

ASRS Database Report Set

Inflight Weather Encounters

Report Set Description.....A sampling of reports from both air carrier flight crews and GA pilots referencing encounters with severe or unforecast weather.

Update Number.....14.0

Date of UpdateDecember 4, 2008

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

Number of New Records in Report Set39

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: 810005 (1 of 50)

Synopsis

FLT CREW OF EA50 INADVERTENTLY ENTER AREA OF MODERATE ICING AND TURBULENCE.

ACN: 804035 (2 of 50)

Synopsis

AN EMB-135 FLT CREW ENCOUNTERED WINDSHEAR ON APPROACH TO STL WITH SIGNIFICANT AIRSPEED FLUCTUATIONS. THEY EXECUTED A MISSED APPROACH AND DIVERTED TO THEIR ALTERNATE.

ACN: 797788 (3 of 50)

Synopsis

B757 FO REPORTS ENCOUNTERING TURBULENCE DURING DESCENT CAUSING INJURY TO A FLT ATTENDANT. FO REQUESTS MEDICAL PERSONAL MEET ACFT WHICH DOES NOT HAPPEN.

ACN: 797586 (4 of 50)

Synopsis

AN ACR ACFT ON APCH TO MGGT EXECUTED A GAR JUST AS A PREDICTIVE WINDSHEAR WARNING AND A WINDSHEAR HIT. ATC MISLED THE CREW ABOUT THE LOCAL WX.

ACN: 795977 (5 of 50)

Synopsis

DISPATCHER RPTS FLT CREW DIVERTING TO ARPT NOT IN OPSPEC AFTER BEING INFORMED THAT PBI WAS SUITABLE ALTERNATE.

ACN: 795018 (6 of 50)

Synopsis

A319 CAPT DISCOVERS AFTER PUSH BACK THAT WX AT DESTINATION NOW REQUIRES AN ALTERNATE. DISPATCHER DISAGREES, CAPT PREVAILS.

ACN: 793896 (7 of 50)

Synopsis

A B737-800 FO RPTS THAT AFTER CHANGING FROM A ILS 1 TO A VOR/DME RWY 19, A WX RETURN ON FINAL FORCED A GAR WITH A STALL WARNING, SLOW THROTTLE RESPONSE, AND A CREW TASK OVERLOAD. A FOREIGN LANGUAGE CTRLR ADDED TO THE CONFUSION.

ACN: 793841 (8 of 50)

Synopsis

A CORP ACFT CREW RECEIVED FOUR STAR CHANGES ON AN ATL ARR IN HEAVY WX. AN ALT DEV RESULTED. THE CREW BECAME TASK SATURATED AND THE FLT CREW REQUESTED VECTORS.

ACN: 793786 (9 of 50)

Synopsis

B767 WITH ARTCC AT FL300 ALTERED COURSE FOR WX, WHEN QUESTIONED BY ATC AS TO EMER DECLARATION, RESPONDED IN THE AFFIRMATIVE.

ACN: 792761 (10 of 50)

Synopsis

PC-12 PLT IFR AT 17000 WITH ZDC WAS DENIED WX DEV REQUEST INTO RESTRICTED AIRSPACE, REQUIRING ALTERNATIVE LESS SAFE RTE.

ACN: 792418 (11 of 50)

Synopsis

AN A320 ENCOUNTERED SEVERE TURB WITH A +40 KTS SPD INCREASE, 500 FT ALT GAIN AND HVY RAIN AT FL360. ONE FLT ATT AND TWO PAX WERE INJURED.

ACN: 791845 (12 of 50)

Synopsis

WIND SHEAR ON SHORT FINAL TO A GRASS STRIP CAUSES PLT TO REJECT THE LNDG AT LOW AIRSPEED. REDUCED CLIMB PERFORMANCE RESULTS IN MOMENTARY CONTACT WITH TREES OFF THE END OF THE RWY.

ACN: 791184 (13 of 50)

Synopsis

MD80 FLT CREW MAKES TWO ATTEMPTS TO LAND BEFORE DIVERTING DUE TO MICROBURST ALERT AND WINDSHEAR WARNING.

ACN: 790399 (14 of 50)

Synopsis

A320 FLT CREW REPORTS GAR AFTER TOUCHDOWN DUE TO STRONG CROSSWIND GUST. FLIGHT DIVERTS TO ALTERNATE.

ACN: 789858 (15 of 50)

Synopsis

A B737-300 CREW DECLARE AN EMER AFTER A MISSED APCH BECAUSE OF LOW FUEL AND INDIRECT ALTERNATE ARPT ROUTING.

ACN: 789710 (16 of 50)

Synopsis

A CRJ-200 ENCOUNTERED MODERATE TO SEVERE TURBULENCE, LEADING TO A MOMENTARY LOSS OF CONTROL AND ALT EXCURSIONS.

ACN: 789298 (17 of 50)

Synopsis

LOU CTLR DESCRIBED LIGHTNING EVENT THAT DISABLED ALL PRIMARY RADIO FREQS, LEAVING TWR WITH ONLY PORTABLE BACK-UP RADIOS FOR OPS.

ACN: 788907 (18 of 50)

Synopsis

DISPATCHER REPORTS AN A320 IN HIS FLOCK MUST RETURN TO DEP ARPT DUE TO INJURIES SUFFERED DURING SEVERE TURBULENCE ENCOUNTER.

ACN: 788817 (19 of 50)

Synopsis

AN A320 FLT CREW ON APCH TO DEN ENCOUNTERED WINDSHEAR AND EXECUTED A GO AROUND. WHILE STILL IN WINDSHEAR RECOVERY MODE, ATC ISSUED A TURN TO THEM TO CLEAR ANOTHER AIRCRAFT.

ACN: 788773 (20 of 50)

Synopsis

AN EMB-145 EXPERIENCED A LIGHTNING STRIKE AND SUBSEQUENTLY THE #1 ITT TEMP WENT INTO THE RED. THEY DECLARED AN EMERGENCY AND LANDED AT DEST.

ACN: 788048 (21 of 50)

Synopsis

A SMALL TRANSPORT JET ENCOUNTERED SEVERE TURB ON A SID WITH ALT CONSTRAINTS. UNABLE TO FULLY CTL THE ACFT, SEPARATION WAS LOST WITH AN INBOUND ACFT.

ACN: 786440 (22 of 50)

Synopsis

B757-200 FLT CREW IS DISPATCHED WITH RIGHT ENG BLEED ON MEL REQUIRING AVOIDANCE OF ICING CONDITIONS ENROUTE BUT THE WEATHER DOES NOT COOPERATE.

ACN: 786391 (23 of 50)

Synopsis

B747-400 FLT CREW WAS INITIALLY DENIED LNDG ON RWY 22L AT ORD FOR OPERATIONAL PURPOSES AND ATTEMPTED APPROACH TO 14R BUT EXCEEDED STABILIZED SPEED CRITERIA ON APCH AFTER WIND SHIFT. MISSED APCH WAS ACCOMPLISHED FOLLOWED BY AN UNEVENTFUL LNDG ON 22L.

ACN: 786110 (24 of 50)

Synopsis

OVERWATER B767-300 MUST DECLARE EMERGENCY TO CIRCUMNAVIGATE WEATHER IN CLASS II AIRSPACE.

ACN: 785651 (25 of 50)

Synopsis

B717 FLT CREW EXPERIENCES WINDSHEAR ON VISUAL APPROACH AND USES EMERGENCY POWER TO ESCAPE, WITH DIVERSION TO ALTERNATE.

ACN: 785207 (26 of 50)

Synopsis

DISPATCHER ADVISED THE FLT CREW OF A B737-300 OF TSTMS ALONG ROUTE AND SUGGESTED AN ALTERNATE ROUTING. THE FLT CREW DECLINED THE RECOMMENDED ROUTE.

ACN: 784962 (27 of 50)

Synopsis

C172 INSTRUMENT INSTRUCTOR PLT ALLOWS DESIRE TO COMPLETE A TRAINING FLT CLOUD HIS JUDGEMENT REGARDING CONTINUING THE FLIGHT IN MARGINAL WX CONDITIONS.

ACN: 783796 (28 of 50)

Synopsis

AIR CARRIER, EXECUTING A GAR, ENCOUNTERED TURB AND SUFFICIENT UPDRAFT TO PREVENT THE FLT CREW FROM LEVELING AT THE ASSIGNED ALT.

ACN: 782365 (29 of 50)

Synopsis

MD80 FLT CREW REPORTS CONTINUOUS MODERATE TURBULENCE FOR SEVERAL MINUTES WHILE FLYING THROUGH GAP IN LINE OF THUNDERSTORMS AT FL340.

ACN: 781550 (30 of 50)

Synopsis

TWO FLT ATTENDANTS WERE INJURED DURING INTO MIA AFTER THEIR ACFT ENCOUNTERED TURB. FLT ATTENDANTS WERE TAKEN TO THE HOSPITAL.

ACN: 781379 (31 of 50)

Synopsis

ZZZ DEP WAS DENIED WX DIVERSION REQUEST BY TWR, DEP INITIALLY DENIED REQUEST BUT LATER APPROVED AFTER EMER DECLARATION.

ACN: 780759 (32 of 50)

Synopsis

ZJX CTLR DESCRIBED BUSY/COMPLEX TFC PERIOD WHEN VECTOR TO RESOLVE CONFLICT RESULTED IN TURNS TOWARD WX, ALLEGING POOR TFC MGMNT.

ACN: 780725 (33 of 50)

Synopsis

VFR C172 PLT ENCOUNTERED WX ENROUTE. ATC ASSISTED AND VECTORED ACFT ONTO FINAL APCH.

ACN: 780704 (34 of 50)

Synopsis

HAWKER 800 ATTEMPTED A CIRCLING APCH, BUT EXECUTED A MISSED APCH WHEN RWY VISUAL ACQUISITION WAS NOT ATTAINED. FLT CREW DECLARED 'BINGO FUEL,' AND ATC DECLARED AN EMER FOR THEM AND PROVIDED TFC PRIORITY FOR A LOC APCH AND TAILWIND LNDG.

ACN: 780399 (35 of 50)

Synopsis

AN ACR PILOT ON AN OCEANIC NON-RADAR TRACK AT FL350 USED HIS EMER AUTHORITY TO DEVIATE 6 NM OFF COURSE FOR TSTMS.

ACN: 780298 (36 of 50)

Synopsis

AN A319 ENCOUNTERED SEVERE TURB AND WINDSHEAR ON APCH TO PSP. THE FLT CREW EXECUTED A GAR AND DIVERTED.

ACN: 779757 (37 of 50)

Synopsis

B757-200 FLT CREW WAS UNABLE TO OBTAIN CLRNC TO DEVIATE AROUND TSTM IN OCEANIC AIRSPACE. FLT CREW DECLARED AN EMER AND INITIATED CLIMB TO AVOID THE WX.

ACN: 779498 (38 of 50)

Synopsis

MD11 ENTERED A TSTM WHILE BEING VECTORED FOR AN APCH. MODERATE TO SEVERE TURB WAS ENCOUNTERED WITH CONSIDERABLE ALT AND AIRSPEED FLUCTUATIONS.

ACN: 778931 (39 of 50)

Synopsis

A B757 ON AN OCEANIC ROUTE AT FL360 WAS UNABLE TO GET CLRNC TO FL370 FOR TSTM TOP AVOIDANCE. PLT DECLARED AN EMER, OFFSET ROUTE 40 NM AND CLBED TO FL370.

ACN: 778903 (40 of 50)

Synopsis

A VFR PA 28 PILOT CLBED TO 14000 FT ATTEMPTING TO AVOID UNFORECAST CLOUDS ON HIS ROUTE OF FLT.

ACN: 778371 (41 of 50)

Synopsis

ACR ENCOUNTERED HIGHER THAN FORECAST WINDS AT CRUISE ALT. FLT CREW DECLARED MINIMUM FUEL WHILE BEING VECTORED FOR THE APCH.

ACN: 777362 (42 of 50)

Synopsis

FLT CREW OF LGT MUST DIVERT TO ALTERNATE WHEN DELAYS AT DESTINATION PROVE EXCESSIVE. ARE UNABLE TO COMMUNICATE DECISION TO DISPATCHER PRIOR TO DOING SO.

ACN: 775787 (43 of 50)

Synopsis

A320 FLT CREW ENCOUNTERED TSTMS ENRTE, WHICH RESULTED IN DECLARING MIN FUEL AT DEST. ON FINAL APCH FOR THE RETURN FLT, THE RWY WAS CLOSED WHEN THE ACFT AHEAD REPORTED NIL BRAKING. MIN FUEL WAS AGAIN DECLARED FOR THE FLT TO THEIR ALTERNATE.

ACN: 775555 (44 of 50)

Synopsis

FORCED TO DIVERT FOR FUEL BY WEATHER, ACR CAPTAIN LAMENTS THE SHORTSIGHTEDNESS OF HIS COMPANY'S FUEL SAVINGS POLICY.

ACN: 775408 (45 of 50)

Synopsis

B777 FLT CREW ELECTS TO ABANDON THE APPROACH TO RWY 16R AT RJAA AFTER RECEIVING A MICROBURST REPORT FROM TOWER. A SAFE LANDING ENSUES ON RWY 34L.

ACN: 775306 (46 of 50)

Synopsis

ACR DISPATCHER REPORTS FLIGHT DIVERTING TO ARPT NOT IN ACR OPS SPEC AFTER DESTINATION WX GOES FROM VMC FORECAST TO BELOW IFR MINIMUMS AND FUEL BECOMES AN ISSUE.

ACN: 774189 (47 of 50)

Synopsis

FORCED TO GAR DUE TO SEPARATION, B757-200 FLT CREW IS UNABLE TO MAKE A SECOND APCH DUE TO EXCESSIVE WINDS. CREW MUST DIVERT TO AN UNPLANNED ALTERNATE, DECLARING EMERGENCY FUEL AND LANDING WITH ONLY 3000 LBS ON BOARD.

ACN: 766691 (48 of 50)

Synopsis

AFTER LNDG AT SNA WITH FUEL FERRIED IN FOR RETURN FLT, FLT CREW OF B737 IS SURPRISED TO LEARN FROM CABIN ATTENDANT THAT ICE WAS FORMING ON THE WINGS PRIOR TO THE SUBSEQUENT DEP.

ACN: 764718 (49 of 50)

Synopsis

AN A320 PLT RPTS DECLARING MIN FUEL ON A TRANSCONTINENTAL FLT AFTER BEING DISPATCHED INTO INACCURATELY FORECAST WINDS. A FUEL STOP IS SUGGESTED.

ACN: 762812 (50 of 50)

Synopsis

PA32 PILOT ATTEMPTS TO NEGOTIATE THE HUDSON RIVER VFR CORRIDOR AT 1500 FEET AND ENCOUNTERS IFR CONDITIONS. A CLIMB TO 2500 FEET AND

REQUEST FOR IFR CLEARANCE IS INITIATED, MUCH TO THE CHAGRIN OF AN N90 CONTROLLER.

Report Narratives

ACN: 810005

Time / Day

Date : 200810

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Navaid : DKK.VOR

State Reference : NY

Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : Mixed

Weather Elements : Ice

Weather Elements : Rain

Weather Elements : Snow

Weather Elements : Thunderstorm

Weather Elements : Turbulence

Weather Elements : Windshear

Weather Elements.Other

Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Operator.General Aviation : Corporate

Make Model Name : Eclipse 500

Operating Under FAR Part : Part 91

Flight Phase.Descent : Intermediate Altitude

Component : 1

Aircraft Component : Autopilot

Person : 1

Affiliation.Company : Corporate

Function.Flight Crew : Captain

Function.Oversight : PIC

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Total : 8000

Experience.Flight Time.Type : 250

ASRS Report : 810005

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

IN DESCENT, WHILE ON VECTORS INADVERTENTLY ENTERED INTO MOD ICING AND MOD TURBULENCE SITUATION ON A NON-FLT INTO KNOWN ICING EA50 AROUND 15000 FT MSL FOR LESS THAN 5 MINUTES. LOST AUTOPILOT DUE TO MOD TURBULENCE. FIRST OFFICER (PNF) ATTEMPTED TO RE-ENGAGE AUTOPILOT NUMEROUS TIMES WITHOUT SUCCESS. AUTOPILOT DID NOT RE-ENGAGE UNTIL WELL CLEAR OF ANY TURBULENCE. WX WAS CAVU 95% OF THE TRIP UNTIL DESCENT INTO DESTINATION. CANCELLED NEXT DAY'S EARLY AM FLT DUE TO ICING ALONG ENTIRE ROUTE.

Synopsis

FLT CREW OF EA50 INADVERTENTLY ENTER AREA OF MODERATE ICING AND TURBULENCE.

ACN: 804035

Time / Day

Date : 200809

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC

Weather Elements : Thunderstorm

Weather Elements : Turbulence

Weather Elements : Windshear

Light : Dawn

Aircraft : 1

Controlling Facilities.Tower : STL.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ERJ 135 ER&LR

Operating Under FAR Part : Part 121

Navigation In Use.ILS.Localizer & Glide Slope : 30R

Flight Phase.Landing : Missed Approach

Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

ASRS Report : 804035

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

Qualification.Pilot : Commercial

ASRS Report : 804191

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other

Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Diverted To Alternate

Resolatory Action.Flight Crew : Executed Missed Approach

Assessments

Problem Areas : Weather

Narrative

I WAS THE PNF ON FLT FROM ZZZ TO STL ON SEP/XA/08. BEFORE I LEFT THE HOTEL I CONTACTED DISPATCH TO TALK ABOUT THE WX IN STL WHERE IT WAS RECEIVING THE AFTERMATH OF A HURRICANE. THE CURRENT WX WAS 1 SM, 1200 FT OVCST, AND WINDS 010 DEGS AT 25 KTS GUSTING 35 KTS. THE FORECASTED WX WAS REAL SIMILAR AND SEEMED TO HOLD TRUE. ON ILS RWY 30R APCH INTO STL AROUND 1500 FT I NOTICED OUR AIRSPD RAPIDLY DECREASING AND YELLED PWR. ALMOST SIMULTANEOUSLY THE FO ADDED PWR AND WE RECEIVED A RED WINDSHEAR WARNING. THE FO THEN EXECUTED THE WINDSHEAR PROCS BY ADDING MAX THRUST AND PRESSING THE GAR BUTTON. I INFORMED THE TWR THAT WE WERE GOING MISSED DUE TO WINDSHEAR. THEIR INSTRUCTIONS WERE CLB AND MAINTAIN 3000 FT. AFTER THE WINDSHEAR WARNING WENT AWAY WE CLEANED UP THE ACFT. RAPIDLY APCHING 3000 FT I NOTICED THE FO HAD TO USE AN EXCESSIVE FORWARD FORCE ON THE CTL COLUMN TO DECREASE THE RATE OF CLB. I COULD TELL WE WEREN'T GOING TO LEVEL OFF. I TOLD HIM TO PRESS AND HOLD THE QUICK DISCONNECT BUTTON BECAUSE I THOUGHT WE MAY HAVE A RUNAWAY TRIM BECAUSE OF THE AMOUNT OF FORWARD FORCE TO SLOW DOWN THE CLB. I INFORMED ATC THAT WE NEED HIGHER AND THEY GAVE US 4000 FT THEN 5000 FT AND THEN A BLOCK ALT THAT WE REQUESTED FROM 5000 FT TO 8000 FT. OUR RATE OF CLB WITH FULL NOSE FORWARD PRESSURE ON THE CTL WAS AROUND 500-1000 FPM. THIS WAS ALSO WITH A DECREASED AMOUNT OF PWR THAT KEPT US ANYWHERE FROM 200 KTS TO 220 KTS, AS AIRSPD WAS ALSO HARD TO CTL DUE TO TURB. I CONTINUED TO RUN THE QRH AND CUTOUT BOTH PITCH TRIM SYS. THEN I TURNED THE MAIN SYS BACK ON AND THE FO WAS THEN ABLE TO USE THE TRIM. WE STABILIZED THE ACFT AT 7000 FT. DURING THIS EVENT I AM UNSURE IF WE DEVIATED FROM ANY ASSIGNED ALT BECAUSE WE WERE IN CONSTANT COM WITH THE ATC AND WERE RECEIVING HIGHER ALTS, FOLLOWED BY A REQUESTED BLOCK ALT. IN OUR CLB I INFORMED ATC OUR INTENTIONS WERE TO DIVERT TO ZZZ1, OUR ALTERNATE, WHERE THE WX WAS BETTER. I THOUGHT THIS WAS THE BEST DECISION DUE TO CURRENT STATE CONDITIONS. WE PROCEEDED TO ZZZ1 AND COMMUNICATED WITH DISPATCH ON RADIO AND ON THE GND.

