

ASRS Database Report Set

Runway Incursions

Report Set Description.....	A sampling of reports from all aviation arenas referencing runway incursions.
Update Number.....	14.0
Date of Update	September 24, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	17
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: 776548 (1 of 50)

Synopsis

C177 PLT WAS CONDUCTING TOUCH-AND-GOES AT OAJ, AN UNCONTROLLED ARPT. AN AIR CARRIER REGIONAL JET TOOK THE RWY AND DEPARTED AS THE C177 WAS ESTABLISHED ON SHORT FINAL, CAUSING HIM TO TAKE EVASIVE ACTION.

ACN: 776268 (2 of 50)

Synopsis

B757 FLT CREW WAS INSTRUCTED TO HOLD SHORT OF RWY 05R AT MMMX. FLT CREW WAS UNABLE TO LOCATE 'HOLD SHORT' LINE AND CAME VERY CLOSE TO DISPLACED THRESHOLD OF RWY 05R.

ACN: 772178 (3 of 50)

Synopsis

EMB170 FLT CREW INITIATES GAR AFTER NOTICING A VEHICLE ON RWY 27R AT PHL. PHL LCL UNAWARE OF VEHICLE AND AMASS ALERTS AFTER GAR IS INITIATED.

ACN: 770150 (4 of 50)

Synopsis

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

ACN: 766310 (5 of 50)

Synopsis

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

ACN: 764193 (6 of 50)

Synopsis

SA226 FLT CREW HAS RWY INCURSION ON RWY 32 AT PIT AFTER SKIDDING ON ICY TXWY. ACR JET IS DEPARTING ON RWY 32 AT THE TIME AND NARROWLY MISSES THE SA226.

ACN: 760069 (7 of 50)

Synopsis

PLT OF LSA TAXIED ONTO RWY OF UNCONTROLLED ARPT WITH ACFT ON SHORT FINAL.

ACN: 757607 (8 of 50)

Synopsis

C172 PLT ON SHORT FINAL EXECUTED GAR TO AVOID ACFT ENTERING RWY FOR TKOF.

ACN: 755721 (9 of 50)

Synopsis

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

ACN: 755567 (10 of 50)

Synopsis

ACFT ON OPPOSITE ENDS OF RWY AT UNCONTROLLED FIELD TAKE TURNS TAKING OFF. NEITHER EXITS THE RWY WHILE THE OPERATION TAKES PLACE.

ACN: 754738 (11 of 50)

Synopsis

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

ACN: 754625 (12 of 50)

Synopsis

A319 FLT CREW DEPARTING RWY 19L AT LAS REPORTS RWY INCURSION BY B737 CAUSING A REJECTED TKOF.

ACN: 751807 (13 of 50)

Synopsis

ACR ON TKOF AT LAX RWY 24L DESCRIBED GND CONFLICT AS ACFT LNDG ON PARALLEL RWY 24R FAILED TO HOLD SHORT OF DEP RWY.

ACN: 750771 (14 of 50)

Synopsis

AN ACR PILOT RPTS A RWY INCURSION AFTER PREVIOUS ACFT CLRNCs WERE TO BACK TAXI ON RWY TO FULL LENGTH BUT HIS FULL LENGTH CLRNC DID NOT INCLUDE RWY BACK TAXI INSTRUCTIONS.

ACN: 750426 (15 of 50)

Synopsis

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

ACN: 749769 (16 of 50)

Synopsis

C172 STUDENT PLT INADVERTENTLY ENTERED RWY, CAUSING ANOTHER ACFT TO REJECT TKOF.

ACN: 748862 (17 of 50)

Synopsis

B727-200 FLT CREW OBSERVED GND VEHICLE ON RWY DURING LNDG ROLLOUT, AND UTILIZED MAXIMUM BRAKING AND REVERSE TO AVOID COLLISION.

ACN: 748441 (18 of 50)

Synopsis

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

ACN: 748103 (19 of 50)

Synopsis

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

ACN: 746707 (20 of 50)

Synopsis

CLEARED FOR TKOF AND ABOUT TO CROSS RWY HOLD LINE, B737-700 MUST BRAKE AGGRESSIVELY TO AVOID C206 CUTTING IN FRONT OF THEM TO ACCESS RWY. LCL CTLR CANCELS B737 TKOF CLRNC AND CLEARS C206 FOR TKOF.

ACN: 746248 (21 of 50)

Synopsis

AN EXPERIMENTAL ACFT PILOT WITH HIS RADIO OFF CROSSED AN ACTIVE RWY AT CTAF COI AS AN ACFT WAS DEPARTING CAUSING A NEAR COLLISION.

ACN: 745836 (22 of 50)

Synopsis

LAS TWR CTLR RPTS ON RECENT OE AND EXPRESSED CONCERN REGARDING FAC STAFFING THAT PROMPTS THE COMBINATION OF LC POS WITH VERY DIFFERENT RESPONSIBILITIES.

ACN: 745679 (23 of 50)

Synopsis

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

ACN: 745537 (24 of 50)

Synopsis

AN ACR PILOT REPORTS A TWR COMMANDED GAR ON VERY SHORT FINAL AFTER ANOTHER ACR ACFT FAILED TO CLR THE ACTIVE RWY.

ACN: 740811 (25 of 50)

Synopsis

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

ACN: 738778 (26 of 50)

Synopsis

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

ACN: 737938 (27 of 50)

Synopsis

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

ACN: 737054 (28 of 50)

Synopsis

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

ACN: 735618 (29 of 50)

Synopsis

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

ACN: 735287 (30 of 50)

Synopsis

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

ACN: 733627 (31 of 50)

Synopsis

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

ACN: 732580 (32 of 50)

Synopsis

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

ACN: 730041 (33 of 50)

Synopsis

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

ACN: 729607 (34 of 50)

Synopsis

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

ACN: 727414 (35 of 50)

Synopsis

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

ACN: 726635 (36 of 50)

Synopsis

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

ACN: 725836 (37 of 50)

Synopsis

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

ACN: 725541 (38 of 50)

Synopsis

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

ACN: 724571 (39 of 50)

Synopsis

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

ACN: 724398 (40 of 50)

Synopsis

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

ACN: 722729 (41 of 50)

Synopsis

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

ACN: 721353 (42 of 50)

Synopsis

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

ACN: 721177 (43 of 50)

Synopsis

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

ACN: 719127 (44 of 50)

Synopsis

CITATION CE550 HAS A REJECTED TKOF AT TEB.

ACN: 718112 (45 of 50)

Synopsis

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

ACN: 716910 (46 of 50)

Synopsis

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

ACN: 716380 (47 of 50)

Synopsis

C182RG FLT CREW HAS AN UNSTABILIZED APCH TO JVL.

ACN: 715676 (48 of 50)

Synopsis

PRC CTLR DESCRIBED PLTDEV AS ONE ACFT IN FLT LOST SIGHT OF WINGMAN AND LANDED ON OCCUPIED WRONG RWY WITHOUT CLRNC.

