATE TURB WAS NOT NEARLY AS SERIOUS AS IT SOUNDED AND, OH YEAH, THE SKIES WENT BACK TO SCATTERED CLOUDS AT 3500 FT. I COULD HAVE STAYED AT 9500 FT. WHILE I'M NOT IFR CURRENT, I HAD NO TROUBLE PRACTICING SEVERAL VOR, GPS, AND ILS APCHS ONLY A WEEK BEFORE. I SEEM TO HAVE AN AVERSION TO USING MY INSTRUMENT SKILLS WHEN DOING SO MIGHT BE THE LESSER OF THE TWO EVILS. IN HINDSIGHT MY PROBS WERE: 1) POOR APPRAISAL OF CHANGING WX. 2) PAX DISTRACTION. 3) NOT USING IFR SKILLS WHEN IT WOULD HAVE BEEN APPROPRIATE. I'LL ALSO TRY TO TAKE ANOTHER ADULT WITH ME NEXT TIME I TAKE MY YOUNG CHILDREN. I CAN'T ALWAYS BE A PLT AND A DADDY AT THE SAME TIME. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE FLT PLAN WAS CANCELLED AFTER DEP. THE DIFFERENCE BETWEEN FORECAST AND ACTUAL WX WAS SURPRISING. THERE WAS NO CONTACT MADE WITH ATC REGARDING THE INCIDENT.

Synopsis

IN THE PROCESS OF AVOIDING CLOUDS, A C177 PLT FINDS HIMSELF IN CLASS C AIRSPACE WITHOUT CLRNC.

ACN: 652924

Time / Day

Date : 200503
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : OME.VORTAC
State Reference : AK
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAN.ARTCC
Make Model Name : Turbo Commander 690C
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 8800
Experience.Flight Time.Type : 2000
ASRS Report : 652924

Person : 2

Affiliation.Company : Corporate

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Person : 4

Affiliation.Government : Foreign
Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.ControllerB : 4
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

WE WERE FLYING AT FL210 FOR SCIENTIFIC RESEARCH FOR THE MIL FLYING AN IR SCANNER. WE WERE TASKED WITH COUNTING THE WALRUS POPULATION IN THE UNITED STATES OF AMERICA IN THE BEARING SEA ON THE PACK ICE. WE WERE FLYING IFR IN PCA WITH A BLOCK ALT OF FL220-FL240. WE WERE FLYING N/S TRANSECT LINES. WE WERE FLYING WITH 4 GPS'S AND 2 COMPUTERS ALL TRACKING AND ALL WITH MOVING MAPS. 2 OF THE GPS'S ARE IFR EQUIPPED AND ALL HAVE CURRENT DATABASES WITH THE INTL BORDER DEPICTED. WE KNOW EXACTLY WHERE THE UNITED STATES OF AMERICA/RUSSIAN BORDER IS LOCATED WITH GREAT PRECISION. WE HAVE FLOWN THIS EXACT SURVEY SEVERAL OTHER TIMES IN PREVIOUS YRS IN DVFR CONDITIONS AT LESS THAN FL180. THIS YR'S WORK INCLUDES NUMEROUS FLTS AT FL210 WHICH PUTS US IN THE PCA ABOVE FL180. WE WERE ON AN IFR FLT PLAN WITHIN A BLOCK AREA AND WITHIN A BLOCK ALT. ALL OF THE OTHER YR'S FLTS AND SOME OF THIS YR'S FLTS ARE FLOWN AT LESS THAN FL180 AND ALL THE LINES ARE EXPECTED TO BE FLOWN TO WITHIN 2 NM OF THE UNITED STATES OF AMERICA/RUSSIA BORDER TO PROVIDE COMPLETE SCIENTIFIC DATA. ON MAR/WED/05 AT XA20 WE WERE FLYING N ON A TRANSECT WITH THE S END POINT AT N63 38.48 X W171 25.80 AND THE N END POINT AT N64 23.88 X W171 25.80. THIS N POINT IS 2.6 NM PERPENDICULAR TO THE UNITED STATES OF AMERICA/RUSSIA BORDER. WHEN WE WERE WITHIN 2 NM OF THE END POINT OF THIS LINE, I WAS INFORMED BY ZAN THAT I WAS AT THAT TIME 4.8 MI INSIDE OF RUSSIAN AIRSPACE AND THAT ANADYR WAS BECOMING QUITE AGITATED BECAUSE OF OUR INCURSION INTO THEIR AIRSPACE. I WAS INFORMED TO IMMEDIATELY MAKE A R TURN AND EXIT RUSSIAN AIRSPACE. I WAS ASKED TO CALL ZAN UPON RETURNING TO BASE. I STARTED AN IMMEDIATE R TURN. MY CLOSEST APCH TO THE UNITED STATES OF AMERICA/RUSSIA BORDER WAS IN FACT 3.8 NM AND AT NO TIME DID I EVER CROSS THE BORDER. ZAN AND ANADYR ARE SHOWING AND DEPICTING BORDERS THAT ARE DRAWN AT A DIFFERENT LOCATION THAN THE UNITED STATES OF AMERICA/RUSSIA INTL BORDER. THE FIR BOUNDARY APPEARS TO BE LOCATED INSIDE SOVEREIGN UNITED STATES OF AMERICA TERRITORY. I MAY HAVE IN FACT CROSSED AN ARBITRARY FIR BOUNDARY BUT I DID NOT CROSS THE UNITED STATES OF AMERICA/RUSSIA BORDER. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: FLT CREW DID NOT KNOW THAT UNITED STATES ALASKA ATC PCA CLASS A CEASED AT THE ANADYR FIR AND AT THAT POINT RUSSIAN CTL BEGAN. PREVIOUS YR'S WALRUS POPULATION SURVEYS HAD BEEN CONDUCTED AT LOWER ALTS BECAUSE OF LOW RESOLUTION IR SCANNING EQUIP. AS A RESULT, VFR FLTS BELOW CLASS A PERMITTED THE ACFT TO