Synopsis

AN EMB-135 FLT CREW ENCOUNTERED WINDSHEAR ON APPROACH TO STL WITH SIGNIFICANT AIRSPEED FLUCTUATIONS. THEY EXECUTED A MISSED APPROACH AND DIVERTED TO THEIR ALTERNATE.

ACN: 797788

Time / Day

Date : 200807
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7000

Environment

Weather Elements : Turbulence

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 1050
ASRS Report : 797788

Events

Anomaly.Cabin Event.Other
Anomaly.Inflight Encounter : Turbulence
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Physical Injury

Assessments

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

Narrative

WE HIT AN AREA OF TURB WHILE BEING VECTORED FOR APCH BY TRACON. WE WERE IN THE CLOUDS AND BOTH HAD THE RADAR SELECTED WHICH DID NOT INDICATE ANY TURB OR WX IN OUR FLT PATH. THE TURB WAS MODERATE AND ONLY A FEW SECONDS IN DURATION. I PRESSED THE FLT ATTENDANT CALL BUTTON TO ASK THE FLT ATTENDANTS IF EVERYONE WAS ALRIGHT. I HEARD THE PURSER TALKING TO THE OTHER FLT ATTENDANTS REGARDING A FLT ATTENDANT

THAT HAD BEEN INJURED IN THE BACK GALLEY. I CUT INTO THE CONVERSATION AND INQUIRED AS TO WHAT HAPPENED. HE SAID FLT ATTENDANT X HAD BEEN INJURED AND WAS ON THE GND IN THE BACK GALLEY BEING ATTENDED TO BY ANOTHER FLT ATTENDANT WHO WAS A TRAINED NURSE. I SENT 2 MESSAGES TO ZZZ STATION VIA ACARS REQUESTING MEDICAL PERSONNEL MEET THE ACFT. AS WE WERE BEING VECTORED FOR APCH, THAT WAS ALL I HAD TIME FOR. UPON LNDG I CHKED IN WITH ZZZ OPS TO MAKE SURE MEDICAL WOULD MEET THE ACFT. I MADE A PA TO THE PAX TO PLEASE REMAIN SEATED UNTIL THE MEDICAL PERSONNEL ATTENDED TO THE INJURED FLT ATTENDANT. ZZZ OPS SAID THAT AN INFLT SUPVR WAS MEETING THE AIRPLANE. I ASKED WHY MEDICAL WAS NOT MEETING US AND THEY SAID DISPATCH HAD CALLED AND SAID TO HAVE A SUPVR MEET THE PLANE. I ASKED IF THEY GOT MY STATION MESSAGES AND THEY SAID THEY HAD NOT. ULTIMATELY IT TOOK 10 MINS FOR MEDICAL PERSONNEL TO ARRIVE AT THE AIRPLANE AND SEE TO THE INJURED FLT ATTENDANT.

Synopsis

B757 FO REPORTS ENCOUNTERING TURBULENCE DURING DESCENT CAUSING INJURY TO A FLT ATTENDANT. FO REQUESTS MEDICAL PERSONAL MEET ACFT WHICH DOES NOT HAPPEN.

ACN: 797586

Time / Day

Date : 200807

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MGGT.Airport

State Reference : FO

Altitude.MSL.Single Value : 5800

Environment

Flight Conditions : IMC

Weather Elements : Thunderstorm

Weather Elements : Turbulence

Weather Elements : Windshear

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MGGT.TRACON

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

ASRS Report : 797586

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Other Anomaly : Unstabilized Approach

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

ATC LACK OF WX INFO. APCHING GUA NEAR RABINAL WE HAD BRIEFED OUR APCH TO RWY 19 (RNAV) AS PER ATIS. UPON REACHING RABINAL VOR, ATC CLRED US FOR THE ILS DME 2 RWY 1. WE QUICKLY BRIEFED THE APCH WHICH I HAD BRIEFED WHILE AT CRUISE ALT EXPECTING THAT TO BE THE RWY IN USE. THERE WAS A LEVEL 3 CELL MOVING FROM E TO W AT 10 KTS WHICH CONCERNED ME. I ASKED APCH AS TO THE WX CONDITIONS ON RWY 1, BUT TO MAKE SURE I TALKED TO TWR ON #2 RADIO TO DOUBLE CONFIRM APCH'S RPT. APCH SAID THAT ANOTHER ACR HAD EXECUTED THE APCH AND HAD THE ARPT IN SIGHT WITHIN AROUND 5 MI OUT AND TWR SAID THE CEILING TO BE AT 6000 FT (I WAS NOT SURE IF THAT WAS FROM A PREVIOUS WX SUMMARY OR HUMAN OBSERVATION, SINCE WHAT I WAS SEEING DIDN'T LOOK LIKE 6000 FT AGL). I ASKED HIM TO KEEP ME INFORMED FOR ANY CHANGES. I WAS CONCERNED THAT SHOULD THE WX DETERIORATE AFTER WE PASSED AUR VOR ON OUR INITIAL DSCNT TO THE FIRST STEP DOWN ALT IN THE APCH ON THE D215G WHICH IS 6600 FT MSL, WE HAD NO CHOICE, BUT TO CONTINUE OUR APCH AND THEN EXECUTE A MISSED APCH INTO THE WX, MUCH LIKE A 1 WAY STREET WHICH IS THE APCH AT GUA RWY 1. I ASKED REPEATEDLY FOR WIND DIRECTION AND SPD TO STAY AWARE OF ANY SUDDEN CHANGES AS THE SYS WAS OVERHEAD, BUT APCHS WERE BEING CONDUCTED IN A NORMAL MANNER. MY FUEL LOAD AT THE TIME WAS 10400 LBS WHICH WAS ENOUGH FUEL TO GO TO BZE (BELIZE) OR SALVADOR TO THE S OF GUA. SALVADOR HAD WX AS WELL AS BZE. I TOOK A PEEK WHILE AT CRUISE AND BELIZE HAD CUMULONIMBUS OVERHEAD AND THE SYS WAS DEVELOPING AS WE DRUMMED S TO GUA. WE DSNDED ON PROFILE AND INTERCEPTED THE ILS AND GS WITH LNDG CONFING COMPLETED WHEN GUA TWR SAID THAT THE RWY WAS NOW OBSCURED, WINDS AT 090 DEGS/09 KTS. I COULD SEE THE LOWER PORTION OF THE POOR HOUSING AREA LOCATED RIGHT BEFORE THE ARPT, BUT I COULD NOT SEE THE RWY. I PREPARED FOR THE GAR AND AT AROUND 5800 FT MSL I SAW AN AMBER GLITCH ON THE NAV DISPLAY, BUT NO FURTHER WARNINGS WERE ANNUNCIATED. WE WERE ABOUT 2.5 MI FROM THE APCH END, AND AS SOON AS I STARTED THE MISSED APCH WITHOUT ANY PREDICTIVE WARNINGS WE RECEIVED THE WINDSHEAR REACTIVE MODE, WE HAD DRIVEN INTO A FULL BLOWN WINDSHEAR SCENARIO AND WE HAD RETRACTED THE LNDG GEAR AT THE SAME TIME SINCE WE WERE EXECUTING A NORMAL MISSED APCH, BUT IT ALL HAPPENED AT THE SAME TIME. THE ACFT DWINDLED IN AND OUT OF THE ALPHA AREA MUCH LIKE IN THE SIMULATOR, ENGS WERE AT TOGA SCREAMING, BUT THE ALT WAS HOLDING AT 6000 FT +/- 200 FT. IN ALL HONESTY MY CONCERN WAS FOCUSED ON MONITORING THE AUTOPLT FOR IT TO STAY ENGAGED AND FOR US TO STAY IN THE MISSED APCH AS I PUSHED THE NAV TO STAY WITHIN THE SAFE ALT AND MISSED APCH CORRIDOR, STRAIGHT AHEAD IS THE IDEAL SCENARIO, BUT GUA TERRAIN DOES NOT ALLOW FOR THAT LUXURY. I HOPED FOR IT TO END SOON SINCE INITIATING THE TURN FOR THE MISSED COULD HAVE BEEN EXTREMELY DANGEROUS, BUT THE OTHER OPTION WAS A CATCH 22, HIT BUILDINGS AND HIGH TERRAIN AND I WANTED TO MAXIMIZE EVERY BIT OF LIFT TO INITIATE THE TURN IN HOPES THAT THE WINDSHEAR WOULD END SOON, EVEN IF IT PRECLUDED FROM GAINING ALT STRAIGHT AHEAD SINCE I COULD NOT SEE THE RWY AT ALL (LASTED FOR ABOUT 7 OR 10 ETERNAL SECONDS). WE CAME OUT OF IT AND AT THE SAME TIME WE CAME OUT OF THE CELL. CLBED TO OUR MISSED APCH ALT WHEN TWR OFFERED TO COME BACK AROUND TO RWY 19. I REQUESTED TO HOLD AT RABINAL VOR AND HE GAVE US 12000 FT HOLD, THERE WAS MODERATE TO SEVERE WX EVERYWHERE (ANOTHER SUMMER DAY AT GUA AND CENTRAL AMERICA). I DEBATED TO GO TO BZE, BUT I HAD CLOSE TO ANOTHER 2400 LBS OF FUEL TO PLAY WITH, SO WE STAYED IN THE HOLD AND AS SOON AS THE CELL MOVED TO

THE SW WE STARTED THE VOR/DME APCH TO RWY 19. UPON LNDG AND PARKING AT GATE, THE STATION AGENT SUPVR INFORMED ME THAT THE TWR HAD GIVEN A WINDSHEAR RPT TO ANOTHER ACFT BEFORE ME, BUT HE DID NOT PROVIDE THE RPT TO US WHEN WE ASKED FOR THE WX AND WIND CONDITIONS. I ASKED THE AGENT IF HE WAS CONFUSING MY WINDSHEAR RPT INSTEAD AND HE CONFIRMED THAT HE KNEW WHEN I RPTED IT AFTER OUR MISSED APCH AND HE SAID THAT THE OTHER RPT WAS BEFORE WE INITIATED THE APCH. IT WAS STRANGE BECAUSE, I NOTICED THAT THE TWR CTLR'S VOICE SOUNDED A LITTLE NERVOUS AFTERWARD ON OUR APCH TO RWY 19. AS MUCH AS I ALWAYS TRY TO STAY AHEAD WHEN I FLY TO CENTRAL AMERICA, I FOUND HOW EASY IT IS AMID ALL OF THE PLANNING AND JUDGEMENT CALLS, HOW THINGS CAN TURN SOUR IN A HEARTBEAT, VERY DISCONCERTING TO SAY THE LEAST. I BELIEVE WHAT SAVED US WAS TO INITIATE THE MISSED BEFORE REACHING OUR PUBLISHED DECISION ALT, IT GAVE US THAT EXTRA ALT TO TRADE FOR OUR WINDSHEAR RECOVERY WHICH WOULD HAVE HAD US IMPACT THE GND HAD WE BEEN LOWER OR AT OUR DECISION ALT, WE'LL NEVER KNOW AND I AM HAPPY WITH IT.

Synopsis

AN ACR ACFT ON APCH TO MGGT EXECUTED A GAR JUST AS A PREDICTIVE WINDSHEAR WARNING AND A WINDSHEAR HIT. ATC MISLED THE CREW ABOUT THE LOCAL WX.

ACN: 795977

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : Mixed
Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : CRJ 900 (all) Canadair Regional Jet 900
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Total : 26000
Experience.Flight Time.Type : 1300
ASRS Report : 795977

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 6500
ASRS Report : 795976

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher
ASRS Report : 795019

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WE WERE GIVEN A HOLDOVER ZZZ. THE HOLD WAS FOR APPROX 30 MINS. DUE TO A LINE OF SEVERE WX IN THE AREA. UPON CALLING DISPATCH WE WERE GIVEN A BINGO FUEL OF 4400 LBS AND TOLD TO CALL BACK THEN FOR FURTHER ASSISTANCE. ARTCC WAS BECOMING OVERWHELMED WITH TFC AND WE WERE AROUND 33000 FT IN THE STACK IN THE HOLD. BECAUSE OF THE AMOUNT OF RADIO CONGESTION AND WX I DECIDED TO CALL DISPATCH AT 5000 LBS JUST TO ALLOW FOR MORE COM TIME. DISPATCH RECHKED THE WX IN ZZZ AND SAID IT WAS A GOOD OPTION AS THE WX WAS STILL 10-12 MI SW OF THE ARPT. HE ALSO SAID TO LEAVE THE HOLD AND HEAD TO ZZZ AS THERE ARE NOT ANY OTHER OPTIONS AT THAT TIME. WE INSTRUCTED ARTCC OF OUR INTENTIONS TO HEAD TO ZZZ FOR LNDG. IT TOOK SEVERAL MINS AND SEVERAL CALLS TO ACTUALLY BEGIN LEAVING THE HOLD AND HDG TOWARDS ZZZ. THE WX WAS BECOMING QUESTIONABLE IN ZZZ AND WAS HANDED OFF TO ZZZ APCH. WE WERE ADVISED OF THE WX MOVING TOWARDS THE ARPT AND WAS GIVEN DIRECT TO THE FIELD SINCE WE HAD VIZZZ1L CONTACT. WE THEN WERE HANDED OFF TO THE FINAL CTLR AND SHE TURNED US OUT TO PUT US BEHIND A DASH 8 ON THE APCH. SINCE WE WERE TOLD BY DISPATCH THAT WE DID NOT HAVE ANY OPTIONS WE WANTED TO VISIT THE APCH TO RWY 27 IN ZZZ AND SEE HOW IT LOOKED. WE BOTH AGREED NOT TO CONTINUE AND ABANDONED THE APCH. ATC BEGAN VECTORING US OUT OF THE AREA AND BECAME CONFUSED, IT SEEMED, AS TO WHAT TO DO WITH US AT THAT TIME. WE HAD 3800 LBS OF FUEL AT THIS TIME. I WORKED WITH ATC FOR A SUITABLE RWY TO LAND UP THE COAST IN THE CLR. WE WORKED ON ZZZ1, ZZZ2, AND ZZZ3. I GOT OUT DATA FOR LNDG AT ZZZ1. WHILE DOING THIS, MY FO WAS ALSO CHKING FOR THE LNDG LENGTH NEEDED AND AGREED ON THE INFO. WE WERE HDG TO ZZZ2 WHEN WE DECIDED ON ZZZ1. ZZZ3 HAD WX IN THE AREA AND WAS THE FARTHEST. WE DECIDED ON ZZZ1 SINCE WE WERE ABEAM THE FIELD AT THE TIME AND WAS UNSURE OF ANY UNKNOWN PROBS IN ZZZ2 AND DISPATCH WAS OUT OF THE LOOP AT THIS POINT. WE WERE LOW IN ALT AND WAS TOLD BY DISPATCH EARLIER THAT ZZZ WAS OUR ONLY OPTION SO WE WERE ON OUR OWN TO WORK THIS OUT. WE ALSO DID NOT WANT TO FLY TO ZZZ2 TO HAVE A PROB AND HAVE TO FLY BACK TO ZZZ1 IN A MINIMUM OR PERHAPS EMER FUEL SIT. WE WERE HANDED OFF TO ZZZ1 AND THEY HAD DECLARED THE EMER FOR US ALREADY UPON CONTACT. WE WERE CLRED FOR THE VIZZZ1L TO RWY 12 AND MADE A LNDG WITH A SMOOTH ROLLOUT AND TAXIED TO FBO AFTER CONFIRMING THE WT LIMIT ON THE FIELD AND RAMPS. THANKS TO ALL WHO DID ASSIST US WITH ALL THE INFO THEY COULD GIVE IN THIS SIT. SUPPLEMENTAL INFO FROM ACN 795019: FLT WAS DISPATCHED PER REGS. FLT CALLED WHILE HOLDING OVER ZZZ WITH 5800 LBS OF FUEL ON BOARD. I LOOKED AT THE WX AND SURROUNDING ARPTS AND GAVE A BINGO NUMBER OF 4500 LBS AND DIVERSION POINT OF ZZZ. THE PLTS CALLED AGAIN AT 5000 LBS AND WANTED TO MAKE A DECISION TO DIVERT TO ZZZ BASED ON THE IMPENDING WX CONDITIONS. I MADE THE DECISION TO DIVERT AT THAT TIME AND TOLD THE

CREW TO CALL ME FROM THE GND IN ZZZ. THE NEXT COM THAT I RECEIVED FROM THE CREW WAS THAT THEY WERE ON THE GND IN ZZZ1 (A NON OPSPEC ARPT). THERE WAS A BREAKDOWN IN COMS BTWN CREW AND DISPATCH WHICH POSSIBLY COULD HAVE TURNED OUT MUCH WORSE. THE CREW LANDED AT AN ARPT THAT WAS NOT KNOWN TO HAVE ADEQUATE CRASH, FIRE AND RESCUE EQUIP AVAILABLE. IF THE CREW HAD KEPT UP COMS WITH DISPATCH, THESE UNFORTUNATE EVENTS COULD HAVE BEEN AVOIDED.

Synopsis

DISPATCHER RPTS FLT CREW DIVERTING TO ARPT NOT IN OPSPEC AFTER BEING INFORMED THAT PBI WAS SUITABLE ALTERNATE.

ACN: 795018

Time / Day

Date : 200807
Local Time Of Day : 0601 To 1200

Place

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

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 795018

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

MY DISPATCHER TOLD ME THAT I DID NOT NEED AN ALTERNATE BECAUSE I WAS OFF THE GATE, I WAS AIRBORNE. THE WX WAS 300 AND 1 1/2 AT MY DEST FORECAST WAS UPDATE TO 300 AND 1 FOR MY ARR. I ASK FOR AN ALTERNATE, THAT IS WHEN I WAS TOLD I DID NOT NEED ONE. THIS STATEMENT HAD LOTS OF ATTITUDE. I HUNG UP THE PHONE AND CALLED AND ASKED FOR A SUPVR, AND TOLD HIM THE SAME THING, WX, I WAS THEN ISSUED AN ALTERNATE THIS REQUIRED A GATE RETURN FOR ADDITIONAL FUEL. WHY WAS MY DISPATCHER WILLING TO SEND THE PAX OUT WITHOUT THE REQUIRED ALTERNATE, INTO BAD WX WITHOUT THE NECESSARY FUEL? WHAT PRESSURES ARE THEY UNDER?

Synopsis

A319 CAPT DISCOVERS AFTER PUSH BACK THAT WX AT DESTINATION NOW
REQUIRES AN ALTERNATE. DISPATCHER DISAGREES, CAPT PREVAILS.

ACN: 793896

Time / Day

Date : 200807
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 10000

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 793896

Person : 2

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

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

APCH PERSUADED US TO TRY THE VOR/DME RWY 19 APCH ALTHOUGH WE HAD LOADED AND BRIEFED ILS/DME02 RWY 01. WE QUICKLY REBRIEFED AND SET UP THE VOR RWY 19. AFTER STARTING APCH WE SAW WX RADAR RETURN ON APCH COURSE. QUERIED ATC AND THEY SAID PREVIOUS FLT HAD WINDSHEAR ALERT +/- 15 KTS. CAPT ELECTED TO DISCONTINUE APCH. CONFUSION STARTED WHEN I WAS UNABLE TO COMMUNICATE WITH ATC WHICH WAS SPEAKING FOREIGN LANGUAGE TO ANOTHER AIRPLANE WHILE WE INITIATED GAR. WE GOT A MOMENTARY STICK SHAKER IN THE CONFUSION WHICH AFTER DISCUSSION WE THINK MAY HAVE ALSO BEEN RELATED TO TURBULENCE/UNSTEADY AIR (AIRSPEED INDICATOR BOUNCING). I THINK WE HAD 135 KTS, BELOW VREF OF 141 OR SO AND IN THE YELLOW BAND. CAPT QUICKLY RECOVERED AND WE LOST NO ALT. I FELT I SHOULD HAVE BEEN MORE ALERT AND WARNED HIM OF LOW AIRSPEED BUT I DID NOT SEE IT UNTIL THE SHAKER STARTED. WE ALSO THINK SLOW AUTOTHROTTLE RESPONSE WITH AIRPLANE AT GEAR DOWN AND FLAPS 25 THEN 15 MAY HAVE BEEN A FACTOR. AFTER ESTABLISHING COMS WE GOT VECTORED TO THE ILS/DME02 RWY 01 AND LANDED UNEVENTFULLY.