ACN: 715336 (49 of 50)

Synopsis

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

ACN: 715134 (50 of 50)

Synopsis

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

Report Narratives

ACN: 776548

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OAJ.Airport
State Reference : NC
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cardinal 177/177RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : PA-38 Tomahawk
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 3

Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Flight Phase.Ground : Takeoff Roll
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 42
Experience.Flight Time.Total : 1675
Experience.Flight Time.Type : 65
ASRS Report : 776548

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
ASRS Report : 776547

Events

Anomaly.Conflict : NMAC
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I ENTERED THE LEFT TRAFFIC PATTERN FOR RWY 23 AND COMMENCED WITH TOUCH AND GO OPERATIONS WITH ALL OF MY EXTERNAL LIGHTS ON. A CRJ ENTERED THE PATTERN TO LAND ON RWY 23. I VOLUNTEERED TO EXTEND MY CROSSWIND AND MAINTAIN VISUAL SEPARATION FROM THEM TO ENABLE THE CRJ TO LAND WITHOUT DELAY. WHILE FLYING DOWNWIND FOR RWY 23, I NOTICED A CRJ BEGAN TAXIING FROM THE TERMINAL TOWARDS TAXIWAY A ALTHOUGH HE MADE NO CALL ON UNICOM AS HE LEFT THE TERMINAL. I LOOKED AT THE APPROACH END OF RWY 23 AND SAW THAT THE CRJ WAS NUMBER 1 FOR DEPARTURE AND THE TOMAHAWK WAS BEHIND THEM. I DECIDED TO TUNE MY SECOND RADIO TO WILMINGTON DEPARTURE FREQUENCY 121.4 TO LISTEN FOR COMMUNICATIONS AT OAJ. I HEARD WILMINGTON DEPARTURE SAY TO THE RJ, 'READBACK CORRECT. CLEAR TO DEPART FROM RWY 23 AT ALBERT ELLIS WITH PILOT CONCURRENCE, REPORT RAPEN.' I TURNED TO LEFT BASE AND CALLED ALBERT ELLIS TRAFFIC, CARDINAL, LEFT BASE, RWY 23, FULL STOP AT ALBERT ELLIS. I ASSUMED THAT THE CRJ WAS MONITORING THE UNICOM AND HOPED THAT THE CRJ HAD HEARD THE TRANSMISSION AND WAS GOING TO WAIT FOR ME TO AND EXIT THE RUNWAY BEFORE THEY DEPART. I TURNED FINAL AND CALLED, ALBERT ELLIS TRAFFIC, CARDINAL, FINAL RWY 23, FULL STOP AT ALBERT ELLIS. NEXT I HEARD A VOICE OVER OAJ UNICOM, CRJ TAKING RWY 23 AND DEPARTING FROM ALBERT ELLIS. AT THIS POINT, I HAD NO CHOICE BUT TO ABORT THE LANDING AND WAVE OFF THE APPROACH TO AVOID AN IMMINENT COLLISION. I MADE A CALL ALBERT ELLIS TRAFFIC, CARDINAL WAVING OFF RWY 23 FOR A CRJ ON RWY 23 AT ALBERT ELLIS. THE CRJ TAXIED RIGHT ONTO THE APPROACH END OF RWY 23. I THEN MADE ANOTHER CALL, ALBERT ELLIS TRAFFIC, CARDINAL, OFFSETTING TO THE RIGHT FOR THE CRJ ON THE RWY 23 AT ALBERT ELLIS. THE CRJ MADE NO RADIO CALLS TO ACKNOWLEDGE MY TRANSMISSION NOR INDICATED THAT THEY WERE AWARE OF MY AIRCRAFT AND POSITION. I LEVELED AT APPROXIMATELY 300 FT AND ENSURED THAT I WAS OFFSET TO THE RIGHT OF THE RWY BY ABOUT 400 FT. I LOOKED TO MY LEFT TO ENSURE THAT I HAD PROPER INTERVAL FROM AN MV-22. AS I LOOKED TO THE LEFT, I SAW THAT THE CRJ HAD CONTINUED ITS TAKEOFF ROLL AND WAS LESS THAN 500 FT

LATERAL SEPARATION FROM MY AIRCRAFT. THE CRJ ROTATED AND WAS IN THE AIR ABEAM MY POSITION. THE WINDS WERE FROM 200 DEGREES AT 7 KNOTS WHICH MEANT THAT AS THE CRJ CLIMBED FASTER THAN MY AIRCRAFT, THAT THE CRJ'S WAKE TURBULENCE WOULD BE DIRECTED DIRECTLY AT MY AIRCRAFT. AS THE CRJ CONTINUED TO CLIMB, I MADE A CALL ON UNICOM THAT I WAS TURNING CROSSWIND OVER THE LAST 1/3 OF RWY 23 IN ORDER TO AVOID THE CRJ'S WAKE TURBULENCE. I MAINTAINED VISUAL SEPARATION FROM THE CRJ AND THE MV-22. THE CRJ MADE NO INDICATION THAT IT WAS AWARE OF ME OR ANY OTHER AIRCRAFT IN THE PATTERN AT ALBERT ELLIS AIRPORT. THE CRJ MADE NO FURTHER CALLS DEPARTING THE TRAFFIC PATTERN AT OAJ. SUPPLEMENTAL INFO FROM ACN 776547: I WAS PRACTICING FULL STOP TAKEOFF AND LANDINGS AT OAJ. AFTER TAKING A BREAK, I DEPARTED THE FBO AND TAXIED TO RWY 23 VIA TXWY ALPHA. BEFORE TAXIING I ANNOUNCED MY INTENTIONS ON THE CTAF FREQUENCY TOMAHAWK TAXIING FROM THE FBO TO RWY 23 VIA TAXIWAY ALPHA. AS I WAS TAXIING I NOTICE A CRJ COMMERCIAL JET TAXIING AWAY FROM THE PAX TERMINAL, SINCE I WAS GETTING CLOSE TO THE INTERSECTION THEY WOULD USE TO ENTER THE TAXIWAY, I ANNOUNCED MY POSITION AGAIN ON THE CTAF TOMAHAWK ON ALPHA TAXIING TO RWY 23. THE CRJ JET NEVER ACKNOWLEDGED MY POSITION ANNOUNCEMENT, AND DIDN'T SEEM TO BE SLOWING DOWN AS IT APPROACHED THE TAXIWAY I WAS ON. I STOPPED JUST SHORT OF THE TAXIWAY INTERSECTION, AND AS THE CRJ ENTERED THE TAXIWAY I COULD CLEARLY SEE INTO THE COCKPIT. ALL I COULD SEE WAS THE BACK OF THE PILOT'S HEAD AS IF THEY WERE TALKING TO SOMEONE IN THE RIGHT SEAT. THIS CRJ'S WINGTIP WAS ABOUT 50 FT FROM MY AIRCRAFT AS IT TURNED ONTO THE TAXIWAY. THE CRJ TAXIED TO RWY 23. THERE WAS AN OSPREY, AND A CESSNA CARDINAL IN THE PATTERN PRACTICING TAKEOFFS AND LANDINGS. THE CARDINAL HAD ANNOUNCED HE WAS ON SHORT FINAL, AND THEN I HEARD THE CRJ PILOT ANNOUNCE THEY WERE TAKING THE ACTIVE AND DEPARTING RWY 23. THE CARDINAL AGAIN ANNOUNCED SHORT FINAL FOR RWY 23, BUT THE CRJ KEPT TAXIING, THEN THE OSPREY PILOT ANNOUNCED BE ADVISED A CARDINAL ON SHORT FINAL RWY 23 ELLIS. THE CRJ NEVER SLOWED DOWN, NEVER ACKNOWLEDGED THE CARDINAL ON FINAL, THEY JUST TOOK THE RWY AND DEPARTED. I COULD TELL BY THE CARDINAL PILOT'S VOICE AS HE ANNOUNCED HIS EVASIVE MANEUVERS THAT HE WAS UNDER STRESS. AFTER HAVING A JET THAT BIG GET THAT CLOSE TO ME AND NEVER SEE ME, THEN WITNESSING WHAT I FELT WAS A VERY SERIOUS AND POTENTIALLY DEADLY RUNWAY INCURSION, I DECIDED THE SAFEST THING FOR ME IS TO PARK FOR THE EVENING. AFTER SECURING MY AIRCRAFT I WENT OVER TO TALK WITH THE CARDINAL PILOT, IT WAS OBVIOUS HE WAS VISIBLY SHAKEN UP. I'M A VERY LOW TIME PRIVATE PILOT, AND TRY TO BE VERY ALERT IN THE AIRPORT ENVIRONMENT. I'VE MADE SOME MISTAKES, AND I'M SURE I WILL MAKE MORE MISTAKES. WHEN I WITNESS A PROFESSIONAL PILOT HAVE NO REGARD FOR OTHER AIRCRAFT ON THE GROUND OR IN THE AIR, IT IS DISTURBING TO ME. I FEEL IF IT HAD BEEN MYSELF ON SHORT FINAL WHEN THE CRJ DEPARTED INSTEAD OF A SEASONED PILOT, THE OUTCOME COULD HAVE BEEN CATASTROPHIC.