OPERATE VFR UP TO, BUT NOT BEYOND, THE UNITED STATES OF AMERICA/RUSSIA INTL BOUNDARY. WITH NEW EQUIP, THE ACFT OPERATED IN CLASS A AIRSPACE AND THUS POSITIVE CTL OF BOTH COUNTRIES. THE RUSSIAN CTLRS BECAME AGITATED. SINCE THE AIRSPACE BTWN THE FIR AND INTL BOUNDARY IS RUSSIAN CTLED, THE CREW UNKNOWINGLY TRANSGRESSED INTO RUSSIAN AIRSPACE. LATER CONVERSATIONS WITH ZAN CLARIFIED THE INCURSION AND SO WILL REQUIRE CHANGES TO THE CREW'S BIOLOGICAL SAMPLE TASKING FROM THE UNITED STATES GOV OR AN AGREEMENT ABOUT OPERATING ACROSS THE FIR.

Synopsis

AN AC690 WAS ADVISED OF AN INCURSION INTO RUSSIAN AIRSPACE WHILE THE ONBOARD NAV SHOWED THEM ABOUT 3 MI INSIDE UNITES STATES OF AMERICA AIRSPACE.

ACN: 638731

Time / Day

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

Place

Locale Reference.Airport : HEF.Airport
State Reference : VA

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Function.Other Personnel.Other
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 1000
ASRS Report : 638731

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

10 MI INSIDE THE WASHINGTON/BALTIMORE ADIZ, I WAS ADMINISTERING AN FAA INST AIRPLANE PRACTICE TEST. NORMAL PROC IS TO LEAVE THE ADIZ AND CONDUCT THE TEST AT OTHER ARPTS. DUE TO WX MOVING INTO THE AREA, I ASKED POTOMAC APCH IF THEY COULD HANDLE AN ILS RWY 16L APCH TO MANASSAS IN WHICH WE WOULD COMPLETE A TOUCH-AND-GO AND THEN LEAVE THE ADIZ TO COMPLETE THE TEST. POTOMAC SAID NO PROB, KEEP THE CODE, CONTACT THEM ON DEP, ZND CONTACT TWR. I CONTACTED TWR AND TOLD THEM OUR INTENTIONS AND WAS TOLD I EITHER HAD TO LAND OR COMPLETE A TOUCH-AND-GO, OR CHANGE MY CODE TO XXXX AND REMAIN IN THE PATTERN. A DISCUSSION FOLLOWED BUT I ELECTED TO LAND, SHUT DOWN AND SIT IT OUT ON THE GND. WE FILED NEW FLT PLANS FOR EXIT AND ENTRY INTO THE ADIZ AND COMPLETED THE TEST. AS IT STANDS, THOUGH, THE ADIZ SECURITY NOTAM HAS SUCCEEDED AT VIOLATING MORE THAN 1500 PLTS, JEOPARDIZED SAFETY, AND HAS CAUGHT NO TERRORISTS.

Synopsis

DISAGREEMENT ABOUT DC ADIZ OPS REQUIREMENTS ARISES BTWN A DESIGNATED PLT EXAMINER AND HEF ATCT LCL CTLR.