Synopsis

A B737-800 FO RPTS THAT AFTER CHANGING FROM A ILS 1 TO A VOR/DME RWY 19, A WX RETURN ON FINAL FORCED A GAR WITH A STALL WARNING, SLOW THROTTLE RESPONSE, AND A CREW TASK OVERLOAD. A FOREIGN LANGUAGE CTRLR ADDED TO THE CONFUSION.

ACN: 793841

Time / Day

Date : 200806

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ATL.Airport

State Reference : GA

Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : IMC

Weather Elements : Rain

Weather Elements : Thunderstorm

Weather Elements : Turbulence

Weather Elements : Windshear

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Operator.General Aviation : Corporate

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Route In Use.Arrival.STAR : N/S

Person : 1

Affiliation.Company : Corporate

Function.Flight Crew : First Officer

Qualification.Pilot : ATP

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 5500

Experience.Flight Time.Type : 100

ASRS Report : 793841

Person : 2

Affiliation.Company : Corporate

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 5000

Experience.Flight Time.Type : 400

ASRS Report : 793859

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

UPON ARRIVING INTO ATL AND BEING TRANSFERRED TO ATL CENTER, A FLIGHT PLAN REROUTE WAS ISSUED BY ATC. THE REROUTE CHANGED THE TRANSITION AND ARRIVING STAR. WE WERE CLEARED TO DSCNT TO ONE EIGHT THOUSAND FROM AN ALTITUDE OF FL240. AS THE DSCNT WAS IN PROGRESS THE STAR WAS CHANGED AGAIN BY ATC. WHILE STILL DSCNTING A THIRD STAR WAS ISSUED BY ATC, AT THIS POINT THREE DIFFERENT STARS HAD BEEN ISSUED WITHIN A SHORT PERIOD BY ATC. DIFFICULTIES AROSE WHILE TRYING TO REPROGRAM THE FLT MANAGEMENT SYSTEM. THE CONDITIONS WERE TURBULENT AND LIGHTNING WAS IN THE AREA. THE CAPT OFFERED ASSISTANCE TO INPUT THE LATEST STAR INTO THE FMS. DURING THAT TIME THE ACFT DSCNTED BELOW THE ALTITUDE ASSIGNED BY THE CTLR. POSSIBLE CAUSE WAS AUTOPLT DISCONNECT AND ATTENTION DIVERTED FROM NOT OBSERVING THE AUTOPLT AND THE ACFT. THE CTLR ASKED WHAT ALTITUDE WAS ASSIGNED AND I RESPONDED ONE EIGHT THOUSAND. AT THAT TIME SHE RESPONDED CLB AND MAINTAIN ONE NINE THOUSAND, IMMEDIATELY A CLB BEGAN. WHILE CLBING UP TO ONE NINE THOUSAND SHE CHANGED THE STAR AGAIN, TO ONE THAT WAS PREVIOUSLY ISSUED. AT THIS POINT I ASKED FOR A VECTOR AND STATED THAT WE NEEDED TIME TO SET UP THE STAR WITH AN APCH AT PDK. A VECTOR WAS GIVEN AS WELL AS A CTLR HANDOFF, AND THE FLT WAS COMPLETED WITHOUT INCIDENT. I BELIEVE THE CTLR WAS TRYING TO ISSUE A STAR THAT WOULD KEEP US AWAY FROM THUNDERSTORMS. IN MY OPINION THE CHANGES WERE TOO RAPID, AS A RESULT, COCKPIT RESOURCE MANAGEMENT SUFFERED. THE PREVIOUS EVENTS LED TO AN OVERBEARING WORKLOAD ON THE CREW. ALTITUDE DEV WAS THE END RESULT. CORRECTIVE ACTION TAKEN BY CREW HAS BEEN TO DISCUSS THE EVENT, AGREE TO WORK AS A TEAM WITH SPECIFIC DUTIES FOR EACH CREW MEMBER AND REVIEW CRM PROCS AS BY FLT SAFETY GUIDELINES.

Synopsis

A CORP ACFT CREW RECEIVED FOUR STAR CHANGES ON AN ATL ARR IN HEAVY WX. AN ALT DEV RESULTED. THE CREW BECAME TASK SATURATED AND THE FLT CREW REQUESTED VECTORS.

ACN: 793786

Time / Day

Date : 200807
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 30000

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 175
Experience.Flight Time.Total : 19000
Experience.Flight Time.Type : 4500
ASRS Report : 793786

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 275
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 3800
ASRS Report : 793777

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Weather

Narrative

WE WERE IN A DSCNT FROM OUR CRUISE ALT OF FL390 TO CROSS 30 NM W OF ZZZ VOR AT FL250. THAT CLRNC WAS GIVEN VERY LATE FOR US AND I COULD SEE WE WERE GOING TO HAVE TROUBLE MAKING THE RESTR. WE INFORMED CTR OF OUR TROUBLE, AND ASKED IF WE COULD CROSS ZZZZZ INTXN AT FL250. THIS WAS THE NORMAL XING POINT AT WHICH WE HAD PLANNED ON XING AT FL250. CTR GRANTED OUR REQUEST AND SWITCHED OUR VHF FREQ. WE WERE DSNDRG AS FAST AS WE COULD THROUGH AN OVCST LAYER OF CLOUDS WITH OUR SPD BRAKES FULLY EXTENDED TO MAKE THAT RESTR. WE CALLED ARTCC AND CHKD IN. ARTCC ACKNOWLEDGED AND GAVE US A FURTHER DSCNT TO FL240. WE READ BACK THE CLRNC AND BROKE OUT OF THE OVCST LAYER TO FIND OURSELVES HEADING DIRECTLY TOWARD A LARGE TOWERING CUMULUS BUILDUP AND WE ASKED CTR FOR A R DEV OF 10 DEGS. WE WERE RAPIDLY DSNDRG OUT OF FL300 AND THEY CLRED US TO DEVIATE OUT OF FL280. I TOLD THE COPLT AS I TURNED R 10 DEGS WE HAVE TO TURN NOW AS WE WERE ONLY 1 MI OR 2 FROM PENETRATING THE LARGE TOWERING CLOUD. AS THE FO WAS GETTING READY TO CALL, CTR CALLED AND ASK IF WE HAD BEGAN OUR TURN AND ARE WE DECLARING AN EMER. I WAS RATHER STUNNED AND REPLIED 'YES.' THIS ALL HAPPENED VERY QUICKLY, A LOT OF EVENTS COMPRESSED INTO A FEW SECONDS. AS MIGHT BE EXPECTED, I SAW MY JOB WAS TO SAFELY MANEUVER THE ACFT AROUND THIS POTENTLY DANGEROUS SITUATION ASAP. WE FEEL WE ATTEMPTED TO INFORM ATC AS QUICKLY AS POSSIBLE, HOWEVER, THEY BEAT US TO THE CALL. WE WERE GIVEN A FREQ CHANGE TO APCH AND THEY LATER GAVE US A PHONE NUMBER TO CALL ARTCC ON THE GND. WE LANDED AT ZZZ RATHER CONFUSED ON WHAT HAD JUST HAPPENED. WE SHUT DOWN THE ENGS AT THE GATE, FINISHED THE CHKLIST, AND DEBRIEFED ABOUT WHAT HAD JUST TAKEN PLACE. WE THOUGHT THE CTLR MIGHT HAVE BEEN A TRAINEE AND JUMPED THE GUN A LITTLE QUICKLY. WE WERE VERY BUSY IN THE DSCNT AND TRIED OUR BEST TO COMPLY WITH HER INSTRUCTIONS AS QUICKLY AND SAFELY AS WE COULD PROCESS THE INFO AND FLY THE AIRPLANE. NEXT, I CALLED THE ZDC PHONE NUMBER AND TALKED TO WHO I THINK WAS A SUPVR. HE WAS VERY AGGRESSIVE ON THE PHONE ABOUT US NOT COMPLYING WITH THE CLRNC, BUT SAID BECAUSE HIS CTLR HAD DECLARED THE EMER FOR US HE WAS WILLING TO LET IT GO. THIS CONFUSED ME MORE, AND AFTER PROTEST JUST LET IT GO.

Synopsis

B767 WITH ARTCC AT FL300 ALTERED COURSE FOR WX, WHEN QUESTIONED BY ATC AS TO EMER DECLARATION, RESPONDED IN THE AFFIRMATIVE.

ACN: 792761

Time / Day

Date : 200806
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZDC.ARTCC
State Reference : VA
Altitude.MSL.Single Value : 17000

Environment

Flight Conditions : Mixed
Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.General Aviation : Corporate
Make Model Name : PC-12
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute.Airway : V16.Airway

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 2300
Experience.Flight Time.Type : 700
ASRS Report : 792761

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airspace Structure
Problem Areas : Weather

Narrative

WE HAD DEPARTED RIC ABOUT 15 MIS PRIOR TO THE EVENT, FOR A FLT TO ZZZ. WE WERE ON AN IFR FLT PLAN AND HAD RECEIVED A FULL RTE CLRNC (NOT WHAT WE HAD FILED) AND A FINAL ALT OF 17000 FT VERSUS THE FL270 THAT WE HAD FILED. WE WERE S OF COLIN INTXN AND PROCEEDING DIRECT TO COLIN TO JOIN V16. LEVELING AT 17000 FT, WE OBSERVE A SIGNIFICANT TSTM AT APPROX THE COLIN INTXN. BASED ON OUR POS AND A LINE OF CONVECTIVE WX EXTENDING TO THE SW FROM OVER COLIN, THE ONLY PLAUSIBLE ESCAPE MANEUVER WAS TO DEVIATE TO THE R. WE MADE SEVERAL REQUESTS FOR A DEV TO THE R (EAST). DUE TO FREQ CONGESTION (A NUMBER OF OTHER ACFT WERE REQUESTING DEVS, AND MOST WERE BEING DENIED) WE DID NOT RECEIVE AN ANSWER UNTIL THE THIRD OR FOURTH TRY. ON THE THIRD OR FOURTH TRY, THE ZDC CTLR ACKNOWLEDGED OUR REQUEST, ADVISED US THAT THE RESTR AIRSPACE TO OUR R WAS ACTIVE, AND INDICATED THAT HE WOULD TRY TO COORD. I ADVISED THE CTLR THAT WE HAD ABOUT 3 MI TO MAKE THE TURN. ABOUT 15 SECONDS LATER, HE ADVISED THAT HE WAS UNABLE TO ALLOW US TO TURN R. BEING UNSURE OF THE POTENTIAL SAFETY OF FLT ISSUES ASSOCIATED WITH PENETRATING RESTR AIRSPACE (ESPECIALLY THAT CLOSE TO WASHINGTON, DC), WE ELECTED TO GO L, THROUGH A TINY GAP IN THE CONVECTIVE WX (WITH BUILDING CUMULUS BELOW US AND AN ANVIL ON TOP -- NOT A SAFE PLACE TO BE). WE THEN DEVIATED AROUND THE N OF COLIN AND WERE PUT ON A 090 DEG HDG TO JOIN V16. AFTER THE FREQ SETTLED DOWN, WE ADVISED THE ZDC CTLR THAT THE RESTR AIRSPACE WAS POSING A SERIOUS SAFETY OF FLT PROB, AND THE CTLR AGREED, ADVISED THAT HE HAD ALSO EXPRESSED HIS CONCERNS TO THE PEOPLE CTLING THE AIRSPACE, BUT THAT HE WAS OVERRULED. I THEN ASKED FOR THE PHONE NUMBER OF 'THE PEOPLE,' AND WAS PROVIDED A PHONE NUMBER FOR PATUXENT. LATER THAT EVENING, I SPOKE WITH A SENIOR ATC CTLR AT PATUXENT AND THE WATCH DESK AT ZDC. BASED ON A REVIEW OF BOTH THE RADAR AND RADIO TAPES, THE ZDC CTLR, AFTER ACKNOWLEDGING MY REQUEST, HAD HIS D-SIDE REQUEST A POINTOUT FROM PATUXENT. THE POINTOUT WAS REFUSED BY PATUXENT. ACCORDING TO THE CTLR AT PATUXENT, HE HAD INITIALLY INTENDED TO ACTIVATE THE RESTR AIRSPACE UP TO FL400. HOWEVER, BASED ON THE OBJECTIONS OF ZDC (AND THEIR REQUEST THAT THE ENTIRE AIRSPACE BE DEACTIVATED DUE TO CONVECTIVE ACTIVITY), THEY ONLY ACTIVATED IT UP TO FL260. FURTHER, PATUXENT AGREED TO TAKE 'ALL POINTOUTS FOR WX AVOIDANCE.' NEEDLESS TO SAY, THE SENIOR CTLR AGREED THAT HIS INSTRUCTIONS HAD NOT BEEN FOLLOWED BY THE SECTOR CTLR, LEADING TO THE LOSS OF SAFETY. AT THE END OF THE DAY, I'M NOT CONVINCED THAT THERE IS MUCH I COULD HAVE DONE TO AVOID THE SITUATION GIVEN THE FACT THAT WE WERE DENIED, ON THE FLY, OUR REQUESTED FLT PATH AND ALT. THE FLT PATH WOULD HAVE ALLOWED US TO SEE THE STORM EARLIER (IT WOULD HAVE BEEN A STRAIGHT LINE INTO V16) AND THE ALT WOULD HAVE PUT US ABOVE THE RESTR AIRSPACE, WHERE DEVS WOULD HAVE BEEN POSSIBLE. IN THE FUTURE, I WILL IMMEDIATELY DECLARE AN EMER, AND DEVIATE INTO THE RESTR AIRSPACE AS NECESSARY TO MAINTAIN SAFETY. I FURTHER ADVISE THAT, DUE TO THE CONGESTION OF THE AREA AND THE SECURITY AIRSPACE THAT HAS BEEN INSTALLED AROUND WASHINGTON, DC, THAT THE RESTR AIRSPACE (WHICH IS ONLY THERE FOR OPERATIONAL REASONS)

BE MOVED TO A LOCATION OUTSIDE OF THE NE CORRIDOR TO A LOCATION WHERE THERE IS SUFFICIENT SPACE.

Synopsis

PC-12 PLT IFR AT 17000 WITH ZDC WAS DENIED WX DEV REQUEST INTO RESTRICTED AIRSPACE, REQUIRING ALTERNATIVE LESS SAFE RTE.

ACN: 792418

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : IMC
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 792418

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Physical Injury

Assessments

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

Narrative

WE WERE LEVEL AT FL360, 100 NM NE OF DENVER ENRTE FROM ZZZ-PHX. WE HAD THE RADAR ON, SEATBELT SIGN OFF (SINCE FL180 OUT OF ZZZ) AND WE WERE AT CRUISE FOR 1 HR 20 MINS (APPROX). THERE WERE VERY ISOLATED

TSTM ALONG OUR RTE. WE DID NOT HAVE TO DEVIATE. WHILE NOT SEEING ANYTHING ON RADAR, WE ENTERED WHAT LOOKED LIKE CIRRUS CLOUDS. NOT LONG AFTER ENTERING THE CLOUDS, WE ENCOUNTERED SEVERE TURB. WE GAINED 40 KTS, 500 FT, AND FLEW THROUGH HVY RAIN. WE FLEW THROUGH IT IN APPROX 1 MIN. I WAS THE PF. I TURNED OFF THE AUTOPLT AND AUTOTHROTTLES AND CORRECTED THE ALT BACK TO FL360. THE FO TURNED ON THE SEATBELT SIGN AND NOTIFIED ATC. IN THE CABIN, 2 PAX RPTED (WHAT APPEARED TO BE) MINOR INJURIES ALONG WITH THE 'B' FLT ATTENDANT. THE FLT ATTENDANT AND THE AFT CART FLEW NEARLY TO THE CEILING. DRINKS, FOOD AND OTHER ITEMS NOT SECURED WERE THROWN THROUGHOUT THE CABIN. AFTER WE REGAINED CTL, WE FLEW THE REMAINDER OF THE FLT WITHOUT FURTHER INCIDENT. PARAMEDICS MET US AT THE GATE UPON ARR AND ATTENDED THE INJURED. WE HIT UNEXPECTED SEVERE TURB. I WAS THE PF, AND I TURNED OFF THE AUTOPLT AND AUTOTHROTTLES AND CORRECTED THE ALT BACK TO FL360. THE FO TURNED ON THE SEATBELT SIGN AND NOTIFIED ATC. SENT NOTIFICATION TO HAVE PARAMEDICS MEET US UPON ARR. IT SEEMS THAT A TSTM BUILT SO FAST THAT WE DID NOT PICK IT UP ON RADAR.

Synopsis

AN A320 ENCOUNTERED SEVERE TURB WITH A +40 KTS SPD INCREASE, 500 FT ALT GAIN AND HVY RAIN AT FL360. ONE FLT ATT AND TWO PAX WERE INJURED.

ACN: 791845

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 1RL.Airport
State Reference : WA
Altitude.AGL.Single Value : 80

Environment

Flight Conditions : VMC
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Operator.Other : Government
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 210
Experience.Flight Time.Type : 210
ASRS Report : 791845

Events

Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

WHILE ON A STABILIZED SHORT FINAL APCH TO RWY 16 AT 1RL A CHANGE IN WIND DIRECTION FROM R XWIND TO TAILWIND OF APPROX 20 KTS LED TO A DESTABILIZED CONFIG WITH EXCESS GND SPD AND INADEQUATE AIRSPD FOR A NORMAL LNDG. FLOATING IN GND EFFECT WAS ENCOUNTERED FOR 2-3 SECONDS. THE ACFT PORPOISED TWICE AT WHICH POINT A GAR WAS ELECTED AND FULL THROTTLE APPLIED IMMEDIATELY. THIS WAS APPROX 1/2 THE RWY REMAINING DISTANCE AT DECISION FOR GAR. INADEQUATE CLB PERFORMANCE WAS ENCOUNTERED WITH AN IAS OF 55 KIAS. RWY END OBSTRUCTIONS OF APPROX 16 FT IN HT WERE CLRED AT APPROX 50 FT ALT AND ADDITIONAL OBSTRUCTING TREES WERE ENCOUNTERED OF APPROX 80 FT HT WERE NEXT ENCOUNTERED WITHIN 1-2 SECONDS. AN INCIPIENT STALL WAS NOTED AND THE NOSE PUSHED FORWARD TO GAIN AIRSPD. THE ACFT CONTACTED THE TOPS OF THESE TREES WITH ITS FIXED LNDG GEAR AND LEADING EDGES OF THE WINGS AND L HORIZ STABILIZER. A BRIEF PERIOD OF L YAWING FLT ENSUED WITH AN ALT LOSS OF AROUND 30 FT. THE ACFT TRANSITED THE BEACH AREA AND WAS AT APPROX 100 FT ALT WHEN REACHING THE WATER'S EDGE. NORMAL CTL FORCES AND CTL CHARACTERISTICS WERE NOTED AT THIS TIME AND THE ACFT WAS CLBED TO 500 FT. NO ENG STOPPAGE OR PWR LOSS WAS ENCOUNTERED. THE ACFT WAS BROUGHT AROUND AND A NORMAL SOFT FIELD LNDG WAS ACCOMPLISHED. HUMAN FACTORS INVOLVED: INADEQUATE ASSESSMENT OF POSSIBLE CHANGING SEA-BASED WINDS AND THE DECREMENT TO ACFT PERFORMANCE WITH SHEARING TAILWINDS. LCL FACTORS SUCH AS RWY, TURF CONDITION, AND OBSTRUCTIONS WERE NOT FELT TO BE CAUSATIVE IN THIS INCIDENT.

Synopsis

WIND SHEAR ON SHORT FINAL TO A GRASS STRIP CAUSES PLT TO REJECT THE LNDG AT LOW AIRSPEED. REDUCED CLIMB PERFORMANCE RESULTS IN MOMENTARY CONTACT WITH TREES OFF THE END OF THE RWY.