Synopsis

C177 PLT WAS CONDUCTING TOUCH-AND-GOES AT OAJ, AN UNCONTROLLED ARPT. AN AIR CARRIER REGIONAL JET TOOK THE RWY AND DEPARTED AS THE C177 WAS ESTABLISHED ON SHORT FINAL, CAUSING HIM TO TAKE EVASIVE ACTION.

ACN: 776268

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : MMMX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 13300
Experience.Flight Time.Type : 2200
ASRS Report : 776268

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 100

Assessments

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

Situations

Airport.Markings : MMMX.Airport
Airport.Signage : MMMX.Airport
Chart.Airport : MMMX.Airport

Narrative

MY AIRCRAFT WAS GIVEN TAXI INSTRUCTIONS TO TAXI VIA TXWY B3 AND TXWY A1, AND HOLD SHORT OF RWY 05R AT A1. I (CAPTAIN) MENTALLY NOTED A FLIGHT PLAN NOTE THAT INDICATED THAT THE HOLD SHORT LINE ON TXWY A1 WAS 'POORLY MARKED.' I PROCEEDED TO TAXI AS INSTRUCTED, VISUALLY SEARCHING FOR HOLD SHORT LINE ON TXWY A1, AS WELL AS OTHER SUPPORTING VISUAL INDICATIONS OF RWY PROXIMITY, RELATIVE TO TXWY A1 AS THE TAXI PROGRESSED, I NOTICED YELLOW CHEVRONS PERPENDICULAR TO, AND AHEAD OF MY AIRCRAFT PATH (I BELIEVE THAT THIS WAS THE DISPLACED THRESHOLD OVERRUN AREA FOR RWYS 05R/23L). I STOPPED THE AIRCRAFT PRIOR TO YELLOW CHEVRONS, AND LOOKED LEFT TO OBSERVE ANOTHER B757 IN LANDING FLARE IN VERY CLOSE PROXIMITY TO MY AIRCRAFT. THE LANDING AIRCRAFT APPEARED TO LAND WITHOUT INCIDENT. I NEVER OBSERVED THE HOLD SHORT LINE ON TXWY A1, OR ANY OTHER MARKINGS, LIGHTS, OR SIGNS THAT REFLECTED THE INTERSECTION OR HOLD SHORT LINE FOR TXWY A1, AND RWY 05R, BUT I BELIEVE THAT I CROSSED IT AT SOME POINT, DUE TO CLOSE PROXIMITY OF LANDING AIRCRAFT, AS WELL AS THE OVERRUN MARKINGS. WHILE THERE WAS A WARNING REGARDING THIS PROBLEM, IN THE FLIGHT PLAN NOTES, IT WAS NONSPECIFIC IN NATURE. THE SPECIAL OPS PAGES FOR THIS AIRPORT DO NOT COVER THIS PARTICULAR INTERSECTION, AND THE DETAIL OF ARPT DIAGRAM DOES NOT ADEQUATELY DETAIL THIS INTERSECTION. I BELIEVE THAT THIS INTERSECTION WARRANTS A 'HOT SPOT,' AS WELL AS AN ADDITIONAL SPECIAL OPS PAGE WITH AMPLIFIED DETAIL OF THIS INTERSECTION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER STATED THAT TXWY A1 IS A RELATIVELY NEW TXWY. COMPANY OPERATIONAL NOTES STATE THE INADEQUACIES OF THE MARKINGS IN THIS AREA. AN ADDITIONAL CHART WAS PUBLISHED BY THE COMPANY, BUT IT DOES NOT DEPICT THE INTERSECTION OF TXWY A1 AND THE RWY 05R DISPLACED THRESHOLD.

Synopsis

B757 FLT CREW WAS INSTRUCTED TO HOLD SHORT OF RWY 05R AT MMMX. FLT CREW WAS UNABLE TO LOCATE 'HOLD SHORT' LINE AND CAME VERY CLOSE TO DISPLACED THRESHOLD OF RWY 05R.

ACN: 772178

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 170/175 ER&LR
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 27R
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 772178

Person : 2

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Developmental
Experience.Controller.Time Certified In Position1 : 0.10
ASRS Report : 772355

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 772179

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Independent Detector.ATC Equipment.Other ATC Equipment : AMASS
Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Horizontal : 3000

Assessments

Problem Areas : Airport

Narrative

HAVING BEEN CLRED TO LAND, WE WERE ON SHORT FINAL TO RWY 27R IN PHL AND SPOTTED A VEHICLE PROCEEDING W, DOWN THE RWY ABOUT 1/2 WAY DOWN. WE COMMENCED A GAR AND NOTIFIED THE TWR OF THE VEHICLE. THE TWR CTLR GAVE US MISSED INSTRUCTIONS AND WE CAME BACK AROUND TO LAND WITHOUT FURTHER INCIDENT. AFTER LNDG WE WERE TOLD BY THE TWR THE VEHICLE WAS NOT AUTH TO BE ON THE RWY. SUPPLEMENTAL INFO FROM ACN 772355: I WAS WORKING LCL E, WITH RESPONSIBILITY FOR RWYS 35, 26, AND 27R. ACFT X WAS LNDG ON RWY 27R. I HAD JUST CLRED A DH8 FOR TKOF ON RWY 35/K AND WAS LOOKING THAT DIRECTION WHEN ACFT X SAID THEY WERE GOING AROUND FOR A VEHICLE ON THE RWY. I SAW ACFT X IN THE GAR (NOSE UP) NEAR THE INTXN OF TXWY E AND RWY 27R, AND JUST BEYOND TXWY N ON RWY 27R, A VEHICLE. THE AMASS ALERTED AFTER ACFT X INITIATED THE GAR AND AFTER I SAW THE VEHICLE. I INSTRUCTED ACFT X TO FLY RWY HDG AND MAINTAIN 3000 FT. I HAD NEVER SPOKEN TO THE VEHICLE OR AUTH IT TO ENTER THE RWY.