ACN: 791184

Time / Day

Date : 200806
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 100
Altitude.AGL.Bound Upper : 4000

Environment

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

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 109
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 2794

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 5600
Experience.Flight Time.Type : 450
ASRS Report : 791182

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Company Policies
Anomaly.Other Anomaly.Other
Independent Detector.ATC Equipment.Other ATC Equipment : LLWAS
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Windshear
Alert
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other
Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I CHKED THE WX ON LINE BEFORE DEP AND SAW THAT THERE WERE 2 SYS HEADING IN THE DIRECTION OF ZZZ THAT MORNING. ONE WAS MOVING SE FROM ZZZ1 AND THE OTHER WAS MOVING ENE FROM ZZZ2. ESTIMATING THE DISTANCE FROM ZZZ AND THE SPD OF EACH OF THESE LINES OF WX, I CONSIDERED EITHER ONE TO BE A POTENTIAL PROB FOR OUR TIME OF ARR. I BRIEFED THIS TO MY COPLT AND ALSO MENTIONED THIS TO THE FLT ATTENDANTS AND TOLD THEM TO PLAN TO FINISH AND BE SEATED FOR THE DSCNT. SHORTLY AFTER DEP, I QUERIED THE DISPATCHER VIA ACARS AS TO THE MOVEMENT OF THE STORMS. HE CONCURRED THAT THE LINE MOVING SE FROM ZZZ1 WOULD BE MEETING US IN ZZZ AND ASKED US IF WE COULD TAKE A SHORTCUT TO ARRIVE AS EARLY AS POSSIBLE FOR THE APCH. WE ASKED ATC AND WERE GRANTED A TURN TO ZZZ3 WHICH IS ON THE ARR. THE WX ENRTE WAS CLR AND SMOOTH. APCHING ZZZ, WE COULD SEE THE STORMS VISUALLY AND ON RADAR. THE LINE WAS APCHING THE ARPT FROM THE N, MOVING SSE. WE ASKED ZZZ CTR TO DELAY OUR DSCNT, INTENDING TO SAVE FUEL AT HIGHER ALTS AND POSSIBLY FINDING A HOLE TO PENETRATE THE LINE AND APCH THE ARPT FROM THE N. I TOLD CTR THAT DUE TO THE WX WE WERE ANTICIPATING FLYING TO THE N AND APCHING FROM THAT DIRECTION. THE CTLR SAID THAT AIRPLANES WERE STILL MAKING THE APCH FROM THE S AND LNDG. I SAID OK, WE WILL SET UP FOR RWY XXR AND TOOK VECTORS FOR THE APCH. ON THE APCH WE WENT THROUGH A SMALL BAND OF CLOUDS AND TURB AND BROKE OUT IN THE CLR ABOUT 3 MI FROM THE FIELD. WE COULD SEE THE RAIN ABOUT 1-2 MI N OF THE ARPT AND WE WERE IN THE CLR WHEN THE TWR CTLR SAID THERE WAS A MICROBURST ALERT ON FINAL JUST S OF THE FIELD. PER THE AIRWAY MANUAL WE WENT AROUND AND TURNED OUT TO THE E TO AVOID THE WX. WE CLBED TO 4000 FT AND QUERIED APCH IF AIRPLANES WERE STILL APCHING AND LNDG. HE SAID YES, ON RWY XXL. WE TOOK VECTORS FOR THAT APCH AND FELL IN BEHIND A BEECH 1900. WE HAD TO SLOW TO APCH SPD EARLY BECAUSE WE WERE ONLY 3 MI BEHIND THE 1900. AGAIN AT APPROX 6 MI FROM THE FIELD, ATC ANNOUNCED A MICROBURST ALERT 2 MI W OF THE FINAL. AS THIS WAS NOT ON FINAL AND WE WERE ONLY ABOUT 2 1/2 MINS FROM LNDG, I ELECTED TO CONTINUE. WE WERE ENCOUNTERING WHAT I WOULD CALL CONTINUOUS LIGHT TURB ON THE APCH. AT APPROX 3 MI OUT AND AFTER THE BEECH 1900 LANDED, TWR ASKED HIM FOR A PIREP. HE SAID HE ENCOUNTERED ONLY RAIN AND NO

WINDSHEAR. I ELECTED TO CONTINUE. AT APPROX 300 FT AGL WE SAW THE APCH LIGHTS. THE COPLT WAS FLYING AND AT THAT POINT HE TURNED OFF THE AUTOPLT. SHORTLY THEREAFTER, WE GOT A RED WINDSHEAR ALERT. WE INITIATED THE WINDSHEAR RECOVERY PER ACR PROCS. I BACKED HIM UP BY VERIFYING THAT THE THROTTLES WERE FIREWALLED. AFTER IT WAS CLR THAT WE WERE CLBING WELL AND OUT OF THE WINDSHEAR, I RETARDED THE THROTTLES. AT THIS POINT WE WERE PICKING OUR WAY THROUGH A HOLE IN THE WX AND I TOLD ATC WE WERE GOING TO CONTINUE N AND DIVERT TO ZZZ1. IT TOOK ABOUT 10 MINS TO GET CLR OF THE WX ON A NBOUND HDG. AT SOME POINT WE HEARD DEP SAY THAT THE ARPT WAS CLOSED AND IT WAS NOT ANTICIPATED TO REOPEN FOR 20 MINS. THERE WAS NO USE WAITING, AS IF WE HAD, WE WOULD HAVE BEEN BELOW MINIMUM FUEL IF WE WERE TO ULTIMATELY DIVERT TO ANOTHER ARPT. WE CONTINUED ON THE ARRIVAL FOR AN UNEVENTFUL LNDG. AFTER LNDG, I CALLED THE DISPATCHER AND TALKED TO MAINT ABOUT THE OVERBOOST OF THE ENGS DURING THE WINDSHEAR. I TOLD HIM THAT WE EXCEEDED THE EGT MAX TEMPS FOR 6-8 SECONDS AND OVERSPED THE N1'S FOR 14 SECONDS. HE ELECTED TO CANCEL THE FLT DUE TO THE OVERBOOST AND SAID THAT BOTH ENGS WOULD NEED TO BE CHANGED OUT. IN RETROSPECT: TIMING IS EVERYTHING. HAD WE BEEN 2-3 MINS EARLIER OR LATER ON THE FIRST APCH, THE MICROBURST MAY HAVE NOT BEEN A FACTOR. HAD WE BEEN 5 OR 10 MINS LATER DURING THE ARR WE MAY HAVE JUST FOUND A HOLE THROUGH THE LINE AND HELD ON THE N SIDE FOR 30 MINS OR SO AND MADE AN UNEVENTFUL LNDG FROM THE N. HAD WE BEEN 2 MINS EARLIER ON THE SECOND APCH, WE WOULD HAVE LANDED AS THE BEECH 1900 DID. WITH HINDSIGHT BEING PERFECT, WHAT COULD I HAVE DONE DIFFERENTLY AND WHAT HAVE I LEARNED AS A CAPT? I FEEL THAT THE FIRST APCH WAS CONDUCTED WELL AND AS MENTIONED ABOVE, HAD WE BEEN 2 MINS EARLIER WE WOULD HAVE HAD AN UNEVENTFUL LNDG. THE WX WAS STILL N OF THE FIELD. ON THE SECOND APCH, AFTER REVIEWING THE AIRWAY MANUAL REGARDING MICROBURSTS, IT IS APPARENT THAT 2 MI W OF THE FINAL IS TO BE CONSIDERED AFFECTING THE FINAL OF THE SELECTED RWY. EVEN WHEN THERE IS AN ACFT ONLY 3 MI AHEAD THAT IS NOT GETTING/DID NOT GET AFFECTED BY THE DOWNDRAFT. IN THE FUTURE, HOWEVER, MY LIMITS REGARDING A MICROBURST ALERT WILL BE MUCH BROADER. IT WILL DEPEND ON THE SITUATION FOR CERTAIN, BUT ANY MICROBURST IN CLOSE VICINITY TO THE ARPT WILL BE CAUSE FOR GREAT CONCERN.

Synopsis

MD80 FLT CREW MAKES TWO ATTEMPTS TO LAND BEFORE DIVERTING DUE TO MICROBURST ALERT AND WINDSHEAR WARNING.

ACN: 790399

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

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

Environment

Weather Elements : Turbulence

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 2000
ASRS Report : 790399

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 139
Experience.Flight Time.Total : 11150
Experience.Flight Time.Type : 3713
ASRS Report : 790086

Events

Anomaly.Cabin Event : Passenger Illness
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other

Assessments

Problem Areas : Company

Problem Areas : Weather

Narrative

AFTER NUMEROUS RERTES, IT BECAME APPARENT A CHANGE OF PLANNED ALTERNATES WOULD BE NECESSARY. THE ORIGINAL ALTERNATE CAME INTO QUESTION AS ATC ADVISED US THAT HOLDING WAS IMMINENT, DISPATCH WAS NOTIFIED AND THE CAPT AND I BEGAN TO DISCUSS POSSIBLE REVISED ALTERNATES. WE BOTH AGREED AFTER REVIEWING THE TERMINAL FORECAST ZZZ LOOKED SUITABLE. DISPATCH WAS CONTACTED AND WITH THEIR CONCURRENCE ZZZ WAS THE NEW ALTERNATE. AS IT TURNED OUT HOLDING WAS NOT NECESSARY BUT INSTEAD WE WERE GIVEN YET ANOTHER RERTE WHICH WOULD BRING US FARTHER N ON THE ARR TO AVOID A WX SYS THAT WAS MOVING QUICKLY NE AND IMPACTING THE ARR. AS WE TURNED INBOUND ON THE ARR FROM THE NE, WE BEGAN TO GET A GOOD VISUAL ON THE WX SYS THAT HAD BEEN PLAGUING US FOR MOST OF OUR TRIP THUS FAR. AS WE PROCEEDED INBOUND DISPATCH SUGGESTED ZZZ1 AS A POSSIBLE ALTERNATE, WE CHKED THE TERMINAL FORECAST AND IT LOOKED FAVORABLE. AT THIS POINT WE COULD SEE ZZZ AND IT BECAME APPARENT ZZZ WOULD BE IMPACTED BY THE WX SYS SOONER THAN FORECAST. WE ADVISED DISPATCH ZZZ1 LOOKED GOOD AS AN ALTERNATE. THE CAPT ASKED THAT I LOOK UP THE LNDG DATA FOR RWY AT ZZZ1. I LOOKED UP THE HOURLY WX ON ACARS AND THE WX LOOKED ADEQUATE. AS WE NEARED DEST, THE WINDS ALOFT BECAME MORE ERRATIC. ON APCH AS WE BEGAN TO CONFIGURE, A MOMENTARY FLAP OVERSPEED (LESS THAN 5 KTS) CAUSED BY A STRONG GUST OCCURRED. ON FINAL APCH, WE NOTED INCREASINGLY GUSTY CONDITIONS AND THE CAPT REITERATED THE WINDSHEAR RECOVERY AND MISSED APCH PROCS. ON TOUCHDOWN OF THE UPWIND TIRE, WE WERE HIT BY A VERY STRONG GUST FROM THE N AND THE CAPT WITHOUT HESITATION INITIATED A TEXTBOOK GAR. ATC GAVE US AN IMMEDIATE R TURN, WE HAD WX PAINTING WELL TO THE N BUT SOON FOUND OURSELVES IN CONTINUOUS MODERATE, OCCASIONAL SEVERE TURB CAUSED BY WHAT WE BELIEVE TO HAVE BEEN THE GUST FRONT PRECEDING THE WX. ATC VECTORED US AROUND FOR 1 MORE APCH BUT, AFTER ENDURING RPTED TURB FOR 10-12 MINS AND NOT SEEING THE CONDITIONS IMPROVE, THE CAPT MADE THE DECISION TO DIVERT TO ZZZ1. THINGS HAPPENED QUICKLY, I CHKED THE WX AND NOTIFIED DISPATCH. THE TWR AT ZZZ1 WAS CLOSED SO I MADE THE APPROPRIATE TFC CALLS AS THE CAPT LINED UP FOR RWY AND LANDED SAFELY (APPLAUSE WAS HEARD FROM CABIN). I HAVE READ THE CAPT'S RPT AND AGREE WITH HIS EDITORIAL ON THE SPECIFICS OF WHAT HAPPENED ON THE GND IN ZZZ1. I MIGHT REITERATE AS THIS UNFORTUNATE SITUATION UNRAVELED WE CONTINUALLY ASKED OURSELVES IS THERE ANYTHING ELSE WE COULD DO FOR THE CUSTOMERS THAT WE WEREN'T ALREADY ATTEMPTING TO DO. THE CAPT'S CREDIBILITY WITH THE PAX ERODED AS TIME AFTER TIME ESTIMATES OF THE BUSES' ARR CAME AND WENT. IT TOOK 5 HRS FROM THE TIME THE CAPT MADE THE CALL FOR BUS TRANSPORTATION AND THE TIME THEY ACTUALLY ARRIVED. I THOUGHT THE CAPT DID A VERY NICE JOB OF KEEPING HIS COMPOSURE AS WE WERE REPEATEDLY LIED TO ABOUT THE WHEREABOUTS OF THE BUSES AND THEIR ETA. IT IS UNCONSCIONABLE THE RHETORIC WE WERE TOLD REGARDING ESTIMATIONS ON ARR TIMES FOR THE BUSES. ONCE THE BUSES DID ARRIVE, I BELIEVE THE PROCESS WENT VERY WELL, THE AGENTS DID WHAT THEY COULD TO CALM THE PAX AND APPEARED VERY PROFESSIONAL. THE LOADING OF ALL PAX AND BAGS TOOK VERY LITTLE TIME (IN LARGE PART THANKS TO THE 2 GENTLEMEN WORKING AT THE FBO). THE CAPT DELEGATED THE GND OP

RESPONSIBILITY TO ME WHILE HE STAYED ON THE ACFT AND DID WHATEVER NECESSARY TO FACILITATE THE PROCESS. I HAD MANY PEOPLE COME UP AND WITH A HANDSHAKE THANK US FOR GETTING THEM ON THE GND SAFELY.

Synopsis

A320 FLT CREW REPORTS GAR AFTER TOUCHDOWN DUE TO STRONG CROSSWIND GUST. FLIGHT DIVERTS TO ALTERNATE.

ACN: 789858

Time / Day

Date : 200806
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 249
Experience.Flight Time.Type : 5100
ASRS Report : 789858

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

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

Narrative

WE WERE ISSUED A HOLD ON OUR WAY TO ZZZ. THERE WERE TSTMS OVER THE ARPT CLOSING IT TO ARRIVING TFC. WE WERE ISSUED AN EFC AND THIS PUT US 400 LBS WITHIN OUR FUEL LIMIT. LATER WE WERE ISSUED ANOTHER EFC -- THIS PUT US OVER OUR FUEL. WE CONTACTED DISPATCH FOR A RELEASE TO DIVERT. ATC THEN CAME ON AND CLRED US BACK TO ZZZ ON OUR STAR. LOOKING AT

OUR FUEL WE HAD 300 EXTRA LBS. DISPATCH CAME BACK WITH A RELEASE TO ZZZ1. WE INFORMED THEM WE WERE RELEASED TO ZZZ. THEY CONCURRED AND WE CONTINUED TO ZZZ. DURING THE APCH WE RECEIVED EXTENSIVE VECTORS. ABOUT 20 MI OUT, WE NOTICED WX BUILDING AGAIN OVER ZZZ. THE 2 PLANES AHEAD OF US MISSED THEIR APCH, AS WE DID. DURING THE MISSED APCH AND HDOF WE REQUESTED DIVERSION TO OUR ALTERNATE OF ZZZ1. ATC INFORMED US THERE WAS SEVERE WX OVER ZZZ1 AND ENRTE. WE GOT WITH DISPATCH AND THEY TOLD US TO DIVERT TO ZZZ2 AS IT WAS VFR. AFTER TURNING AROUND WITH A VECTOR, WE PLUGGED IN DIRECT ZZZ2 AND NOTICED WE WERE AT MINIMUM FUEL. WE INFORMED ATC AND THEY GAVE US A NON-DIRECT RTE TO ZZZ2. AFTER SETTING IN THE RTE IT WAS NOW EMER FUEL. WE INFORMED ATC IF WE STAYED ON A NON-DIRECT RTE WE WILL HAVE TO DECLARE AN EMER. THEY ASKED OF OUR INTENTIONS AND WE TOLD THEM WE WOULD DECLARE AN EMER. WE WERE THEN CLRED DIRECT ZZZ2. WE WERE LATER CLRED DIRECT THE OM FOR RWY. WE LANDED WITH 4.1 FUEL -- THANKS TO THE PRIORITY HANDLING. THE REST OF THE DAY WENT OK, AS WE WERE FUELED AND REDISPATCHEDED BACK TO ZZZ. WE ALSO HAD A 5 KT OVERSPEED ON FLAPS 5 DEGS ON OUR MISSED APCH. I CONTRIBUTE THIS TO THE MODERATE TURB, WITH LARGE GAINS IN AIRSPD ON THE MISSED APCH. WE HAD A QUICK VECTOR AWAY FROM THE LARGE CELL IN FRONT OF US. IT WAS ALSO VERY BUSY AND INTENSE WITH COMS.

Synopsis

A B737-300 CREW DECLARE AN EMER AFTER A MISSED APCH BECAUSE OF LOW FUEL AND INDIRECT ALTERNATE ARPT ROUTING.

ACN: 789710

Time / Day

Date : 200806
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SBY.Airport
State Reference : MD
Altitude.MSL.Single Value : 33200

Environment

Flight Conditions : IMC
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 5400
Experience.Flight Time.Type : 4000
ASRS Report : 789710

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative

DURING A FLT, WE ENCOUNTERED SEVERE TO EXTREME TURB FOR AN EXTENDED PERIOD. THE FLT WAS EXTREMELY BUSY WITH 2 RERTES ON THE GND AND 3

RERTES BEFORE REACHING TOP OF CLB. THERE WAS WX APPROX 80-100 MI OUT AND 30 MI W OF OUR COURSE JUST BEFORE WE WERE GIVEN OUR FINAL CLB TO FL320. DURING THE CLB, WE RECEIVED A LAST RERTE. DURING THIS CLB, WE WERE COMPLETELY IMC. JUST AT LEVELOFF AS WE WERE ACCELERATING TO CRUISE SPD, AND THE NOSE LOWERED WE SAW WX 20 MI OFF THE NOSE. WE THEN BEGAN A TURN BUT STILL CAUGHT THE EDGE OF THE HVY PRECIP. THE RAIN WAS ACCOMPANIED BY MODERATE TURB. AS WE EXITED THE PRECIP, THE RADIO GOT EXTREMELY STACY AND THE TURB CONTINUED TO INCREASE. THE AUTOPLT WAS DISENGAGED AND I TOOK CTL OF THE ACFT. IT WAS EVERYTHING I COULD DO TO KEEP THE WINGS LEVEL AND HOLD THE NOSE DOWN APPROX 5-10 DEGS. THE ACFT WAS STILL CLBING AT ABOUT 1000 FPM. THE ACFT CONTINUED A CLB THROUGH FL330 BEFORE WE EXITED THE OTHER SIDE OF THE STORM AND REGAINED NOT ONLY FULL CTL OF THE ACFT, BUT ALSO GOT RADIOS BACK. AT THAT POINT, WE RETURNED TO FL320 AND CONTINUED TO REMAIN VMC KEEPING A VERY HEALTHY DISTANCE BTWN US AND THE CELL OVER SBY. FACTS: 1) ACFT NEVER EXCEEDED 260 KTS TAS. 2) PITCH WAS FROM 15-18 DEGS NOSE-UP TO 10 DEGS NOSE-DOWN. 3) DRINKS AND OTHER LOOSE ITEMS WERE MOVING FREELY ABOUT THE CABIN. 4) ACFT MADE WARNINGS FROM THE STALL HORN TO THE OVERSPD CLACKER. 5) DISPATCHER SEEMED CONFUSED ON WHY RERTE PUT US IN AREA OF ACTIVE WX. 6) CTLR STATED THAT NO CONFLICT OCCURRED DURING THE ALTDEV. 7) FROM BEGINNING TO END, THE EVENT LASTED APPROX 2-4 MINS.

Synopsis

A CRJ-200 ENCOUNTERED MODERATE TO SEVERE TURBULENCE, LEADING TO A MOMENTARY LOSS OF CONTROL AND ALT EXCURSIONS.

ACN: 789298

Time / Day

Date : 200806

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LOU.Airport

State Reference : KY

Person : 1

Affiliation.Government : FAA

Function.Controller : Local

Qualification.Controller : Radar

Experience.Controller.Military : 10

Experience.Controller.Non Radar : 10

Experience.Controller.Radar : 15

ASRS Report : 789298

Events

Anomaly.Other Anomaly.Other

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Weather

Narrative

FACILITY WAS STRUCK BY LIGHTNING, CAUSING ALL FREQS TO GO OTS. FACILITY HAS BEEN ON PORTABLE BACK-UP RADIOS SINCE STRIKE HAPPENED.

Synopsis

LOU CTLR DESCRIBED LIGHTNING EVENT THAT DISABLED ALL PRIMARY RADIO FREQS, LEAVING TWR WITH ONLY PORTABLE BACK-UP RADIOS FOR OPS.

ACN: 788907

Time / Day

Date : 200804
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Intersection : BINKE
State Reference : CO
Altitude.MSL.Single Value : 36000

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher
ASRS Report : 788907

Events

Anomaly.Inflight Encounter : Turbulence
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Other
Consequence.Other : Physical Injury

Assessments

Problem Areas : Weather

Narrative

ONE OF MY FLTS RPTED SEVERE TURB OVER BINKE AT FL360. THEY ADVISED ME THAT THEY HAD SOME INJURIES AND WERE RETURNING TO ZZZ. THE FLT HAD STATED AFTER THE ENCOUNTER THEY HAD 3 INJURED, 2 PAX AND 1 FLT ATTENDANT. FLT WAS RELEASED WITH THE ALERT WARNINGS IN THE COLORADO AND NEW MEXICO AREAS AND PIREP INFO OF KNOWN MOUNTAIN WAVE BEING W OF PUB AT FL370. CREW ADVISED THAT CLB FROM FL210 TO FL360 WAS SMOOTH UNTIL ENCOUNTER. I HAD NO OTHER RPTS AT THIS ALT OF POOR RIDES.

Synopsis

DISPATCHER REPORTS AN A320 IN HIS FLOCK MUST RETURN TO DEP ARPT DUE TO INJURIES SUFFERED DURING SEVERE TURBULENCE ENCOUNTER.

ACN: 788817

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 7000

Environment

Weather Elements : Turbulence
Weather Elements : Windshear

Aircraft : 1

Controlling Facilities.Tower : DEN.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 6000
ASRS Report : 788817

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

TURB AND GUST APCHING LIMITS FOR WINDSHEAR AVOIDANCE PREVAILED DURING FINAL APCH. OVER THE LIGHTS A SUDDEN LOSS OF SPD AND RESULTANT PITCH UP TO MAINTAIN FLT PATH EXCEEDED WINDSHEAR LIMITS AND A

RESULTANT 'WINDSHEAR' GAR WAS INITIATED. TWR WAS UTILIZING AN INTERSECTING RWY ARRANGEMENT WITH US LNDG ON RWY 16L AND ANOTHER ACFT WAS EITHER ON TKOF OR GAR FROM RWY 25 (OR POSSIBLY IN THE TURN FROM A RWY 17 DEP). WHILE RECOVERING FROM THE LOW ENERGY STATE OF THE WINDSHEAR AVOIDANCE ATC ISSUED A 90 DEG TURN TO US (THE COMPROMISED ACFT). I WOULD SUGGEST THAT ATC ISSUE ANY INITIAL CHANGE TO THE UNCOMPROMISED ACFT UNTIL WE ADVISE THEM THAT WE ARE CLR OF THE EVENT -- TREAT US MUCH LIKE THE TRANSGRESSORS IN PRM APCHS, ASSUME THAT WE ARE UNABLE AND CLR THE OTHER ACFT.

Synopsis

AN A320 FLT CREW ON APCH TO DEN ENCOUNTERED WINDSHEAR AND EXECUTED A GO AROUND. WHILE STILL IN WINDSHEAR RECOVERY MODE, ATC ISSUED A TURN TO THEM TO CLEAR ANOTHER AIRCRAFT.

ACN: 788773

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 19000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 788773

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 788808

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Weather
Anomaly.Inflight Encounter.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ITT Gauge
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Declared Emergency
Resolutive Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft
Problem Areas : Weather

Narrative

FLT SEGMENT WAS BTWN ZZZ1 AND ZZZ. ATC HAD CLRED US DIRECT TO ZZZZZ INTXN. THIS ROUTING APPEARED ACCEPTABLE ON THE WX RADAR DISPLAY. AS WE WERE DSNding THROUGH FL190 WE EXPERIENCED A POSSIBLE LIGHTNING STRIKE. AFTER CHKING ACFT SYS, WE OBSERVED THE ITT PARAMETER ON ENG #1 WAS RISING AND HAD GONE ABOVE THE GREEN RANGE INTO THE AMBER. WITH THE THRUST LEVER IN FLT IDLE THE ITT ROSE INTO THE RED RANGE AND FLUCTUATED FROM RED TO AMBER. WHILE THE FO WAS RUNNING THE ENG ITT OVERTEMP ABNORMAL PROC, ALL OTHER ENG PARAMETERS DISPLAYED NORMAL IN THE GREEN. ENG #1 SEEMED TO BE RUNNING NORMALLY. THE ABNORMAL PROC DIRECTED US TO APPLY THE ENG SEVERE DAMAGE SHUTDOWN PROC. WE DECLARED AN EMER WITH ATC, REQUESTING CFR EQUIP TO BE WAITING. THE FLT ATTENDANT WAS NOTIFIED AND BRIEFED. A SINGLE ENG APCH AND LNDG AT ZZZ WAS COMPLETED UNEVENTFULLY. CFR INSPECTED ENG #1 AND ACFT EXTERIOR THEN ESCORTED US TO THE GATE. ALL PAX DEPLANED VIA JETBRIDGE. POSTFLT INSPECTION REVEALED LIGHTNING HAD ENTERED AT NOSE CONE AND EXITED AT R SIDE WINGTIP AND AILERON TIP, ALSO AT L SIDE HORIZ STABILIZER TIP. DISPATCH AND MAINT CTL WERE NOTIFIED AND MAINT LOGBOOK ENTRY WAS COMPLETED.

Synopsis

AN EMB-145 EXPERIENCED A LIGHTNING STRIKE AND SUBSEQUENTLY THE #1 ITT TEMP WENT INTO THE RED. THEY DECLARED AN EMERGENCY AND LANDED AT DEST.

ACN: 788048

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : Mixed
Weather Elements : Ice
Weather Elements : Rain
Weather Elements : Turbulence
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Falcon 10C
Operating Under FAR Part : Part 91
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 18500
Experience.Flight Time.Type : 400
ASRS Report : 788048

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 105
Experience.Flight Time.Type : 150
ASRS Report : 788047

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ON THE ZZZ RAMP, AS PIC, I RECEIVED, UNDERSTOOD, AND GAVE A FULL READBACK OF OUR IFR CLRNC. THE CLRNC WAS TO DEPART ON THE ZZZ SID AND TO MAINTAIN 10000 FT AND EXPECT 360 IN 10 MINS, MAINTAIN 230 KTS. THE ATIS INFO WAS RECEIVED AND CLRED TO TAXI TO RWY 35 FOR DEP. CLRNC WAS THEN GIVEN FOR TKOF AND A NORMAL DEP WAS MADE. A L TURN WAS MADE AT 4800 FT (4727 FT) DIRECT TO ABCXX INTXN AND WHILE MAINTAINING 230 KTS ASSIGNED, THE CLB WAS CONTINUED AS CLRED TO 10000 FT. A SUBSEQUENT NORMAL SPD CLRNC WAS RECEIVED AFTER TKOF. DURING THE CLB THERE WAS TURB THROUGHOUT THE ENTIRE CLB PROFILE. THE TURB VARIED BTWN LIGHT TO MODERATE AND THE LEVEL OF INTENSITY WAS GREATEST CLBING THROUGH 9000 FT. AT THIS POINT, AN UNEXPECTED AND SUDDEN PITCH UP WHILE IN MODERATE TURB WITH A HIGH RATE OF CLB WAS EXPERIENCED. I DISCONNECTED THE AUTOPLT AND IMMEDIATELY ACTED TO MAINTAIN 10000 FT TO CORRECT THE EMER. THE IVSI WAS FLUCTUATING FROM 200 FT TO 1500 FPM AS WELL AS THE AIRSPD WAS DEVIATING BTWN 10-15 KTS WHILE TRYING TO LEVEL AT MY CLRED ALT OF 10000 FT. WHILE STILL IN TURB AND INSTS ERRATIC, MY CONCERNS WERE THE ACCURACY OF MY INST READINGS. I XMITTED TO ATC AN IMMEDIATE REQUEST TO VERIFY LEVEL AT 10000 FT AND THE CTLR VERIFIED LEVEL AT 10000 FT AND INFORMED US OF TFC AT 11000 FT. AT NO TIME DID ATC INFORM ME OF ANY ALTDEV OR CONFLICT WITH OTHER AIR TFC OR THREAT TO AVIATION SAFETY OR ANY CORRECTIVE ACTION. THEREAFTER, THE ACFT WAS STILL IN TURB AND MY PRIMARY CONCERN AND FOCUS WAS COMPLIANCE WITH AND MAINTAINING THE 10000 FT ATC CLRNC WHILE HAND FLYING THE ACFT. THE TURB CONTINUED THROUGH FL210. THE AUTOPLT WAS RE-ENGAGED CLBING THROUGH FL220 AND OPERATED NORMALLY. I WAS ASKED TO CALL ATC AND I DID AS REQUESTED AFTER LNDG IN ZZZ1 AND WAS ONLY TOLD THEN THAT THEY HAD A RECORD OF MY ACFT CLBING THROUGH 10000 FT TO 10400 FT AND THERE EXISTED A SAFETY OF FLT ISSUE REGARDING AIR TFC. I INFORMED THEM OF THE FLT CONDITIONS AND THAT I WAS IN TURB AND THE IVSI WAS FLUCTUATING FROM 200 FPM TO 1500 FPM AS WELL AS THE AIRSPD WAS DEVIATING BTWN 10-15 KTS AND THE DEV WAS UNAVOIDABLE. THERE WERE SIGNIFICANT RPTS OF TURB IN THE ENTIRE AREA ALONG MY RTE OF FLT. IT IS MY CONCERN THAT THERE EXISTED AN IMMEDIATE AIR SAFETY ISSUE AND ATC SHOULD HAVE NOTIFIED US IMMEDIATELY AND WITHOUT HESITATION OF ANY CONFLICTING AIR TFC. AT NO TIME DID ATC INFORM US OF ANY ALTDEV OR CONFLICT WITH OTHER

AIR TFC OR THREAT TO AVIATION SAFETY. I WAS MADE AWARE OF THE SAFETY ISSUES CONTAINED HEREIN ONLY AFTER CALLING ATC AFTER LNDG IN ZZZ1 OVER 1 HR LATER. IT IS MY HOPE THAT THIS RPT WILL CREATE A NEED FOR ATC TO ALLOW MORE SEPARATION IN TERMINAL AREAS WHEN EXPERIENCING ADVERSE WX CONDITIONS THAN CURRENTLY ALLOWED. SUPPLEMENTAL INFO FROM ACN 788047: AS WE CONTINUED OUR CLB TO 10000 FT, WE ENCOUNTERED LIGHT, MODERATE, AND EVEN SEVERE TURB THROUGHOUT THE CLB TO 10000 FT. AFTER REACHING 9500 FT AND LEVELING 10000 FT, WE ENCOUNTERED MODERATE TO SEVERE TURB AND THE PLANE BECAME UNCTABLE. THE AUTOPLT WAS DISENGAGED, AND WE TRIED TO KEEP THE WINGS LEVELED; MEANWHILE, WE WERE ATTEMPTING TO GAIN CTL OF THE ACFT AND LEVEL OFF AT 10000 FT. PWR WAS REDUCED, AND LARGE CTL INPUTS WERE AVOIDED -- IN ORDER TO AVOID EXCESSIVE LOAD AND POSSIBLE STRUCTURAL DAMAGE WHILE TRYING TO MAINTAIN 10000 FT. WE GAINED CTL OF THE ACFT AND MAINTAINED 10000 FT. WE WERE STILL GETTING SMALL VARIATIONS ON THE IVSI AND AIRSPD INDICATOR. WE CALLED ATC AS SOON AS PRACTICABLE AND ASKED THEM TO VERIFY 10000 FT. ATC STATED THAT WE WERE AT 10000 FT AND WE HAD TFC AT 11000 FT, A CITATION. ATC NEVER SAID THAT WE DEVIATED FROM OUR ALT, NOR DID THEY INFORM US OF AN UNSAFE CONDITION, A CORRECTIVE ACTION, OR CONFLICT WITH ANOTHER ACFT. WE CONTINUED OUR CLB AND ENCOUNTERED TURB THROUGH FL200. THE AUTOPLT WAS RE-ENGAGED AT FL220 AND OPERATED NORMALLY. 1 OR 2 CTR CTLRS LATER ASKED US TO CALL ATC FOR A POSSIBLE PLTDEV. THIS WAS THE FIRSR WE HEARD OF A DEV. THERE WAS SIGNIFICANT RPTS OF TURB IN THE ENTIRE AREA ALONG OUR RTE OF FLT, AND THE DEV WAS UNAVOIDABLE.

Synopsis

A SMALL TRANSPORT JET ENCOUNTERED SEVERE TURB ON A SID WITH ALT CONSTRAINTS. UNABLE TO FULLY CTL THE ACFT, SEPARATION WAS LOST WITH AN INBOUND ACFT.

ACN: 786440

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 171
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 1217
ASRS Report : 786440

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 5200
ASRS Report : 786444

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Weather
Anomaly.Maintenance Problem : Non Compliance With MEL
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative

R ENG BLEED DEFERRED PRIOR TO DEP, DUE TO HPSOV FLUCTUATING. ASSURED BY DISPATCH THAT NORTHERN ROUTING WOULD KEEP US CLR OF WX, AND ALLOW DSCNT E OF THE WX SYS WITHOUT NEED OF ENG ANTI-ICE (NOT AVAILABLE DUE TO DEFERRAL). THE UNDERCAST DID NOT CLR AS FORECAST AND LEFT ONLY 1 OPTION: DECLARING AN EMER AND TURNING ON THE ENG BLEED IN ORDER TO MAKE THE ENG ANTI-ICE AVAILABLE. AFTER CONSULTING WITH DISPATCH AND MAINT AND USING OUR KNOWLEDGE OF THE SYS, WE DECLARED THE EMER, TURNED ON THE BLEED AND ANTI-ICE, AND COMMENCED DSCNT. BLEED PRESSURE REMAINED AT A CONSTANT 25 PSI AND THE ANTI-ICE VALVE OPERATED NORMALLY. AT 17000 FT WE TURNED THE BLEED BACK OFF, WE DECLARED THE EMER OVER, AND CONTINUED A NORMAL ARR AND LNDG AT ZZZ. ALL REMAINING SYS OPERATED NORMAL AT ALL TIMES. DECLARING THE EMER WAS IN OUR OPINION, THE ONLY VALID OPTION THAT WE HAD. THE DECISION TO GO WAS BASED ON THE FORECAST PROVIDED AND THE RADAR AND SATELLITE PICTURES VIEWED PRIOR TO DEP. DISPATCH CONCURRED ON THE ROUTING AND DSCNT PLAN BASED ON THE WX AND RESTRS ON THE MEL.

Synopsis

B757-200 FLT CREW IS DISPATCHED WITH RIGHT ENG BLEED ON MEL REQUIRING AVOIDANCE OF ICING CONDITIONS ENROUTE BUT THE WEATHER DOES NOT COOPERATE.

ACN: 786391

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.AGL.Single Value : 400

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Controlling Facilities.Tower : ORD.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B747-400
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 5000
ASRS Report : 786391

Events

Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Missed Approach
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Weather

Narrative

THE ACFT WAS ENRTE TO ORD. WX FORECAST WAS FOR LOW IFR CEILINGS AND FOG IMPROVING TO MVFR WITH PASSING TSTMS AND HIGH WINDS. ABOUT 40 MI BEFORE LNDG, ARPT WAS IFR WITH HIGH WINDS: 280 DEGS AT 22 KTS GUSTING TO 28 KTS, MAX WIND 32. ARRS WERE USING RWY 14R AND RWY 22R.

CONDITIONS WERE MAX X-WIND FOR THE B747-400 ACFT AND RWY 14R WAS WET. THE CAPT NOTIFIED ZAU AND LATER, CLOSER IN, THAT RWY 22L WAS REQUESTED. SEVERAL REQUESTS WERE DENIED BECAUSE THAT RWY WAS A DEP RWY. WITH TSTMS JUST E OF THE ARPT, ACFT MADE AN ILS RWY 14R APCH WITH MAX XING COMPONENT AND MADE A GAR AT ABOUT 400 FT AGL WHEN WIND COMPONENT SHIFTED SLIGHTLY TO TAILWIND ON APCH AND EXPERIENCED 20 KT INCREASE IN APCH SPD EXCEEDING STABILIZED SPD CRITERIA. DURING THE MISSED APCH WE AGAIN REQUESTED RWY 22L FOR LNDG WHICH WAS THE ONLY OPERATIONAL RWY AVAILABLE FOR LNDG DISTANCES. WE ALSO DECLARED A FUEL ADVISORY BEING 10 MINS BEFORE HAVING TO DIVERT TO ALTERNATE. AFTER SEVERAL VECTORS, WE MADE A NORMAL LNDG ON RWY 22L. THE CAPT WAS NOTIFIED TO CALL ARTCC ON THE TELEPHONE. AFTER CALLING ATC, WERE QUESTIONED WHY WE MADE A GAR ON RWY 14R AND THEN LANDED ON RWY 22L CAUSING 2 OR 3 ACFT TO HOLD. IT IS RIDICULOUS TO REQUEST THE REQUIRED RWY SEVERAL TIMES WITH CTR AND APCH CTL FOR OPERATIONAL PURPOSES AND THEN BE PUT THROUGH THE WRINGER TO BE ABLE TO LAND WHEN LIMITATIONS REQUIRE THAT COURSE OF ACTION. WE ARE FLYING THE LARGEST ACFT THAT LANDS AT ORD AND IT IS OPERATIONALLY NOT THE SAME AS AN RJ OR MD80 WHICH ARE MOST PREVALENTLY AT ORD. NOT ALONE THAT THIS CREATED A POTENTIAL FLT PROB BUT WASTED OVER 1500 GALLONS OF FUEL AND PUT THE PAX THROUGH A STRESSFUL CONDITION. THERE IS A CHRONIC PROB AT ORD WITH LARGE ACFT -- ESPECIALLY THE B747-400 THAT ARRIVE FROM LONG DISTANCE FOREIGN DEP POINTS WITH TIRED AND FATIGUED CREWS, AND MARGINAL FUEL RESERVES THAT CAN'T TAKE UNDUE HOLDING OR MISSED APCHS. THE OPERATIONAL REQUIREMENTS OF THE B747-400 NEEDING LONGER RWYS AND OTHER OPERATIONAL CRITERIA NEED TO BE UNDERSTOOD BY ATC -- ESPECIALLY RWY CONDITION, LARGER TFC SEPARATION, AND XWIND CONSIDERATIONS, SPD RESTRS, AND FUEL RESERVES. WX AT THE TIME OF ARR WAS 26 BROKEN 5 MI RW/-TRW. TSE25 OCCASIONAL LIGHT ICING NE/S CD DIST NE/S MOVING NE WIND 280 DEGS 22 KTS GUSTING 28 KTS MAX 32 KTS.

Synopsis

B747-400 FLT CREW WAS INITIALLY DENIED LNDG ON RWY 22L AT ORD FOR OPERATIONAL PURPOSES AND ATTEMPTED APPROACH TO 14R BUT EXCEEDED STABILIZED SPEED CRITERIA ON APCH AFTER WIND SHIFT. MISSED APCH WAS ACCOMPLISHED FOLLOWED BY AN UNEVENTFUL LNDG ON 22L.

ACN: 786110

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 38000

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 18000
Experience.Flight Time.Type : 9000
ASRS Report : 786110

Events

Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

LEVEL AT FL380 TALKING TO ARTCC RADIO ON HF, REQUESTED A DEV FOR A STRONG LINE OF TSTMS. AFTER ABOUT 5 MINS, REQUESTED AGAIN SAYING I WOULD NEED TO USE EMER AUTH TO GO 20 MI W OF STORMS SOON. RADIO SAID STAND BY AND SHE WOULD TRY AGAIN. APCHING WX, I CALLED, DECLARED AN

EMER, AND STARTED TO GO AROUND THE STORMS. AFTER A FEW MINS, SHE CAME BACK WITH A CLRNC TO FL370 AND OK TO DEVIATE.

Synopsis

OVERWATER B767-300 MUST DECLARE EMERGENCY TO CIRCUMNAVIGATE WEATHER IN CLASS II AIRSPACE.