Synopsis

EMB170 FLT CREW INITIATES GAR AFTER NOTICING A VEHICLE ON RWY 27R AT PHL. PHL LCL UNAWARE OF VEHICLE AND AMASS ALERTS AFTER GAR IS INITIATED.

ACN: 770150

Time / Day

Date : 200712

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Person : 1

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

Person : 2

Affiliation.Government : Foreign
Function.Controller : Local

Events

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

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

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

ACN: 766310

Time / Day

Date : 200712

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 764193

Time / Day

Date : 200712
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : Mixed
Weather Elements : Ice
Weather Elements : Snow
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PIT.Tower
Operator.Common Carrier : Charter
Make Model Name : Merlin IV A
Operating Under FAR Part : Part 135
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 6600
Experience.Flight Time.Type : 3500
ASRS Report : 764193

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 700
Experience.Flight Time.Type : 107
ASRS Report : 764197

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 35

Assessments

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

Narrative

I FLEW THE APCH AND LNDG INTO PIT. CONDITIONS AT THE TIME WERE BEING RPTD AS 1 MI VISIBILITY WITH SNOW, INDEFINITE 900 FT CEILINGS, AND MU'S IN THE MID 20'S. RWY CONDITIONS DURING APCH WERE SEEN TO BE CONTAMINATED WITH LIGHT SNOW. DURING THE LNDG ROLL ON RWY 10R, THE ACFT SKID SLIGHTLY ON ICE, DIRECTIONAL CTL WAS MAINTAINED WITH SLIGHT DIFFERENTIAL PWR. WE SLOWED THE ACFT WITH THE THRUST REVERSERS ONLY AND DID NOT USE THE BRAKES TO CLR THE RWY. THE TXWYS WERE COVERED BY A LAYER OF SNOW MAKING IDENT OF ANY OTHER POSSIBLE HAZARDS OR CONTAMINANTS DIFFICULT. THE LAYER OF SNOW ALSO MADE SEEING THE TXWY CTRLINE AND MARKINGS DIFFICULT. WE EXITED THE RWY AT TXWY F3, AND WERE INSTRUCTED TO TAXI VIA TXWYS F AND R AND TO HOLD SHORT OF RWY 10C ON TXWY R. BEFORE REACHING THE HOLD SHORT LINE, WE WERE CLRED TO TAXI VIA TXWY R AND HOLD SHORT OF RWY 14/32. WE THEN ASKED FOR A DIFFERENT ROUTING VIA TXWY E. TWR THEN CLRED US VIA THE ROUTING, BUT ADVISED TO HOLD SHORT OF RWY 14/32. WE WERE TAXIING AT A SLIGHTLY SLOWER THAN NORMAL SPD. AS WE APCHED THE HOLD SHORT LINES THE ACFT'S BRAKES WERE APPLIED, BUT THE ACFT STARTED TO SKID ON THE ICE. MAX BRAKING WAS THEN APPLIED AND THE ACFT STILL WAS UNRESPONSIVE. THEN THE THRUST REVERSE SYS WAS APPLIED TO MAX REVERSE, BUT THE ACFT CONTINUED TO SLIDE FORWARD ON THE ICE. THE ACFT FINALLY CAME TO REST WITH APPROX 70% OF THE ACFT PAST THE HOLD SHORT LINE, WITH THE NOSE OF THE ACFT NEAR THE SIDE OF THE RWY. THE ACFT ALSO VEERED APPROX 20 DEGS R DURING THE SKID. IMMEDIATELY AS THE ACFT CAME TO A STOP, A HVT PASSED IN FRONT OF OUR ACFT AND ROTATED FOR FLT. THE HVT ACFT'S WINGTIP PASSED IN FRONT OUR ACFT BY APPROX 30-50 FT. THIS HAPPENED IN SUCH A SMALL AMOUNT OF TIME, THAT NOTIFICATION OF ATC THAT WE WERE SKIDDING WAS IMPOSSIBLE. ONCE THE HVT ROTATED AND BEGAN FLYING ATC ASKED IF WE WERE HOLDING SHORT OF THE RWY. WE IMMEDIATELY ADVISED THEM THAT WE HAD SKID THROUGH THE HOLD SHORT LINE. ATC THEN CLRED US TO CROSS THE RWY. THEY ALSO ADVISED US OF A PHONE NUMBER TO CONTACT THE TWR UPON SHUTDOWN. ONCE OUR ACFT WAS SHUT DOWN AND SECURED, I CALLED AND SPOKE WITH THE TWR SUPVR AND ADVISED HIM OF WHAT HAD HAPPENED. I THEN CONTACTED MY DIRECTOR OF OPS AND DIRECTOR OF INSPECTIONS AND INFORMED THEM OF THE SITUATION AND ASKED IF THERE WAS ANYTHING WE COULD CHK ON OUR ACFT. WE PROCEEDED WITH THE CHKS THAT WERE OUTLINED TO US, AND PROCEEDED TO CONTINUE WITH OUR DAY.

Synopsis

SA226 FLT CREW HAS RWY INCURSION ON RWY 32 AT PIT AFTER SKIDDING ON ICY TXWY. ACR JET IS DEPARTING ON RWY 32 AT THE TIME AND NARROWLY MISSES THE SA226.

ACN: 760069

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Light Sport Aircraft
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Make Model Name : MU-2 Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 269
Experience.Flight Time.Type : 40
ASRS Report : 760069

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS DEMONSTRATING MY NEW ACFT TO AN INTERESTED PLT AT AN UNFAMILIAR ARPT. AS I DID MY MAGNETO CHK I WAS MONITORING THE CTAF AND WATCHING THE PATTERN AND I THOUGHT I WAS THE ONLY ACFT IN THE VICINITY. I HEARD ANOTHER ACFT ANNOUNCING FOR 'SPARTA TFC' BUT I FAILED TO REALIZE THAT NAME IS USED SYNONYMOUSLY FOR 'UPPER CUMBERLAND TFC' (THERE ARE SEVERAL ARPTS NEARBY USING THE SAME CTAF FREQ AS SRB). MY VISUAL SCAN OF THE APCH AREA WAS INADEQUATE (TOO QUICK). I ANNOUNCED MY INTENTIONS AND AS I CROSSED THE HOLD SHORT LINE I HEARD THE PLT OF THE MU2 ACFT ASK IF I WAS REALLY GOING TO PULL OUT IN FRONT OF HIM. I GLANCED L AND THEN SAW THE MU2 ON FINAL. I WAS ALREADY ON THE RWY SO ALL I COULD DO WAS PULL TOWARD THE R SIDE OF THE RWY, STOP, AND APOLOGIZE ON THE RADIO. THE OTHER ACFT EXECUTED A GAR AND PASSED ABOUT 200-500 FT ABOVE ME. I WAS PROBABLY SOMEWHAT DISTR BY TALKING TO MY PAX. I FAILED TO FOLLOW MY USUAL PRACTICE OF TURNING THE CT ALL THE WAY TOWARD THE APCH END OF THE RWY BEFORE XING THE THRESHOLD TO TAKE A GOOD LOOK FOR TFC. I RECENTLY CHANGED FROM A LOW-WING ACFT TO A HIGH-WING ACFT AND THE VISIBILITY IS CONSIDERABLY WORSE ON THE GND. I AM QUITE RELIGIOUS ABOUT FOLLOWING MY CHKLIST, BUT MY LIST DIDN'T ACTUALLY SPECIFY TURNING THE ACFT TOWARD APCHING TFC BEFORE TAXIING ONTO THE RWY. I WILL UPDATE MY CHKLIST TO HELP REMEMBER THIS INCIDENT.

Synopsis

PLT OF LSA TAXIED ONTO RWY OF UNCONTROLLED ARPT WITH ACFT ON SHORT FINAL.

ACN: 757607

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

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.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Other : Military
Make Model Name : Globemaster
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 620
Experience.Flight Time.Type : 80
ASRS Report : 757607

Person : 2

Affiliation.Government : Military
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 1200
Miss Distance.Vertical : 500

Assessments

Problem Areas : ATC Human Performance

Narrative

C172RG WAS ON LESS THAN A HALF MI FINAL FROM RWY 33 AND WAS CLRED TO LAND WHILE ON AN APPROX 5 MI R BASE TO THE RWY. IT WAS AT THIS HALF MI FINAL PHASE THAT THE TWR CTLR CLRED FOR TKOF A C17 ON RWY 33. I QUICKLY CAME OVER THE RADIO RPTING MY STATUS AND POS AND WAS NOW APPROX 1000 FT FROM THE END OF THE RWY AT 300 FT MSL. I OBSERVED THE C17 APPLY BRAKES HEAVILY. THE NOSEWHEEL OF THE C17 WAS STOPPED JUST PAST THE HOLD SHORT LINE. DURING THIS PROCESS I ANTICIPATED EXECUTING A GAR. I HAD ALREADY APPLIED FULL PWR, BEGAN MY CLB, AND RETRACTED THE GEAR AND 10 DEG FLAPS WHEN THE TWR TOLD ME TO EXECUTE A R TURN AND ENTER R BASE FOR RWY 3. I CONTINUED TO CLB AND BEGAN MY R TURN. THE C17 DEPARTED AND I WAS THEN CLRED FOR A 360 DEG TURN TO RETURN TO FINAL FOR RWY 33. I FEEL WITH THE EXPERIENCE OF THE C17 CREW AND MY EXPERIENCE AS A COMMERCIAL PLT AND CFI THE SITUATION WAS HANDLED PROFESSIONALLY. I DO FEAR HOWEVER THAT IF THE PLT LNDG RWY 33 WOULD HAVE BEEN A STUDENT PLT OR NEWLY MINTED PVT PLT THE OUTCOME WOULD NOT HAVE BEEN FAVORABLE. I FEEL THAT THE MAIN CONTRIBUTING FACTOR WAS THAT ON A SEVERE VMC DAY THE CTLR MERELY TEMPORARILY LOST SITUATIONAL AWARENESS OF THE C172 BEING CLRED TO LAND 5 MI OUT. IT WAS DUE TO ALL 3 PARTIES THAT THE OUTCOME OF THIS SITUATION WAS NOT GRIM.

Synopsis

C172 PLT ON SHORT FINAL EXECUTED GAR TO AVOID ACFT ENTERING RWY FOR TKOF.

ACN: 755721

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 755567

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

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

Environment

Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

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 : 10
Experience.Flight Time.Total : 30000
Experience.Flight Time.Type : 600
ASRS Report : 755567

Events

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

Assessments

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

Narrative

I WAS IN #2 AIRPLANE ON NW END OF RWY, STOPPED. #1 PLT AND PLANE WERE IN SE END OF RWY. #1 PLT CLAIMS I TOOK OFF UNDER HIM, WHICH I DID NOT, UNTIL HE HAD PASSED OVERHEAD, APPROX 300 FT HIGH AGL. DID NOT SEE HIM ON RWY UNTIL I DID 180 DEG TURN ON NW END OF RWY. SEEN HIS LNDG LIGHT FLASHING SO GAVE HIM AN ON OFF OF MY LNDG LIGHT TO SHOW HIM I'D SEEN HIM AND TO GO AHEAD AND TKOF. I DID NOT MOVE OFF RWY AND WAITED UNTIL HE PASSED OVERHEAD AT APPROX 300 FT AGL.

Synopsis

ACFT ON OPPOSITE ENDS OF RWY AT UNCONTROLLED FIELD TAKE TURNS TAKING OFF. NEITHER EXITS THE RWY WHILE THE OPERATION TAKES PLACE.

ACN: 754738

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

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

ACN: 754625

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : LAS.Tower
Make Model Name : B737 Undifferentiated or Other Model
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 754625

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff

Assessments

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

Narrative

THE SUBJECT OF THIS RPT IS A RWY INCURSION RESULTING IN A REJECTED TKOF. THE FO WAS PF DEPARTING RWY 19L IN LAS. TKOF PWR WAS REDUCED TO AN ASSUMED TEMP OF 48 DEGS C. AFTER CLRNC WAS RECEIVED THE TKOF ROLL BEGAN NORMALLY. ACCELERATING THROUGH APPROX 40 KTS I NOTICED AN ACFT

TRAVELING DOWNFIELD ON A COURSE AND SPD THAT CAUSED ME TO SUSPECT IT WOULD CROSS OUR TKOF PATH. I COMMENTED TO THE FO (PF) 'I DON'T THINK HE'S GOING TO STOP.' THE FO AGREED. SHORTLY THEREAFTER THE OFFENDING ACFT CROSSED OUR PATH. WE SIMULTANEOUSLY ANNOUNCED THE INCURSION. I IMMEDIATELY ASSUMED ACFT CTL AND DISCONTINUED THE TKOF AT AN ESTIMATED SPD OF 50-60 KTS WITH THE FO SEAMLESSLY TRANSITIONING TO NON FLYING DUTIES. I ASSUMED ACFT CTL, SELECTED FULL REVERSE THRUST AND APPLIED MANUAL BRAKING TO REDUCE SPD AND AVOID A COLLISION. AFTER STOPPING CABIN ANNOUNCEMENT WAS MADE. AFTER EXITING RWY A SECOND CABIN ANNOUNCEMENT WAS MADE AND I SPOKE WITH THE FLT ATTENDANTS DIRECTLY VIA THE INTERPHONE. WE BRIEFLY REVIEWED THE SITUATION WITH ATC. THEY ASSURED US ONCE AGAIN WE HAD NOT COMMITTED AN ERROR. WHILE WAITING FOR THE BRAKES TO COOL, THE FO AND I REVIEWED THE POH AND FOM FOR GUIDANCE OF WHICH LITTLE WAS FOUND. I THEN CONTACTED MAINT AND DISPATCH DIRECTLY FOR A BRIEF DISCUSSION OF THE EVENT AND MY INTENTIONS TO PROCEED IF ALL PARTIES WERE IN AGREEMENT. AFTER CONSULTATIONS AND BRAKE COOLING WERE COMPLETED WE RETURNED TO THE RWY FOR TKOF AS ORIGINALLY SCHEDULED. IT IS UNCLR TO ME AT THIS TIME WHETHER THE ERROR CAUSING THE RWY INCURSION AND SUBSEQUENT REJECTED TKOF RESTS WITH THE LAS ATC FACILITY OR THE PLT OF THE XING ACFT. WE WERE ASSURED HOWEVER OUR FLT WAS ISSUED A VALID TKOF CLRNC.

Synopsis

A319 FLT CREW DEPARTING RWY 19L AT LAS REPORTS RWY INCURSION BY B737 CAUSING A REJECTED TKOF.