ACN: 785651

Time / Day

Date : 200805
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1000

Environment

Weather Elements : Thunderstorm
Weather Elements : Windshear
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B717 (Formerly MD-95)
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 785651

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : CAWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Weather

Narrative

ARRIVING AT ZZZ, THE FIELD WAS RPTING VFR WITH STRONG TSTMS RPTED AND NOTED BY FLT CREW 7 MI N OF FIELD MOVING SLOWLY SSE. AN INITIAL SOUTHERLY RWY ASSIGNMENT WAS GIVEN AND AS THE ACFT APCHED THE FIELD,

THE CREW REQUEST A NORTHERLY RWY BECAUSE THEY CONSIDERED THE TSTM TOO CLOSE TO THE ARPT FOR A SAFE BASE TO FINAL TURN. THE ACFT WAS GIVEN A HDG FOR A VISUAL APCH TO RWY XXL AND EVENTUALLY CLRED FOR THE VISUAL APCH. THE ACFT WAS CONFIGURED FOR LNDG USING FLAPS 40 DEGS, INSIDE THE FAF WHEN THE CAPT NOTED VERBALLY AN INCREASE IN AIRSPD, A DECREASE IN PWR (AUTO THROTTLES ON), AND THE ACFT PITCHING UP AND GAINING ALT. THE CAPT DECIDED TO EXECUTE A GAR AND TURN R TO A HDG OF 090 DEGS (AS BRIEFED BEFORE THE APCH) TO AVOID THE WX AT THEIR 12 O'CLOCK POS. AS THE PLANE WAS STARTING THE TURN, THE 'HEADWIND SHEAR' ALERT WAS ANNOUNCED OVER THE CAWS SYS. A FEW SECONDS LATER, AS AIRSPD BLED OFF QUICKLY, THE SYS CALLED OUT 'TAILWIND SHEAR.' WITH THE ACFT BELOW 1000 FT AGL, EMER PWR WAS SELECTED AND A STANDARD WINDSHEAR RECOVERY WAS PERFORMED MAINTAINING ALT WITH AIRSPD HOVERING AROUND THE 140-145 KT RANGE. EMER PWR WAS USED FOR A PERIOD OF 5-15 SECONDS UNTIL IT WAS DETERMINED THAT THE ACFT WAS CLR OF THE EVENT AND NORMAL CLB PWR WAS RESTORED. THE FADEC SWITCHES WERE RESET TO ALLOW FOR USE OF THE AUTO THROTTLES AND THE ACFT PROCEEDED TO ZZZ1 FOR A LNDG. THE EVENT WAS CAUSED BY THE CONVECTIVE TSTM LOCATED N OF THE ARPT. THE ACFT WAS VMC, AND THE TWR RPTED STEADY STATE WINDS UNTIL JUST BEFORE THE INCIDENT OCCURRED.

Synopsis

B717 FLT CREW EXPERIENCES WINDSHEAR ON VISUAL APPROACH AND USES EMERGENCY POWER TO ESCAPE, WITH DIVERSION TO ALTERNATE.

ACN: 785207

Time / Day

Date : 200805
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Navaid : PNH.VORTAC
State Reference : TX
Altitude.MSL.Single Value : 35000

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZFW.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher
ASRS Report : 785207

Events

Anomaly.Inflight Encounter : Weather
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Weather

Narrative

LINE OF WX HAD DEVELOPED IN NORTHERN TEXAS. I OBSERVED FLT PATH OF FLT X WAS ROUTED OVER PNH WHICH WAS AFFECTED BY TSTMS WITH TOPS TO FL450. I SENT THE FLT AN ACARS MESSAGE RECOMMENDING A RTE DIRECT BGD FROM PRESENT POS FOR SEVERE WX AVOIDANCE. CREW DECLINED TO ACCEPT THAT RTE. AGAIN, I ADVISED CREW OF WX ALONG FLT PATH WITH TOPS OF FL450. SHORTLY AFTER, FLT WAS ASSIGNED A RTE THAT I FOUND UNACCEPTABLE. I SENT AN ACARS MESSAGE STATING THAT CURRENT ASSIGNED RTE WAS UNACCEPTABLE AND TO REQUEST TBE..BGD..HEATR THEN AS FILED. CREW RESPONDED WITH 'I'M IN CLR HERE AND THIS RTE LOOKS GOOD.' I SENT AN ACARS MESSAGE STATING THAT WE HAD JOINT AUTH. I THEN ASKED THE CAPT IF HE WAS USING HIS CAPT'S EMER AUTH TO MAKE A UNILATERAL DECISION THAT I FELT JEOPARDIZED SAFETY OF FLT. HE DID NOT ACKNOWLEDGE THIS QUESTION. I THEN STATED THAT I WAS NOT COMFORTABLE WITH THE RTE HE CHOSE AND HE WAS PROCEEDING USING HIS CAPT'S EMER AUTH.

Synopsis

DISPATCHER ADVISED THE FLT CREW OF A B737-300 OF TSTMS ALONG ROUTE AND SUGGESTED AN ALTERNATE ROUTING. THE FLT CREW DECLINED THE RECOMMENDED ROUTE.

ACN: 784962

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : FDK.VOR
State Reference : MD
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Navigation In Use.Other.VORTAC
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 783
Experience.Flight Time.Type : 420
ASRS Report : 784962

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

IT WAS THE LAST FLT WITH MY INST STUDENT BEFORE HIS CHK RIDE AND HE WAS NERVOUS ABOUT FLYING THE VOR-A PARTIAL PANEL AND WANTED TO DO SOME UNUSUAL ATTITUDE RECOVERIES AS WELL. THE AWOS STATED THAT THE VISIBILITY WAS 4 MI AND THE CEILING WAS 2800 FT (ARPT ELEVATION 303). WE DECIDED TO GO UP AND GIVE IT A TRY, BUT WE WERE GOING TO FLY THE APCH SLIGHTLY LOWER THAN PUBLISHED MINIMUMS IN ORDER TO PROVIDE FOR AT LEAST 500 FT CLOUD CLRNC -- ABOUT 2300 FT. WE FIRST WENT TO THE W TO DO THE UNUSUAL ATTITUDE RECOVERIES. NOT A PROB AS THERE WERE FEW CLOUDS AND I ESTIMATED THE VISIBILITY TO BE AT LEAST 5 MI WITH A CEILING HIGHER THAN 3000 FT. WE THEN PROCEEDED BACK TO THE ARPT TO SET UP FOR THE VOR-A, WHICH IS NE OF THE ARPT. THE VISIBILITY SEEMED SLIGHTLY LESS TO THE NE AND THE CLOUDS WERE LOWER. I WAS STARTING TO CONSIDER TURNING BACK BUT IT SEEMED ALRIGHT AND I REALLY WANTED TO GET THE APCH IN SO THAT MY STUDENT WOULD FEEL COMFORTABLE. WE SHOT THE APCH BUT MY STUDENT MESSED UP A LITTLE AT THE END, ALMOST GETTING FULL DEFLECTION ON THE CDI AS WE APCHED THE VOR (IT'S A CIRCLING APCH WITH THE VOR AS THE MISSED APCH). DESPITE MY BETTER JUDGEMENT, WE ELECTED TO TRY 1 MORE TIME. THE SECOND TIME OUT WE HAD TO KEEP DSNDRG TO STAY CLR OF CLOUDS. IT ALMOST SEEMED TO BE GETTING WORSE. AFTER GIVING A POS CALL THAT I WAS ABOUT 4.5 MI OUTBOUND ON THE VOR-A, A JET ON THE ILS 23 ASKED ME IF I WAS ON AN IFR FLT PLAN. I NEVER RESPONDED. AT THAT POINT I REALIZED THAT I WAS STARTING TO JEOPARDIZE SAFETY FOR EVERYONE, AND ALTHOUGH I DON'T THINK I WAS FLYING IN IFR CONDITIONS, I WAS CLOSE. I NEVER LOST SIGHT OF THE GND DURING THE ENTIRE FLT BUT IT GOT HARD TO DETERMINE WHERE THE CLOUDS ACTUALLY STARTED. I WAS DEFINITELY PUSHING IT. I CANCELED THE APCH, DSNDRG TO SLIGHTLY BETTER CONDITIONS AND IMMEDIATELY WENT BACK TO THE ARPT AND LANDED. I ALWAYS TEACH MY STUDENTS TO BE CAREFUL OF GET HOME IT IS, NOT TO PUSH THE WX, AND TO STAY WITHIN THEIR OWN LIMITATIONS. I WAS GUILTY OF THAT. I SHOULD HAVE CANCELED THE FLT SOONER WHEN I STARTED TO GET UNCOMFORTABLE AND I SHOULDN'T HAVE ALLOWED MY STUDENT'S IMPENDING CHK RIDE TO CLOUD MY JUDGEMENT. I'M MORE THAN COMFORTABLE WITH HIS FLYING AND THAT PARTICULAR FLT WASN'T REQUIRED. IT WAS SIMPLY SO THAT HE COULD FEEL MORE COMFORTABLE. I LEARNED A LOT FROM THE FLT, AS I BROKE MANY OF MY OWN RULES AND DIDN'T LEAD BY EXAMPLE, AND IT HAPPENED SO EASILY AND WITH THE VERY BEST INTENTIONS. I SET A BAD EXAMPLE. LOOKING BACK, WE SHOULD HAVE CANCELED THE FLT AFTER THE UNUSUAL ATTITUDE RECOVERIES, OR EVEN AFTER THE FIRST APCH. FROM NOW ON, WHEN I DON'T FEEL COMFORTABLE, I'M GOING TO DO SOMETHING ABOUT IT QUICKLY. THAT WAS THE FIRST TIME I FELT UNCOMFORTABLE WHILE TEACHING AND I IGNORED THOSE FEELINGS -- NEVER AGAIN. I'M GOING TO EMPHASIZE TO MY STUDENTS THAT THEY DO SO AS WELL SO THAT THEY ALWAYS FLY WITHIN THEIR LIMITATIONS AND COMFORT ZONE WHERE ACCIDENTS/INCIDENTS ARE LESS LIKELY TO HAPPEN.

Synopsis

C172 INSTRUMENT INSTRUCTOR PLT ALLOWS DESIRE TO COMPLETE A TRAINING FLT CLOUD HIS JUDGEMENT REGARDING CONTINUING THE FLIGHT IN MARGINAL WX CONDITIONS.

ACN: 783796

Time / Day

Date : 200804

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Bound Lower : 3000

Altitude.MSL.Bound Upper : 3600

Environment

Weather Elements : Rain

Weather Elements : Thunderstorm

Weather Elements : Windshear

Light : Night

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

ASRS Report : 783796

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 783795

Events

Anomaly.Inflight Encounter : Turbulence

Anomaly.Other Anomaly

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Weather

Narrative

HELD FOR 45 MINS OVER HEATR INTXN ON UKW 9 ARR AND THEN WAS NOTIFIED THAT DFW WAS 'NOW OPEN' AND ACCEPTING ARRS. (TSTMS HAD CLOSED THE FIELD.) ARPT WAS RPTING 53 KT GUST WHILE WE WERE ON DOWNWIND, SO WE AGREED THAT WE WOULD NOT LAND IF THE WINDS DID NOT IMPROVE AND ALSO THAT THE CAPT WOULD FLY THE APCH. WE XFERRED CTLS AT AROUND 11000 FT. WINDS/GUSTS LESSEMED AND CAPT FLEW APCH TO RWY 36L AT DFW. WIND SHIFT FROM PASSING TSTM CAUSED TOO MUCH OF A TAILWIND TO LAND TO THE N. AT APPROX 1800 FT MSL, CAPT EXECUTED A GAR TO 3000 FT MSL. NOTIFIED CAPT WITH 1000 FT TO GO CALL OUT, AND APCHING 3000 FT AGL, I CALLED OUT 3 TIMES TO LEVEL OFF AND TOUCHED HIS HAND TO SIGNIFY TO LEVEL OFF. CAPT LATER STATED HE HAD 10 DEGS NOSE DOWN AND IDLE THRUST AND WAS UNABLE TO LEVEL AT 3000 FT. I NOTIFIED ATC THAT WE NEEDED A HIGHER ALT AND THAT IT WAS 'VERY ROUGH AT 3000 FT' BUT BY THIS TIME WE WERE APPROX AT 3600 FT. AS WE WERE CORRECTING TO OUR ASSIGNED ALT OF 3000 FT, ATC RESPONDED WITH A CLB TO 5000 FT. FLEW OUTBOUND TO THE N AND RETURNED TO AN UNEVENTFUL LNDG ON RWY 18R. WE DISCUSSED THE EVENT FURTHER ON THE GND AND THE CAPT BELIEVED THAT WE WERE CAUGHT IN AN UPDRAFT WITH MODERATE TURB FROM THE PRECEDING TSTM. NO TA/RA OCCURRENCES.

Synopsis

AIR CARRIER, EXECUTING A GAR, ENCOUNTERED TURB AND SUFFICIENT UPDRAFT TO PREVENT THE FLT CREW FROM LEVELING AT THE ASSIGNED ALT.

ACN: 782365

Time / Day

Date : 200804
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.MSL.Single Value : 34000

Environment

Weather Elements : Ice
Weather Elements : Rain
Weather Elements : Thunderstorm
Weather Elements : Turbulence

Aircraft : 1

Controlling Facilities.ARTCC : ZFW.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 782365

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WITHIN MINS AFTER TKOF, RERTED DUE TO TSTM ACTIVITY ALONG FILED RTE.
NEWLY ASSIGNED RTE: PNH J17 TBE.... LINE OF TSTMS ACROSS THE TEXAS
PANHANDLE WAS THE ISSUE. CTR AGAIN RERTED US: ABI FST TCS.... THIS RERTE
ADDED HUNDREDS OF MI TO OUR FLT PLAN AND WAS NOT FEASIBLE. ON A
WESTERLY HDG, THE FO AND I OBSERVED ON WX RADAR A BREAK IN THE LINE
OF TSTMS THAT WOULD ALLOW US TO TURN N AND HEAD TOWARDS LBB. WE

GOT THE CLRNC TO DO THIS AND PROCEEDED TOWARDS THE GAP. I SAT THE FLT ATTENDANTS DOWN REALIZING THAT THE RIDE WOULD BE BUMPY. WE STAYED CLR OF THE CELLS BUT AS WE CROSSED THE LINE WE EXPERIENCED CONTINUOUS MODERATE TURB FOR 5-8 MINS. WE WERE AT FL340 WITH ENG AND WING HEAT ON AND WERE HOLDING .75 MACH. DURING THE TURB ENCOUNTER, MACH NUMBER WAS VARYING GREATLY (MACH .69 TO MACH .79.). WE RECEIVED CLRNC TO DSND TO FL320 AND THEN DOWN TO FL300 WHERE WE WERE FINALLY ABLE TO STABILIZE THE AIRSPD. WE CLRED THE LINE AND HAD A FAIRLY SMOOTH RIDE THE REST OF THE WAY. THIS IS A SCENARIO I WILL NOT GET MYSELF INTO AGAIN. A BETTER COURSE OF ACTION WOULD HAVE BEEN TO TURN AROUND AND GO BACK.

Synopsis

MD80 FLT CREW REPORTS CONTINUOUS MODERATE TURBULENCE FOR SEVERAL MINUTES WHILE FLYING THROUGH GAP IN LINE OF THUNDERSTORMS AT FL340.

ACN: 781550

Time / Day

Date : 200804
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport
State Reference : FL
Altitude.MSL.Single Value : 28000

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm
Weather Elements : Turbulence
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Descent : Vacating Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 781550

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 781551

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Physical Injury

Assessments

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

Narrative

SEATBELT SIGN ON. BOTH PLTS WITH RADAR SELECTED. FLT ATTENDANTS ASKED TO PREPARE CABIN FOR LNDG AT FL360 DUE TO WX IN MIA AREA. CLRED TO FL240, DSNDING 1000 FPM. ENCOUNTERED TURB AT FL280. 2 FLT ATTENDANTS INJURED IN AFT GALLEY. NO MEDICAL ASSISTANCE REQUESTED. FLT ATTENDANTS TOLD TO REMAIN SEATED. HELD FOR 20 MINS. LANDED MIA. AT GATE, FLT ATTENDANTS REQUESTED MEDICAL PERSONNEL, MEDICS CALLED. I STAYED ON ACFT UNTIL MEDICS REMOVED FLT ATTENDANTS FOR TRANSPORT TO HOSPITAL.

Synopsis

TWO FLT ATTENDANTS WERE INJURED DSNDING INTO MIA AFTER THEIR ACFT ENCOUNTERED TURB. FLT ATTENDANTS WERE TAKEN TO THE HOSPITAL.

ACN: 781379

Time / Day

Date : 200804
Local Time Of Day : 1801 To 2400

Place

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

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Dusk

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 781379

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 781393

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

LOOKING AT WX RADAR 45 MINS PRIOR TO DEP, I NOTICED SEVERAL ISOLATED CELLS AROUND ZZZ. RAIN SHOWERS STARTED AT THE FIELD DURING OUR TAXI

OUT. TURNED WX RADAR ON DURING TAXI TO RWY TO CHK WX W OF ZZZ. ACFT DEPARTING IN FRONT OF US GIVEN 185 DEG HDG FOR WX. AS HE WAS ROLLING, WE WERE GIVEN POS AND HOLD. ONCE ON THE RWY, I SAW A CELL ABOUT 5-6 MI S OF THE FIELD ON CTRLINE OF RWY. I TOLD TWR I NEEDED A 195-210 DEG HDG FOR WX. TWR RESPONDED HE COULD ONLY GIVE ME A 185 DEG VECTOR BUT DEP WOULD GIVE ME A TURN AS SOON AS I CHKED IN TO WHATEVER I WANTED. HE THEN CLRED US FOR TKOF AND AGAIN SAID DEP WOULD GIVE ME WHATEVER I WANTED. TKOF NORMAL, SWITCHED TO DEP. FO ASKED FOR 195 DEGS FOR WX. DEP SAID UNABLE AND MAINTAIN 185 DEGS. I GOT ON RADIO AND TOLD HIM UNABLE 185 DEGS FOR WX AND NEEDED TURN TO 195-210 DEGS. AGAIN, TOLD HIM UNABLE AND I WOULD BE TURNING TO 200 DEGS. HE ASKED IF I WAS DECLARING EMER. I TOLD HIM THAT I WOULD IF THAT WAS NECESSARY TO TURN. HE SAID FINE, I AM SHOWING YOU AS AN EMER ACFT AND CLRED TO TURN. HE SAID HE WOULD ASK FOR ADDITIONAL INFO LATER. ABOUT THIS TIME I HEARD SLAT OVERSPD. LOOKING DOWN AT AIRSPD, I SAW 275 KTS. I PRESSED THE AUTOPLT/AUTOTHROTTLE RELEASE BUTTONS AND PULLED THE NOSE UP DECREASING THE AIRSPD AND CALLED FOR SLATS RETRACT. AT THIS TIME WE WERE GIVEN A TURN TO 260 DEGS. AFTER ROLLOUT, I TURNED ON THE AUTOPLT AND AUTOTHROTTLES. DEP THEN CAME ON AND SAID NEXT TIME TO ASK FOR THE TURN/HDG PRIOR TO TKOF. I TOLD HIM I DID TELL TWR AND TWR TOLD ME THAT HE WOULD GIVE ME THE TURN. HE CAME BACK AND SAID EVERYTHING WAS OK AND THEY WOULD TALK WITH TWR. I TOLD HIM I WOULD NOT HAVE TAKEN OFF IF TWR HAD NOT TOLD ME I COULD GET HDG I WANTED FROM DEP. NEVER WAS REFERRED TO AS AN EMER ACFT SO I DON'T KNOW IF THEY ACTUALLY CHANGED ME TO EMER OR NOT. DURING THE CLBOUT, I THOUGHT I HAD CALLED FOR SLAT RETRACTION AND TURNED ON THE AUTOPLT. MY FAULT COMPLETELY FOR NOT CONFIRMING SLAT RETRACTION AND AUTOPLT ON. MY HAND WAS ON THE YOKE THE WHOLE TIME WHILE I WAS LOOKING AT THE WX AND TALKING TO DEP, BUT I FORGOT RULE #1 -- FLY THE AIRPLANE. I DID NOT SEE AN AIRSPD ABOVE 280 KTS WITH THE SLATS EXTENDED, BUT DID MAKE A LEG WRITE-UP SINCE THE AURAL WARNING WENT OFF.

Synopsis

ZZZ DEP WAS DENIED WX DIVERSION REQUEST BY TWR, DEP INITIALLY DENIED REQUEST BUT LATER APPROVED AFTER EMER DECLARATION.