ACN: 751807

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : LAX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.Tower : LAX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 751807

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 751823

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

CLRED FOR TKOF ON RWY 24L. HEARD TWR ISSUE RWY HOLD SHORT INSTRUCTIONS TO ACFT LNDG ON RWY 24R. LNDG ACFT APPEARED TO SLOWLY ADVANCE TOWARD THE HOLD SHORT POS AS EXPECTED. LNDG ACFT HAD ITS LIGHT ON AND WAS GENERALLY VISIBLE DURING OUR TKOF ROLL. AS OUR TKOF ADVANCED, LNDG ACFT CONTINUED SLOW MOVEMENT. NOTED MOVEMENT WITH FO AND DIRECTED HIM TO KEEP AN EYE ON THE ACFT. AT THIS POINT, WE WERE WELL PAST 80 KTS AND UNABLE TO ABORT AND STOP SHORT OF THE POSSIBLE XING POINT. DISPLACED OUR ACFT SLIGHTLY L OF CTRLINE TO ALLOW FOR MAX WINGTIP CLRNC. OUR TKOF WAS 26K PWR WITH STANDARD THRUST. CONTEMPLATED FIRE WALLING THROTTLES AND EARLY ROTATION. FURTHER ACTION WAS NOT REQUIRED. PERFORMED NORMAL ROTATION AND TKOF WITH TPS PWR SETTING. AFTER LIFTOFF, HEARD LAX TWR ISSUE IMMEDIATE CANCELLATION OF TKOF CLRNC TO THE ACFT BEHIND US. DIRECTIVE WAS BROADCAST TWICE, THEN THE ACFT HOLDING SHORT OF RWY 24L CALLED TWR TO ADVISE THAT THEY MAY HAVE CROSSED THE HOLD LINE WHILE HOLDING SHORT. THOUGH LNDG ACFT WAS VISIBLE AS TO GENERAL LOCATION AND MOVEMENT, I WAS UNABLE TO DISCERN ACTUAL POS OF THE NOSE OF THE ACFT IN RELATION TO THE HOLD SHORT LINE.

Synopsis

ACR ON TKOF AT LAX RWY 24L DESCRIBED GND CONFLICT AS ACFT LNDG ON PARALLEL RWY 24R FAILED TO HOLD SHORT OF DEP RWY.

ACN: 750771

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CLT.Tower
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 750771

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Separated Traffic
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

OUR 'TAXI FULL LENGTH' CLRNC SOUNDED LIKE THE PREVIOUS 'TAXI POS FULL LENGTH' CLRNC GIVEN. ALSO I THINK CREW JUMPED INTO ASSUMPTION WE WERE TO POS AND HOLD WHEN NEVER CLRED ONTO C2. ALSO, CTLR SHOULD'VE SEEN US IF NOT VISUALLY THEN AT LEAST ON THEIR GND RADAR WHICH REQUIRED US TO HAVE OUR XPONDER ON, WHICH IT WAS. SO EVERYONE WAS AT FAULT. CLT TWR CTLR SAID 'ABC HOLD SHORT OF C2.' I REPEATED CLRNC AND WE FOLLOWED INSTRUCTIONS. WE WERE BEHIND AN A319 AND 2 DASH 8'S. CTLR SAID TO THE A319, 'TAXI POS FULL LENGTH.' THEY DID FROM C2, BACK-TAXIED ON RWY, THEN TOOK OFF. C1 WAS BLOCKED WITH ANOTHER AIRBUS THAT WAS HAVING MAINT PROBS. WE THEN WATCHED THE 2 DASH 8'S DEPART FROM C2 TO RWY 36R. CAPT MOVED UP SINCE WE WERE NEXT. CTLR THEN SAID 'ABC TAXI FULL LENGTH' SO WE BEGAN TAXIING ONTO THE RWY. WE HAD PREVIOUSLY CHKED OUR PERFORMANCE SO THE CAPT ASKED ME TO INFORM CTLR WE CAN TAKE C2 DEP. I DID. CTLR RESPONDED 'ABC FULL LENGTH' A LITTLE AGITATED I THOUGHT. I SAID 'ABC FULL LENGTH.' A PLANE WAS JUST OVER THE THRESHOLD FOR LNDG, SO I SAID TO CAPT, 'GOOD THING IT'S VFR FOR US TO SEE HIM LNDG' (BEFORE OUR POSITIONING ON RWY). WE BEGAN TO BACK-TAXI ON RWY AND THEN HEARD CTLR GIVE THE AIRBUS ON C1 POS FULL LENGTH RWY 36R, SO I SAID TO CAPT, 'THAT'S LIKE OUR CLRNC, I HOPE THEY SEE US.' THEY BEGAN TO MOVE WHEN THEY SAW US BACK-TAXIING ON RWY 36R, THEY STOPPED BUT WERE PAST THE HOLD SHORT MARKINGS FOR RWY 36R. I CALLED CTLR AND SAID WE WERE IN POS ON RWY, HE SAID SOMETHING LIKE 'WHAT?' I DON'T THINK HE WAS AWARE OF OUR POS EVEN THOUGH OUR XPONDER WAS ON. HE THEN TOLD THE AIRBUS TO CONTINUE HOLDING SHORT. THEY REPLIED THEY WERE PAST MARKINGS AND CTLR CALLED AN ACFT TO 'GO AROUND.' SHORTLY THEREAFTER, HE GAVE US A CLRNC FOR TKOF. THERE WAS QUITE A LOT OF CONFUSION GOING ON. ATC CTLRS SHOULD OBSERVE GND RADARS AND LOOK OUT THEIR WINDOWS TO RWYS AND ACTUAL AIRPLANES, IF THEY HAVE CAPABILITIES. FLT CREW SHOULD LISTEN CAREFULLY TO INSTRUCTIONS AND COMPLY. QUESTION ACCORDINGLY ANY CLRNC'S ASSIGNED THAT SEEM INCORRECT.

Synopsis

AN ACR PILOT RPTS A RWY INCURSION AFTER PREVIOUS ACFT CLRNC'S WERE TO BACK TAXI ON RWY TO FULL LENGTH BUT HIS FULL LENGTH CLRNC DID NOT INCLUDE RWY BACK TAXI INSTRUCTIONS.

ACN: 750426

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : IMC
Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 749769

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : DAB.Tower
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 34.4
Experience.Flight Time.Total : 34.4
Experience.Flight Time.Type : 34.4
ASRS Report : 749769

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 20

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON MY FIRST XCOUNTRY SOLO AT DAB. I WAS TOLD BY GND CTL TO TAXI TO RWY 7R, HOLD SHORT OF RWY 7L VIA TXWY W. I TAXIED TO RWY 7L, HELD SHORT, THEN WAS CLRED TO RWY 7R. I CROSSED RWY 7L, CONTINUED TO RWY 7R ON TXWY W. I WAS SUPPOSED TO TURN ON TXWY S THAT PARALLELS RWY 7R BUT WHILE TAXIING ON TXWY W, I TOOK OUT MY SECTIONAL AND THEN ACCIDENTALLY DROPPED IT, SO I BENT DOWN TO PICK IT UP AND WHEN I LOOKED UP I WAS PASSING TXWY S AND ABOUT TO ENTER THE RWY. I IMMEDIATELY APPLIED FULL BRAKES. RIGHT AFTER THAT, I NOTICED A PLANE TAKING OFF, THEN I CAME TO A STOP. THE PLANE ABORTED TKOF AND MANEUVERED TO CLR MY ACFT. THE OTHER CESSNA PASSED BY ME AND AVOIDED A COLLISION. THE TWR THEN TOLD ME TO CROSS THE RWY AND CALL THE TWR.

Synopsis

C172 STUDENT PLT INADVERTENTLY ENTERED RWY, CAUSING ANOTHER ACFT TO REJECT TKOF.

ACN: 748862

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MMPR.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B727-200
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 3500
ASRS Report : 748862

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 1000
ASRS Report : 748863

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 3000

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport

Narrative

AFTER TOUCHDOWN ON RWY 22 AT MMPR, I HAD NOTICED A VEHICLE ON THE DEP END OF THE RWY (WHITE AND BLACK STREET SWEEPER WITH NO LIGHTS). USED MAX BRAKING EFFORT AND REVERSE AND BROUGHT THE ACFT TO A STOP ABOUT 3000 FT AWAY FROM VEHICLE. LNDG CLRNC WAS ISSUED. VEHICLE WAS BLACK AND WHITE AND WAS ON THE CTRLINE AT THE DEP END OF RWY. CALLED TWR ON THE RADIO AFTER AND THEY WOULD NOT RESPOND TO THE INQUIRY ABOUT THE VEHICLE. WE THEN CALLED CTL TWR VIA PHONE AND THEY SAID THE VEHICLE WAS ON THE TXWY AND WOULD INVESTIGATE. WE INFORMED THEM IT WAS ON THE RWY.

Synopsis

B727-200 FLT CREW OBSERVED GND VEHICLE ON RWY DURING LNDG ROLLOUT, AND UTILIZED MAXIMUM BRAKING AND REVERSE TO AVOID COLLISION.

ACN: 748441

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 748103

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 746707

Time / Day

Date : 200707

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Cessna Stationair/Turbo Stationair 6
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1500
ASRS Report : 746707

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

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

Narrative

WE HAD BEEN SITTING AT THE DEICE PAD AT THE APCH END OF RWY 28R FINISHING UP SOME CHKLIST ITEMS. WE WERE ANGLED 45 DEGS TO TXWY A WITH THE NOSE OF THE JET FACING THE FINAL APCH END OF RWY 28R. WE WERE MONITORING TWR FREQ, WHICH WAS EXTREMELY BUSY WITH ARRS AND DEPS. WE HAD JUST FINISHED UP WHEN TWR ASKED IF WE WERE READY. WE SAID YES AND WERE SUBSEQUENTLY CLRED FOR TKOF. I STARTED TAXIING STRAIGHT AHEAD, CROSSED THE HOLD SHORT LINE OF THE DEICE PAD, AND WAS ONLY APPROX 25 FT FROM THE YELLOW CTRLINE OF TXWY A (STILL AT A 45 DEG ANGLE TO IT AND WAS NOT ABLE TO SEE THE C206 SPEEDING TOWARD US). SIMULTANEOUSLY, TWR CANCELED OUR TKOF CLRNC AND MY FO SAID THERE WAS AN ACFT BEARING DOWN ON US. I HIT THE BRAKES AS THE CESSNA CUT IN FRONT OF US. HE MISSED US BY APPROX 25 FT. WHETHER HE WAS MONITORING TWR OR NOT, HEARD OUR BEING CLRED FOR TKOF OR NOT, HE 'SHOULD' HAVE SEEN US TAXIING TOWARD THE RWY. EVERY SEAT WAS FILLED IN HIS ACFT AND IT WAS TAXIING AT APPROX 25 KTS. MY FO ASKED TWR IF HE WAS GOING TO STOP AND TWR SAID THEY WERE NOT SURE. TWR CLRED THEM FOR TKOF AND I ASKED TWR IF THEY WERE GOING TO SAY ANYTHING TO THE CESSNA AND THEY SAID THEY WERE TOO BUSY. SOMEBODY REALLY NEEDS TO TALK TO THAT PLT (IE, FAA) OR HE IS GOING TO HURT SOMEBODY. THE FAA REALLY NEEDS TO TALK TO THIS PLT TO EXPLAIN HOW SERIOUS THIS IS AND HOW BAD IT COULD HAVE BEEN. I HAD TO HIT THE BRAKES WITH 127 PEOPLE ON BOARD AND HE IS STILL PROBABLY CLUELESS ABOUT HIS ACTIONS.

Synopsis

CLEARED FOR TKOF AND ABOUT TO CROSS RWY HOLD LINE, B737-700 MUST BRAKE AGGRESSIVELY TO AVOID C206 CUTTING IN FRONT OF THEM TO ACCESS RWY. LCL CTLR CANCELS B737 TKOF CLRNC AND CLEARS C206 FOR TKOF.

ACN: 746248

Time / Day

Date : 200707
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 14
Experience.Flight Time.Total : 708
Experience.Flight Time.Type : 708
ASRS Report : 746248

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

MY ACFT WAS BEING REPOSITIONED FROM THE N SIDE TO THE S SIDE OF THE UNCTLED PUBLIC ARPT AT COI. IT WAS POSITIONED AT THE '11' END OF THE ACTIVE RWY (RWY 29), IN THE TXWY, OUTSIDE OF THE HOLD SHORT LINE. THE ACFT RADIO WAS NOT TURNED ON. THERE WAS AN AIRPLANE ON THE RWY, JUST HAVING LANDED. ANOTHER WAS ON FINAL APCH. I WAITED UNTIL THE ACFT ON THE RWY HAD TAXIED CLR, OPPOSITE ME. I WATCHED THE OTHER ACFT LAND, AND WAITED TO SEE IF IT WOULD TAXI CLR, OR TAKE OFF. AFTER A PERIOD OF TIME THAT I THOUGHT WAS SUFFICIENT FOR THE ACFT TO DEPART, I STARTED ONTO THE RWY. AS I CROSSED THE CTRLINE, I SAW THE OTHER ACFT LIFT OFF. I GUNNED THE ENG, AND WAS WELL CLR OF THE RWY (ABOUT 100 FT) AS THE OTHER ACFT FLEW PAST MY POS. 2 THINGS COULD HAVE BEEN DONE TO PREVENT THIS INCURSION. 1) THE ACFT RADIO SHOULD HAVE BEEN TURNED ON, TO LISTEN TO THE RADIO TFC AND/OR BROADCAST INTENTIONS, AND 2) AND MORE IMPORTANT, WAS TO WAIT A LONGER TIME BEFORE BEGINNING THE ENTRY TO THE RWY. TO ASCERTAIN THE FINAL ACTION OF THE ACFT HAVING THE RIGHT-OF-WAY.

Synopsis

AN EXPERIMENTAL ACFT PILOT WITH HIS RADIO OFF CROSSED AN ACTIVE RWY AT CTAF COI AS AN ACFT WAS DEPARTING CAUSING A NEAR COLLISION.