ACN: 780759

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZJX.ARTCC
State Reference : FL
Altitude.MSL.Single Value : 32000

Environment

Flight Conditions : Mixed
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZJX.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121

Person : 1

Affiliation.Government : FAA
Function.Controller : Radar
Qualification.Controller : Radar
Experience.Controller.Limited Radar : 2
Experience.Controller.Non Radar : 2.5
Experience.Controller.Radar : 1.5
Experience.Controller.Time Certified In Position1 : 1.5
ASRS Report : 780759

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : ATC Human Performance
Problem Areas : FAA
Problem Areas : Weather

Narrative

ALL DAY THERE WAS WX JUST W OF SAVANNAH FORCING BOTH NBOUND AND SBOUND ACFT TO DEV E INTO STATES/HUNTER (R68/67), AND ANOTHER LINE WAS OFFSHORE FORCING NBOUND AND SBOUND ACFT TO DEVIATE W INTO STATES/HUNTER (R68/67). VOLUME WAS HVY, WITH A TRACKER AT 67/68 MOST

OF THE DAY. I STARTED THE SESSION TRACKING AT SECTOR 68. I RELIEVED THE R-SIDE AFTER HE HAD BEEN ON POS FOR SOMEWHERE AROUND 2 HRS OF CONSTANT HVY TFC. DUE TO LOW STAFFING, I WAS UNABLE TO HAVE A TRACKER INITIALLY, BUT DID GET ONE ABOUT 10 MINS LATER WHEN SOMEONE RETURNED FROM A BREAK. DUE TO THE DEVS, R-75 WAS UNABLE TO CLB MUCH OF THEIR TFC INTO SECTOR 67, PLACING EVEN HIGHER VOLUME ON A VERY SATURATED SECTOR 68. DURING A VERY BUSY PORTION OF THE SESSION, THE OCEAN SECTORS AT ZJX BEGAN SENDING THEIR ATL LNDG ACFT THROUGH SECTOR 68 DIRECT DUBLIN AT EVEN (SBOUND IN ZJX) ALTS. I WAS WORKING A SBOUND ACR X AT FL320 NEAR SAVANNAH WHO WANTED TO DEV L FOR WX. I APPROVED THE DEV, AND AT THAT TIME NOTICED THE WBOUND ACR Y AT FL320 APPROX 10 MI E OF THE ACR X. I ISSUED AN 'IMMEDIATE' TURN TO THE N TO THE ACR Y AND TURNED THE ACR X BACK SWBOUND (TOWARDS THE WX THEY WERE TRYING TO AVOID). MY BEST GUESS IS THAT THE ACFT GOT APPROX 7 MI Laterally AT THE SAME ALT. CONFLICT ALERT NEVER WENT OFF. ONCE SEPARATION WAS ACHIEVED, I SENT BOTH ACFT BACK ON COURSE, BUT HAD TO TURN ANOTHER SBOUND ACFT 60 DEGS OFF COURSE TO MISS ANOTHER OF THE WBOUND ACFT AT FL320. VERT SEPARATION WAS NEVER AN OPTION DUE TO NUMEROUS DEVIATING ACFT AT FL310 AND FL330. MY D-SIDE INFORMED THE SUPVR AND THE N AREA THAT WE WOULD BE TAKING NO MORE ACFT WBOUND FROM THEM. AFTER THE 'PANIC VECTORING,' AND SCRAMBLING FOR ABOUT 15 MORE MINS TO REGAIN CTL OF A VERY HECTIC SITUATION, I WAS ABLE TO TAKE A SECOND TO COLLECT MY THOUGHTS. AT THAT TIME THE SUPVR INFORMED ME THAT THEY HAD STOPPED MCO DEPS, CLT DEPS, CAPPED JAX DEPS AT FL230 UNTIL N OF MY SECTOR, AND ASKED THE E AREA TO GET MCO ARRS BELOW FL240. WHEN I WAS RELIEVED AFTER 1 HR 57 MINS ON POS, THE SECTOR WAS NEARLY EMPTY. AS IS OFTEN THE CASE, TMU FAILED TO BE PROACTIVE AND RECOGNIZE THAT THE 'ONLY' HOLE IN A MASSIVE LINE OF WX WAS SITTING OVER SECTOR 68, AND DO SOMETHING 'BEFORE' THE CTLRS STARTED SCREAMING FOR HELP. THEN WHEN THEY FINALLY DID SOMETHING IT WAS ABOUT 30 MINS TOO LATE TO HELP (SECTOR 68 IS ABOUT 20-40 MINS FLYING TIME FROM MCO, 20-40 MINS FLYING TIME FROM CLT, ETC), AND FRANKLY A BIT OF OVERKILL. ADDITIONALLY, FORCING THE MCO'S DOWN EARLY, AND CAPPING THE JAX DEPS ONLY SERVES TO SHIFT THE TFC TO ANOTHER SECTOR, AS NOW ALL OF THOSE ACFT ARE CONFLICTING WITH EACH OTHER IN SECTOR 54 INSTEAD OF SECTOR 68.

Synopsis

ZJX CTLR DESCRIBED BUSY/COMPLEX TFC PERIOD WHEN VECTOR TO RESOLVE CONFLICT RESULTED IN TURNS TOWARD WX, ALLEGING POOR TFC MGMNT.

ACN: 780725

Time / Day

Date : 200804
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 262
Experience.Flight Time.Type : 225
ASRS Report : 780725

Events

Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I TOOK WX FOR ZZZ. IT WAS SAYING 7000 FT CLG AND 10 MI VISIBILITY. I TOOK OFF FROM BACKUS (7Y3) FOR ZZZ. I HEADED E SINCE IT WAS CLR, BUT IT WASN'T CLR MUCH AHEAD. I TURNED BACK TO HEAD TO BACKUS. I HAD CLOUDS IN FRONT OF ME. I WAS MAINTAINING VFR ALL THE TIME. I CALLED THE CTR. SQUAWKED 7700. AN ACFT RELAYED MY REQUEST TO CTR, AND I GOT CLRED TO

ZZZ ARPT. I TOOK RADAR VECTORS TILL THE FINAL APCH COURSE FOR ILS 34. I HAD A PRINTED COPY OF THE APCH. I MADE A VERY SAFE LNDG, AND CTR WAS OF GREAT HELP TO ME.

Synopsis

VFR C172 PLT ENCOUNTERED WX ENROUTE. ATC ASSISTED AND VECTORED ACFT ONTO FINAL APCH.

ACN: 780704

Time / Day

Date : 200803

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : IMC
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Corporate
Make Model Name : BAe 125 Series 800
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 120
ASRS Report : 780704

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

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

Narrative

WHILE IN DSCNT, I LISTENED TO CURRENT ATIS AND WX WAS DOWN FROM THE FORECAST. WHEN WE GOT CLOSER, I LISTENED AGAIN TO THE ATIS AND NOW IT WAS WORSE THAN BEFORE. FEW 800 FT, BROKEN 2300 FT, OVCST 2800 FT, I THINK THE VISIBILITY WAS 3-5 MI. WE WERE VECTORED FOR A VOR RWY XX CIRCLE RWY YY. THE CAPT STATED WHAT THE CIRCLE ALT WAS CAT D AND I DID

NOT CONFIRM IT. WHEN WE GOT TO CAT D MINIMUM ALT WE WERE STILL IN THE CLOUDS AND WENT MISSED. WE REQUESTED STRAIGHT-IN LOC XX FOR NEXT APCH TO MAKE SURE WE WOULD BE BELOW CLOUDS AND THE CAPT STATED TO APCH CTL THAT WE WERE 'BINGO FUEL AND DID NOT WANT ANY DELAYS.' APCH CTL STATED HE WOULD DECLARE AN EMER FOR US AND STATED TO US THAT THE WINDS WOULD MAKE A TAILWIND LNDG (AROUND A 12 KT TAILWIND). OUR DECISION AGAIN FOR LOC XX WAS TO MAKE SURE WE GOT DOWN AND MAKE THE LONGER RWY OF THE TWO. WE LANDED WITHOUT ANY PROBS AND PLENTY OF RWY AND RIGHT AT OR MAYBE JUST BELOW OUR 45 MIN RESERVE. AFTER SHUTTING DOWN AND SET OUR PAX OFF, WE DISCUSSED THE APCH TOGETHER AND WHEN I LOOKED AT THE APCH PLATE I NOTICED THAT WE COULD HAVE USED CAT C APCH MINIMUMS WHICH MAY HAVE GOTTEN US JUST BELOW THE CLOUDS. WE ALSO DISCUSSED THAT SINCE TERRAIN WAS AROUND THE AREA, THAT THE BEST THING MIGHT HAVE BEEN TO DO A STRAIGHT-IN VOR APCH TO BEGIN WITH BECAUSE IT WOULD HAVE GOTTEN US BELOW THE CLOUDS AND THERE WOULD HAVE BEEN LESS OF A TAILWIND, BUT 900 FT LESS OF RWY.

Synopsis

HAWKER 800 ATTEMPTED A CIRCLING APCH, BUT EXECUTED A MISSED APCH WHEN RWY VISUAL ACQUISITION WAS NOT ATTAINED. FLT CREW DECLARED 'BINGO FUEL,' AND ATC DECLARED AN EMER FOR THEM AND PROVIDED TFC PRIORITY FOR A LOC APCH AND TAILWIND LNDG.

ACN: 780399

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Route In Use.Enroute : Other Oceanic

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 780399

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 780833

Events

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

A LINE OF TSTMS (PART OF AN ISSUED CONVECTIVE SIGMET) CROSSED OUR RTE OF FLT ABOUT 20 NM N OF XXXXX. ABOUT 90 NM PRIOR TO THIS WX, A DEV UP

TO 25 NM R (W AND UPWIND) OF COURSE WAS REQUESTED FROM ATC VIA COMMERCIAL RADIO. ABOUT 5 MINS LATER THE REQUEST WAS REPEATED. EVENTUALLY THE REQUEST WAS DENIED AND I WAS ASKED TO STATE MY INTENTIONS FROM THE PERSON SITTING SAFELY ON THE GND, NOT: 'ATC CAN APPROVE 15 MI L OR 20 MI R' FOR EXAMPLE. I IMMEDIATELY REQUESTED 10 MI L DEV AND ADDED THAT I NEEDED THE CLRNC WITHIN 3 MINS FOR A TSTM AHEAD. WHEN I COULD WAIT NO LONGER FOR THE CLRNC, I INFORMED ATC I WAS GOING TO DEVIATE UP TO 10 MI L OF COURSE TO AVOID THE TSTM (EXERCISING CAPT'S EMER AUTH). THE MAX DEV WAS 6 MI L OF COURSE, WE MONITORED TCAS, KEPT A VISUAL LOOKOUT, AND THE ACFT WAS BACK ON COURSE BY XXXXX. ATC WAS NOTIFIED.

Synopsis

AN ACR PILOT ON AN OCEANIC NON-RADAR TRACK AT FL350 USED HIS EMER AUTHORITY TO DEVIATE 6 NM OFF COURSE FOR TSTMS.

ACN: 780298

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PSP.Airport
State Reference : CA
Altitude.MSL.Bound Lower : 1000
Altitude.MSL.Bound Upper : 2000

Environment

Aircraft : 1

Controlling Facilities.Tower : PSP.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 3000
ASRS Report : 780298

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 8200
Experience.Flight Time.Type : 2000
ASRS Report : 780297

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Diverted To Alternate

Assessments

Problem Areas : Weather

Narrative

NORMAL FLT TO DOWNWIND PSP RWY 13R. AS WE DSNDED TO 5000 FT ON DOWNWIND, THE WIND PICKED UP DRAMATICALLY OUT OF THE NW 50 KTS VARIABLE 70 KTS, LIGHT TURB ON BASE LEG 3000-2000 FT WIND STILL OUT OF NW 50 KTS MODERATE TURBULENCE, AIRSPD +/-10 KTS, SURFACE WINDS APPROX 160 DEGS AT 15 KTS GUSTING TO 23 KTS. ON FINAL, 1500 FT WIND OUT OF NW 40 KTS, SEVERE TURB, BANK +/-25 DEGS, FLAPS 3 DEGS, GEAR DOWN, +45 KTS AIRSPD, +/-500 FPM AND PROBABLY MORE. GAR AT AROUND 1200 FT. +45 KTS AIRSPD, OVERSPED FLAPS AT SETTING 3 DEGS, CLBING RAPIDLY WITH NEAR IDLE PWR TRYING TO MANAGE THE HUGE AIRSPD GAIN. IMMEDIATELY ASKED FOR DIVERT TO ZZZ, DECLARED MINIMUM FUEL. LANDED ZZZ WITH 2.7K FUEL UNEVENTFULLY.

Synopsis

AN A319 ENCOUNTERED SEVERE TURB AND WINDSHEAR ON APCH TO PSP. THE FLT CREW EXECUTED A GAR AND DIVERTED.

ACN: 779757

Time / Day

Date : 200803
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Weather Elements : Thunderstorm
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Cruise : Level
Route In Use.Enroute : Atlantic

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 779757

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

APCHING ENRTE FIX NBOUND, WE PAINTED A LINE OF WX OVER 200 NM LONG FOR WHICH A SIGMET HAD ALREADY BEEN ISSUED. IT EXTENDED OVER 100 NM EITHER SIDE OF COURSE. THE TOPS OF THE TSTMS WERE GROWING. PREVIOUS ACFT RPTED TOPS NEAR FL340 ABOUT 30 MINS PRIOR. JUST TO ENSURE THAT WE HAD AN ALTERNATIVE PLAN OTHER THAN TO PLOW THROUGH IT, WE REQUESTED,

VIA HF FROM ATC, EITHER DEV L OR R 100 NM OR A CLB TO A HIGHER ALT. THE ONLY CLRNC THAT ATC WOULD GIVE US WAS TO DEVIATE 20 NM R OF COURSE. THAT ENDED UP NOT BEING A VALID ALTERNATIVE. AS WE APCHED THE STORM SYS, IT APPEARED WE WOULD BE UNABLE TO TOP THE STORMS AT THE ALT WE WERE AT, WHICH WAS FL360. WE BROADCASTED IN THE BLIND ON GUARD AND CLBED TO FL375. WE WERE ABLE TO TOP THE WX BY NO MORE THAN 1000 FT. LIGHTNING HAD APPEARED TO EXIT THE CLOUDS IN THIS SYS UPWARDS VERTICALLY. THE SYS WAS ONLY ABOUT 10 MI ACROSS. WE DSNDED BACK TO OUR ORIGINAL CLRNC OF FL360 AFTER ONLY BEING AT FL375 FOR APPROX 2 MINS. THIS IS THE SECOND TIME IN ABOUT 2 YRS THAT WX HAS BUILT IN THIS SAME AREA AND ATC HAS BEEN UNABLE TO ASSIST AS FAR AS PROVIDING DEV CLRNC. BOTH TIMES WE HAVE HAD TO DEVIATE FROM A CLRNC EXERCISING CAPT'S EMER AUTH.

Synopsis

B757-200 FLT CREW WAS UNABLE TO OBTAIN CLRNC TO DEVIATE AROUND TSTM IN OCEANIC AIRSPACE. FLT CREW DECLARED AN EMER AND INITIATED CLIMB TO AVOID THE WX.

ACN: 779498

Time / Day

Date : 200803
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : Mixed
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-11
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 157
Experience.Flight Time.Total : 13884
Experience.Flight Time.Type : 3858
ASRS Report : 779498

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 : 11000
Experience.Flight Time.Type : 1000
ASRS Report : 778594

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 22

Experience.Flight Time.Total : 5884
Experience.Flight Time.Type : 800
ASRS Report : 779948

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative

THE RADAR RETURN SHOWED A MASS OF COLORS 20 NM AHEAD THAT INDICATED AN IMPENDING WILD RIDE AND IT WAS STARTING TO RAISE THE HAIRS ON THE BACK OF MY NECK. WE WERE ON A DOWNWIND VECTOR FOR AN ILS TO RWY XXR AT 4000 FT AND 170 KIAS. THE EVENING INBOUND RECOVERY WAS IN PROGRESS THAT TOLD ME TO EXPECT THE USUAL EXTENDED FINAL. ALTHOUGH MY BETTER JUDGEMENT SUGGESTED THAT I REQUEST A TURN AWAY FROM THE STORM, A COUPLE OF INPUTS ENCOURAGED ME TO PUSH THE ENVELOPE. ATC TOLD COMPANY AHEAD THAT THEY COULD EXPECT A TURN PRIOR TO THE STORM, OUR TCAS SHOWED AT LEAST 1 ACFT FLYING THROUGH THE RETURN AND NEITHER MY FO NOR RELIEF FO VOICED ANY CONCERN. AN EARLY TURN AND NO COMPLAINTS FROM THE ACFT FLYING THROUGH THE STORM NOR MY OWN CREW GAVE ME A SENSE THAT EVERYTHING WOULD BE OK. WHEN WE REALIZED THAT AN EARLY TURN WOULD NOT BE OFFERED, WE WERE BACKED INTO THE PROVERBIAL CORNER, WITH NO PLACE TO GO. AS WE ENTERED THE LEADING EDGE OF THE STORM, THINGS QUICKLY WENT FROM BAD TO WORSE. WE ENCOUNTERED MODERATE TO SEVERE TURB, OUR AIRSPD INCREASED FROM 170 KIAS TO 230 KIAS AND WE DEVELOPED A 1000 FPM RATE OF DSCNT TAKING US TO AN ALT OF ALMOST 3600 FT. IT WAS A VERY UNCOMFORTABLE SITUATION. WE RECEIVED A NUMBER OF CALLS FROM ATC TO MAINTAIN 170 KIAS AND 4000 FT. THE FO VALIANTLY FOUGHT TO MAINTAIN CTL, BUT FOR A BRIEF PERIOD OF TIME WE WERE ALONG FOR THE RIDE. AFTER EXITING THE STORM, WE REGAINED ALT AND AIRSPD. THE REST OF THE APCH WAS UNEVENTFUL. I CONDUCTED AN EXTENSIVE DEBRIEF WITH MY CREW AND SPENT TIME TALKING WITH ATC ABOUT THE SITUATION. AS EXPECTED IT WAS A LEARNING EXPERIENCE FOR EVERYONE INVOLVED. ATC WAS VERY HELPFUL. WHEN THEY REALIZED WE WERE IN A BAD SPOT, THEY TOOK THE INITIATIVE TO ENSURE THAT WE HAD A CLR FLT PATH. WE WERE NOT AWARE OF ANY CONFLICTS. ON MY DRIVE HOME THAT EVENING, I WAS STILL KICKING MYSELF FOR MAKING A VERY BAD DECISION. MANY TIMES OVER MY 30 YRS IN THE COCKPIT, I HAVE FREELY ASKED FOR VECTORS OR A COUPLE OF TURNS IN HOLDING IN SIMILAR SITUATIONS. I AM STILL NOT SURE WHY THIS EVENING WAS DIFFERENT. AT THE END OF THE DAY I 'AGAIN'

RELEARNED A VERY VALUABLE AVIATION LESSON. NEXT TIME I WILL USE THIS EXPERIENCE TO, HOPEFULLY, MAKE THE RIGHT DECISION. SUPPLEMENTAL INFO FROM ACN 778594: THE LESSON I LEARNED IS TO SPEAK UP EARLY AND LOUD WHEN I SEE THE ATC PLAN FOR VECTORS IS NOT GOING TO WORK WITH THE WX I SEE ON THE RADAR. WE ALL TRY TO MAKE IT WORK AND WHEN THE WX IS BAD, IT'S A REAL CHALLENGE TO GET EVERYBODY ON THE GND. IT'S A CHALLENGE WHEN THE WX IS GOOD. WE SHOULD HAVE ENTERED HOLDING OUT TO THE E TILL WE COULD HAVE BEEN VECTORED TO A SHORTER FINAL -- FURTHER AWAY FROM THE WX. ATC SHOULD NOT HAVE BEEN VECTURING TFC TO THE W OF THE FIELD IN SUCH CLOSE PROX TO THE LINE OF WX. THEY ALSO WOULD ENHANCE CREW AWARENESS IF THEY COULD PROJECT WHERE THEY PLAN TO TURN THE ACFT ONTO FINAL. THIS SINGLE PIECE OF INFO WOULD HAVE FORCED US TO BREAK OUT TO THE E TO ENTER HOLDING. WE WERE DEALING IN AN INFO VACUUM, AS IT WERE, IN DETERMINING HOW CLOSE TO THE DIAGONAL LINE OF WEATHER THAT ATC INTENDED TO TAKE US. I SHOULD HAVE ASKED -- THEY SHOULD HAVE OFFERED!

Synopsis

MD11 ENTERED A TSTM WHILE BEING VECTORED FOR AN APCH. MODERATE TO SEVERE TURB WAS ENCOUNTERED WITH CONSIDERABLE ALT AND AIRSPEED FLUCTUATIONS.