ACN: 745836

Time / Day

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

Place

Locale Reference.ATC Facility : LAS.Tower
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Government : FAA
Function.Controller : Combined Local
Qualification.Controller : Non Radar
Experience.Controller.Military : 10
Experience.Controller.Time Certified In Position1 : 6
ASRS Report : 745836

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Other Anomaly.Other
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : FAA

Situations

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

Narrative

THE LCL CTL #2 POS AND LCL CTL #3 POS AT LAS (LAS VEGAS TWR) ARE BEING COMBINED DUE TO LACK OF STAFFING. THE LC2 POS CTLS ACFT LNDG THE N S RWYS (RWY 19L/R). THE LC3 POS CTLS THE CLASS B AIRSPACE ASSIGNED TO THE TWR AT LAS. THE LC2 AND LC3 POS BEING COMBINED CONTRIBUTED TO A RECENT OPERROR WHERE A CITATION WAS XING THE RWY WHILE AN ACR WAS DEPARTING THE SAME RWY. THE 2 POS ARE INHERENTLY DIFFERENT AND SHOULD NOT BE COMBINED. THE LC2 POS IS RESPONSIBLE FOR THE RWYS (19L/R). THE LC3 POS IS RESPONSIBLE FOR THE AIRSPACE. THE SCANS REQUIRED FOR EACH POS DETRACT FROM ONE ANOTHER. THE CTLR WORKING LC2 PRIMARY SCAN SHOULD BE THE RWYS, WHILE THE CTLR WORKING LC3 HAS A PRIMARY SCAN ON THE RADAR SCOPE AND THE B AIRSPACE. COMBINING THESE 2 POS IS DANGEROUS AND HAS ALREADY CONTRIBUTED, AT LEAST IN PART, TO 1 OPERROR. THE ABILITY TO COMBINE LIKE POS AT LAS TWR IS AVAILABLE AND SHOULD BE UTILIZED.

Synopsis

LAS TWR CTLR RPTS ON RECENT OE AND EXPRESSED CONCERN REGARDING FAC STAFFING THAT PROMPTS THE COMBINATION OF LC POS WITH VERY DIFFERENT RESPONSIBILITIES.

ACN: 745679

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Component : 1

Aircraft Component : Fuel Distribution System

Person : 1

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

Person : 2

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

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 745537

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Landing : Roll

Aircraft : 2

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
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 : 240
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 4000
ASRS Report : 745537

Person : 2

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

Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 175
ASRS Report : 745710

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 25

Assessments

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

Narrative

WE WERE CLRED TO LAND AT ZZZ. APPROX 1 SECOND BEFORE MAIN WHEEL TOUCHDOWN, ZZZ TWR ISSUED AN URGENT AND IMMEDIATE GAR INSTRUCTION. WE IMMEDIATELY BEGAN A GAR (MAIN GEAR HAD TOUCHED DOWN) AND WERE AIRBORNE PRIOR TO INTXN OF RWYS X AND Y. AT INTXN OF RWY X AND TXWY, WE SAW AN ACFT PARTIALLY EXTENDING ONTO RWY X. AFTER THE MISSED APCH AND SUBSEQUENT LNDG, I PHONED THE TWR AND FOUND OUT THAT THE OTHER ACFT HAD MISSED A TURN AND INADVERTENTLY CROSSED ONTO RWY X WITHOUT CLRNC. SUPPLEMENTAL INFO FROM ACN 745710: AT 30 FT I PULLED THE THRUST LEVERS TO IDLE, TO ALLOW THE ACFT TO SETTLE AND I BEGAN TO FLARE. AT APPROX 1 SECOND PRIOR TO MAIN GEAR TOUCH, THE TWR CTRLR IN A VERY LOUD AND URGENT TONE OF VOICE SAID, 'ACR X GAR!' OR SOMETHING LIKE THAT. AFTER HEARING THAT, I IMMEDIATELY PRESSED THE GA SWITCHES AND ASSISTED THE THRUST LEVERS TO THE GA PWR POS. AT THAT POINT THE MAIN GEAR TOUCHED THE RWY. I MAINTAINED THE NOSE IN AN UP ATTITUDE AND WE ALMOST INSTANTLY WERE AIRBORNE AGAIN. I ESTIMATE WE WERE 25-30 FT AGL WHEN WE PASSED THE ACFT ON THE TXWY.

Synopsis

AN ACR PILOT REPORTS A TWR COMMANDED GAR ON VERY SHORT FINAL AFTER ANOTHER ACR ACFT FAILED TO CLR THE ACTIVE RWY.

ACN: 740811

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

Problem Areas : ATC Human Performance
Problem Areas : FAA

Situations

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

Narrative

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

Synopsis

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

ACN: 738778

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 737938

Time / Day

Date : 200705
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 737054

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Events

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

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 735618

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 735287

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Experimental
Flight Phase.Ground : Taxi

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

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

ACN: 733627

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

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

Assessments

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

Situations

Airport.Markings : SPI.Airport

Narrative

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

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

Synopsis

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

ACN: 732580

Time / Day

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

Place

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

Environment

Weather Elements : Ice
Weather Elements : Snow

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

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

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 730041

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Situations

Chart.Airport : LGB.Airport

Narrative

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

Synopsis

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

ACN: 729607

Time / Day

Date : 200703
Day : Mon

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 727414

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

Function.Flight Crew : Single Pilot

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 726635

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 725836

Time / Day

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

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

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

Person : 1

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

Person : 2

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

Person : 3

Function.Other Personnel : Vehicle Driver

Person : 4

Affiliation.Company : Air Carrier
Qualification.Other : Dispatcher

Events

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

Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 200

Assessments

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

Narrative

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

Synopsis

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

ACN: 725541

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 1440
Experience.Flight Time.Type : 100
ASRS Report : 725541

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Person : 3

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 724571

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Person : 3

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

Person : 4

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 724398

Time / Day

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

Place

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

Environment

Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA

Person : 4

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

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

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport

Narrative

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

Synopsis

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

ACN: 722729

Time / Day

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

Place

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

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 721353

Time / Day

Date : 200612
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements : Fog
Weather Elements : Rain
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

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

Situations

Airport.Signage : ABQ.Airport

Narrative

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

Synopsis

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

ACN: 721177

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 719127

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

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

Events

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

Assessments

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

Narrative

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

Synopsis

CITATION CE550 HAS A REJECTED TKOF AT TEB.

ACN: 718112

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Component : 1

Aircraft Component : TCAS Software

Person : 1

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

Person : 2

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 716910

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 716380

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

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

Person : 3

Function.Flight Crew : Single Pilot

Events

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

Assessments

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

Narrative

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

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

Synopsis

C182RG FLT CREW HAS AN UNSTABILIZED APCH TO JVL.

ACN: 715676

Time / Day

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

Place

Locale Reference.Airport : PRC.Airport
State Reference : AZ
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PRC.Tower
Operator.General Aviation : Personal
Make Model Name : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : PRC.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 4
Experience.Controller.Non Radar : 11
Experience.Controller.Radar : 3
ASRS Report : 715676

Person : 2

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

Person : 3

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 3600

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ACFT IN QUESTION WAS ACFT #2 IN FLT. LOST SIGHT OF HIS WINGMAN. LANDED WRONG RWY NO RADIO WITH ANOTHER ACFT 3600 FT DOWN THE SAME RWY. ANOTHER ACFT ON BASE TO FINAL HAD TO BE SENT AROUND.

Synopsis

PRC CTLR DESCRIBED PLTDEV AS ONE ACFT IN FLT LOST SIGHT OF WINGMAN AND LANDED ON OCCUPIED WRONG RWY WITHOUT CLRNC.

ACN: 715336

Time / Day

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

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 1000
ASRS Report : 715336

Person : 2

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 715134

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Ground

Events

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

Assessments

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

Situations

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

Narrative

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

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

Synopsis

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