ACN: 778931

Time / Day

Date : 200803
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 2300
ASRS Report : 778931

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

REQUEST FROM ZZZ FOR CLB TO FL370 TO AVOID LINE OF TSTMS OR DEV 100 MI W OF COURSE WAS DENIED. DEV UP TO 40 MI W OF COURSE WAS APPROVED. DECLARED AN EMER ON GUARD 121.5 AND OFFSET AND CLBED TO FL370 TO AVOID THE TOPS WHICH HAD PREVIOUSLY BEEN RPTED NEAR FL340.

Synopsis

A B757 ON AN OCEANIC ROUTE AT FL360 WAS UNABLE TO GET CLRNC TO FL370 FOR TSTM TOP AVOIDANCE. PLT DECLARED AN EMER, OFFSET ROUTE 40 NM AND CLBED TO FL370.

ACN: 778903

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 135
Experience.Flight Time.Type : 48
ASRS Report : 778903

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I RECEIVED STANDARD WX BRIEFINGS VIA DUATS FOR MY RTE AT APPROX XA00 AND AGAIN AT XD00. I DID NOT SAVE A COPY OF THE BRIEFING, BY MY INTERP WAS THAT IT WAS TO BE A CAVU DAY ALONG MY ENTIRE RTE WITH THOSE CONDITIONS FORECAST TO CONTINUE UNTIL AT LEAST XK00. MY ACTUAL DEP

TIME WAS AS PLANNED AT APPROX XFOO, ETE APPROX 1 HR 45 MINS. I CALLED APCH AND OBTAINED VFR FLT FOLLOWING, MY PLANNED ALT WAS 8500 FT MSL. PRIOR TO DEP, I OBSERVED SOME CLOUDS OVER THE MOUNTAINS TO THE NE, BUT I ASSUMED THEY WERE SCATTERED CLOUDS AND I WOULD BE ABLE TO FLY OVER OR UNDER THEM. I DID NOT CHK THE WX AGAIN BEFORE DEPARTING. APCHING THE MOUNTAINS IN THE VICINITY OF ZZZ AT 8500 FT MSL, I OBSERVED WHAT APPEARED TO BE POOR VISIBILITY UNDER THE CLOUDS AND DECIDED TO ATTEMPT TO CLB ABOVE THEM. I HAD NEVER ATTEMPTED TO FLY ABOVE THE CLOUDS BEFORE EXCEPT DURING AN INST TRAINING FLT WITH MY INSTRUCTOR (I AM WORKING ON MY INST RATING BUT HAVE ONLY ACCUMULATED APPROX 5 HRS OF INSTRUCTION). I INFORMED ATC I WAS CLBING TO 10500 FT MSL. WHEN I REACHED THAT ALT, I WAS ABOVE THE CLOUDS AND BASED ON MY EARLIER INCORRECT ASSUMPTIONS I THOUGHT AFTER I CLRED A 'LINE' OF CLOUDS I WOULD BE ABLE TO DSND. HOWEVER, IT BECAME APPARENT THAT THE OVCST WAS SOMEWHAT WIDESPREAD, THE TOPS CONTINUED TO RISE AND I SOON FOUND MYSELF CLBING TO 12500 FT MSL AND DIVERTING NE OF MY PLANNED DIRECT RTE AS THE TOPS APPEARED TO BE LOWER IN THAT DIRECTION. I WAS WARY OF CLBING HIGHER, GIVEN THE OXYGEN REQUIREMENTS, WHICH I WAS AWARE OF -- ASIDE FROM THE REGULATORY ASPECT I WAS CONCERNED ABOUT POSSIBLE EFFECTS OF HYPOXIA AS I HAD NEVER FLOWN ABOVE 10000 FT MSL PREVIOUSLY. HOWEVER, THE CLOUD TOPS CONTINUED TO RISE AND I CONTINUED TO CLB TO 14000 FT MSL. I KNEW I COULD NOT LEGALLY CLB ABOVE THIS ALT SINCE I DID NOT HAVE OXYGEN ON BOARD, AND I WAS APCHING THE SVC CEILING OF MY ACFT IN ANY CASE AND THUS QUICKLY RUNNING OUT OF OPTIONS TO AVOID THE CLOUDS. DURING THIS ENTIRE TIME, I CONTEMPLATED TURNING AROUND BUT I CONTINUED TO ASSUME BETTER CONDITIONS WERE CLOSE AHEAD, AND WAS ALSO CONCERNED THAT CONDITIONS BEHIND ME MAY HAVE WORSENER. FINALLY I MADE A SMART DECISION, TO CONFESS MY DILEMMA TO ATC, WHO SUGGESTED CALLING FLIGHT WATCH. I DID CONTACT FLIGHT WATCH WHO WERE VERY HELPFUL, SUGGESTING CONDITIONS SHOULD BE BETTER AHEAD, TO THE NORTH, OR FAILING THAT, AT OR TO THE WEST OF MY DESTINATION. SHORTLY THEREAFTER, I SAW A LARGE BREAK IN THE CLOUD LAYER AND DESCENDED RAPIDLY THOUGH IT TO 6500 MSL. THE REMAINDER OF THE FLIGHT WAS COMPLETED UNEVENTFULLY. I DO BELIEVE I COMPLIED WITH VFR CLOUD CLEARANCE REQUIREMENTS AT ALL TIMES, ALTHOUGH 1000 FT ABOVE IS DIFFICULT TO JUDGE, AS IS 1 MILE LATERALLY (AS I WAS DESCENDING THROUGH THE HOLE ABOVE 10000 MSL). I AM NOT SURE OF THE EXACT DURATION OF TIME I WAS ABOVE 12500 MSL BUT I MAY HAVE EXCEEDED THE 30 MINUTE REQUIREMENT OF 91.211. IN RETROSPECT, STAYING BELOW THE CLOUDS WOULD HAVE BEEN A MUCH BETTER OPTION. I ALLOWED INCORRECT ASSUMPTIONS ABOUT THE EXTENT OF THE OVERCAST LAYER TO INFLUENCE MY JUDGEMENT, AND FAILED TO CONSIDER TURNING BACK WHEN IT WAS STILL MY BEST OPTION. ON THE POSITIVE SIDE, I DID EVENTUALLY ADMIT MY MISTAKE AND OBTAIN THE ASSISTANCE I NEEDED, AND FLIGHT WATCH AND ATC WERE BOTH HELPFUL IN RESOLVING THE SITUATION WITHOUT INCIDENT.

Synopsis

A VFR PA 28 PILOT CLBED TO 14000 FT ATTEMPTING TO AVOID UNFORECAST CLOUDS ON HIS ROUTE OF FLT.

ACN: 778371

Time / Day

Date : 200803
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : Marginal

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 5280
ASRS Report : 778371

Events

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

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

WE HAD BEEN MONITORING OUR FUEL STATE THROUGHOUT THE FLT AND HAD NOTICED THAT WE WERE DRIFTING SLIGHTLY BELOW OUR PLANNED ARR FUEL DUE TO HEAVIER THAN FORECASTED WINDS AND BEING HELD DOWN DURING OUR CLBOUT OF ZZZ DUE TO OTHER TFC. AT OAL WE KNEW THAT IF THE FLOW TO SFO WENT SMOOTHLY WE WOULD LAND COMFORTABLY ABOVE FAR FUEL. HOWEVER, WITH THE CEILING AT 1600 FT IN SFO WE KNEW THAT THE CHANCE OF THAT HAPPENING WAS SLIM. WE DID NOT ANTICIPATE HOLDING BUT WE ANTICIPATED VECTORS TO FINAL. IN FACT, IN REMARK TO THE COPLT THAT IF

WE HOLD WE WILL DIVERT. ZOA DSNDED US A LITTLE EARLIER THAN NORMAL BUT THINKING THAT WE MIGHT FIND LESS HEADWIND AT A LOWER ALT WE ACCEPTED THE EARLY DSCNT. UNFORTUNATELY, THE WINDS WERE HEAVIER AT FL320 THAN FL380. THIS CAUSED US TO EDGE CLOSER TO LNDG AT FAR FUEL. WE CONTINUED THE ARR AND SUBSEQUENT AND WERE EVENTUALLY HANDED OFF TO NORCAL APCH. WE WERE GIVEN THE SAME VECTORING THAT ALL TFC WAS RECEIVING AT TIME BUT WE NOTICED THAT THE VECTORS SEEMED SLIGHTLY LONGER THAN IN PAST ENCOUNTERS. AT 9000 FT MSL ON A VECTOR TO THE ILS RWY 28R IN SFO WE REALIZED THAT WE WERE GOING TO LAND BELOW FAR FUEL. AT THAT TIME WE DECLARED 'MINIMUM FUEL' TO NORCAL. WE WERE GIVEN VECTORS TO FINAL AND LANDED WITHOUT INCIDENT. AT TOUCHDOWN WE HAD APPROX 40 MINS FUEL REMAINING. ADDITIONALLY, I HAD ADDED FUEL PRIOR TO OUR DEP FROM ZZZ TO ACCOUNT FOR ZZZ'S NOTORIOUS GND DELAYS AND DEP/CTR USUAL ALT HOLD DOWNS. HOWEVER, I DID NOT ANTICIPATE THE HEAVIER THAN FORECASTED WINDS. THEY WERE NOT MORE THAN 10-15 HIGHER THAN FORECAST, 30 KTS AND/OR 30 DEGS IS THE TRIGGER TO NOTIFY DISPATCH OF A 'WIND BUST.' HOWEVER, THEY WERE JUST ENOUGH FOR THE ENTIRE FLT TO CAUSE AN OVER-BURN. DISPATCH DID NOTIFY US THAT THE SFO WX WAS SIGNIFICANTLY DIFFERENT FROM FORECAST AND ALSO LET US KNOW OAK'S WX WAS GOOD IF NEEDED. NORCAL DID AN EXCELLENT JOB OF GETTING US TO FINAL AND CLRING US FOR THE APCH.

Synopsis

ACR ENCOUNTERED HIGHER THAN FORECAST WINDS AT CRUISE ALT. FLT CREW DECLARED MINIMUM FUEL WHILE BEING VECTORED FOR THE APCH.

ACN: 777362

Time / Day

Date : 200803
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TPA.Airport
State Reference : FL

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Large Transport
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 777362

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

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

Narrative

THE FLT WAS SCHEDULED TO TPA. DISPATCH FOB WAS 18.8 AND RSW WAS THE ALTERNATE. AT DEP TIME, A LINE OF WX EXTENDED FROM SRQ TO CRG WITH MOVEMENT E PREDICTED. FUEL WAS JUDGED TO BE SUFFICIENT BY DISPATCHER AND MYSELF. ATC REROUTED FLT TO SCW AND THE CORRESPONDING ARR DUE TO WX OVER TPA. FLT HELD OVER HEVNN INTXN WHILE WAITING IMPROVEMENT. ALTERNATE WAS CHANGED TO JAX BUT PNS WAS LEFT AS AN OPTION BECAUSE

OF SEVERE WX BTWN THE FLT AND JAX. I EXPRESSED MY PLAN TO GO TO PNS WITH THE DISPATCHER VIA ACARS BUT DID NOT RECEIVE A TIMELY REPLY. AS MY FUEL REACHED 9.5, I SENT THE DISPATCHER A MESSAGE STATING OUR PLAN TO PROCEED TO PNS. WE LANDED AT PNS WITH 6.0 FUEL. THE ACFT WAS REFUELED AND RE-DISPATCHED ON TO TPA WHEN THE ARPT REOPENED TO ARR. CARRYING MORE FUEL IS ALWAYS HELPFUL. IN THIS CASE, ADEQUATE FUEL WOULD'VE CAUSED A RELEASE TKOF WT GREATER THAN MAX CERTIFIED TKOF WT.

Synopsis

FLT CREW OF LGT MUST DIVERT TO ALTERNATE WHEN DELAYS AT DESTINATION PROVE EXCESSIVE. ARE UNABLE TO COMMUNICATE DECISION TO DISPATCHER PRIOR TO DOING SO.

ACN: 775787

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Weather Elements : Thunderstorm

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 775787

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Alternate

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

I CHECKED THE WEATHER REPORTS FOR OUR DEST AND LOOKED AT THE RADAR SUMMARY AND DEPICTION CHARTS FOR THE US. DE-ICING WAS A MUST IN ZZZ. MY PASSENGER BRIEF WAS NORMAL. PASSENGERS WERE, HOWEVER, SOMEWHAT UPSET DUE TO THE STOP IN ZZZ1 WHICH THEY WERE NOT INFORMED ABOUT. THE TAXI TO THE DE-ICE PAD, THE DE-ICE PROCEDURE AND THE TAXI TO OUR TAKEOFF RUNWAY WAS LONG, COMPRISING APPROXIMATELY 45-50 MIN OF OUR TOTAL BLOCK TIME TO ZZZ1 OF 1:34. AT THE GATE IN ZZZ1 I CHECKED THE WX FOR OUR ROUTE OF FLIGHT. SOME THUNDERSTORMS WERE BUILDING ABOVE THE SE, BUT AT THAT TIME THEY SEEMED MANAGEABLE. I ELECTED TO ADD 1000 MORE LBS OF FUEL DUE TO WX. THE MAIN WX SYSTEM WAS PUSHING THROUGH THE EASTERN HALF OF THE US AND OUR ROUTE OF FLIGHT TOOK US THROUGH THE LINE WITH MINIMAL DEVIATING. WE PUSHED AND HEADED FOR THE ZZZ1

DE-ICE PAD. THE FIRST HALF OF THE FLIGHT WAS ROUTINE. AS WE APPROACHED SOUTHERN US, ATC REROUTED US TO THE WSW DUE TO THUNDERSTORMS BUILDING IN THE NW. I WASN'T OVERLY CONCERNED ABOUT OUR FUEL SITUATION AT THAT POINT, SINCE ONCE WE TURNED TOWARDS ZZZ2 WE WOULD BE FINE. AS WE TURNED TOWARD ZZZ2 MORE DEVIATING WAS NECESSARY AS THE STORMS STARTED TO RAPIDLY STRENGTHEN AND INTENSIFY. WE FOUND OURSELVES DEVIATING TO THE EAST, AND THEN WERE INSTRUCTED BY ATC TO GO DIRECT TO A FIX ON THE ARRIVAL INTO ZZZ2. AT THAT TIME I ENTERED THE FIX IN THE FMGS TO SEE WHERE OUR FUEL SITUATION WOULD BE. IT WAS CALCULATING THAT WE WOULD LAND AT OUR ALTERNATE WITH 3200 LBS. I DECLARED MIN FUEL AND ASKED FOR DIRECT ZZZ2, WHICH WAS GRANTED BY ATC. THE TSTMS WERE BUILDING RAPIDLY SOUTH INTO THE SE AREA AND WE STILL HAD A LOT OF DEVIATING TO DO BEFORE WE COULD GO DIRECT ZZZ2, WHICH WAS GRANTED BY ATC. MY PLAN WAS TO MAKE A FUEL STOP IF WE HAD TO. WE LANDED AT ZZZ2 AND A GROUND STOP WAS PUT INTO PLACE SEVERAL MINUTES AFTER WE ARRIVED. OUR BLOCK WAS 3:14. WITH DEVIATIONS AROUND WX, ATC POWER OUTAGES AND RAPIDLY INTENSIFYING THUNDERSTORMS, THE LAST ONE HOUR AND TWENTY MINUTES OF THE FLIGHT WERE AT A VERY HIGH WORKLOAD. AT THE GATE I CALLED DISPATCH TO TALK ABOUT OUR ROUTE BACK TO ZZZ1. WE BOTH AGREED THE WEST SIDE OF THE LINE WOULD BE THE BEST ROUTE. THE RELEASE AND NEW ROUTE WAS RE-FILED WITH ATC, AND I ALSO DECIDED TO PUT ON EXTRA FUEL. WE HAD THIRTEEN CHILDREN AND TWO INFANTS WITH A TOTAL OF 168 PAX ON BOARD. OUR FUEL LOAD WAS AT OUR STRUCTURAL LIMIT. I WAS FEELING CONFIDENT ABOUT DEVIATING AROUND THE THUNDERSTORMS AND LANDING IN ZZZ1 WITH OUR FUEL LOAD. WE DEPARTED AND HEADED WEST. A 280 HEADING GIVEN TO US BY ATC WOULD BRING US AROUND THE BACK SIDE OF THE LINE OF THUNDERSTORMS. AS WE TURNED NORTH WE COULD EASILY SEE ON RADAR WHERE OUR TRACK THROUGH THE LIGHTEST PART OF THE LINE WOULD LIE. WE SWITCHED TO CENTER, WHICH IMMEDIATELY GAVE US A HEADING TO THE EAST. WE WERE NOW PARALLELING THE LINE TO THE SOUTH (NOT WHERE WE WANTED TO BE). I ASKED ATC IF WE COULD STAY ON OUR NORTH HEADING. HE SAID IT WAS NOT AN OPTION, THAT WE HAD TO CONTINUE EAST, AND HE COMMENTED THAT WE SHOULD NOT HAVE BEEN ALLOWED TO DEPART ZZZ2. AT THIS POINT OUR ONLY OPTION NORTHBOUND WAS TO DEVIATE THROUGH THE LINE. AFTER ABOUT AN HOUR OF DEVIATING AROUND THESE INTENSIFYING THUNDERSTORMS WE WERE IN THE CLEAR. AGAIN A VERY BUSY COCKPIT WORK ENVIRONMENT. AS WE HEADED TOWARD ZZZ1 WE WERE INSTRUCTED TO HOLD WITH AN EFC OF XB06 HRS LOCAL. WE ENTERED THE HOLD AT APPROXIMATELY XA30 HRS. WE BOTH AGREED WE HAD ENOUGH FUEL TO HOLD UNTIL XB00 HRS LOCAL, OR ABOUT 30 MINUTES. ATC RELEASED US FROM THE HOLD AT XA50 HRS LOCAL AND STARTED OUR VECTORS FOR THE APPROACH. WX WAS ONE AND ONE QUARTER VISIBILITY WITH SNOW AND BLOWING SNOW, WINDS 360 DEGS AT 20 GUSTING TO 30 KTS AND TEMP OF -2 DEGS. A TWENTY MILE FINAL ENSUED. FUEL CONCERNS WERE AGAIN ON MY MIND, BUT THE WX IN ZZZ1 WAS IMPROVING FROM LAST REPORT AND ZZZ WX WAS GOOD. I FELT OK WITH THE FUEL WE HAD ON BOARD TO LAND IN ZZZ1. THE RIDE ON FINAL WAS TURBULENT AND THE ICING WAS LIGHT/MODERATE. WE REACHED THE FINAL APPROACH FIX AND HEADED DOWN THE GLIDE SLOPE. A SMALL TWIN ENGINE AIRCRAFT LANDED IN FRONT OF US AND REPORTED THE BRAKING ACTION AS NIL/POOR, WHICH THE TOWER ASKED HIM TO VERIFY. AGAIN HE SAID NIL/FAIR. THE CONTROLLER IMMEDIATELY TOLD US TO GO AROUND AND SAID, 'I'M SORRY FELLOWS WE HAVE TO CLOSE THE AIRPORT.' I ASKED HIM FOR HOW LONG, AND HE SAID, 'IT COULD BE HALF AN

HOUR OR AN HOUR, I DON'T KNOW.' I LOOKED AT OUR EFOB FOR OUR ALTERNATE AND IT WAS 3800 LBS. I AGAIN DECLARED MIN FUEL AND ASKED TO GO DIRECT TO OUR ALTERNATE OF ZZZ. WE BLOCKED IN WITH A 3:18 BLOCK. OUR TOTAL BLOCK HOURS FOR THE DAY WERE 8:06. I LOOKED AT MY FIRST OFFICER AND SAID, 'I DON'T KNOW ABOUT YOU, BUT I CAN'T SAFELY FLY THIS AIRCRAFT TO ANY OTHER DESTINATION TONIGHT.' HE SAID THAT AFTER THE DAY WE'D HAD, HE TOTALLY AGREED WITH ME.

Synopsis

A320 FLT CREW ENCOUNTERED TSTMS ENRTE, WHICH RESULTED IN DECLARING MIN FUEL AT DEST. ON FINAL APCH FOR THE RETURN FLT, THE RWY WAS CLOSED WHEN THE ACFT AHEAD REPORTED NIL BRAKING. MIN FUEL WAS AGAIN DECLARED FOR THE FLT TO THEIR ALTERNATE.

ACN: 775555

Time / Day

Date : 200802
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : ZFP.VOR
State Reference : FO

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 775555

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Company Review

Assessments

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

Narrative

WE WERE ENRTE TO FLL. DUE TO WEATHER, WE WERE GIVEN A REROUTE, BY MIA CENTER, OVER ZFP. WE PLUGGED IN THE REROUTE IN TO THE FMC AND DETERMINED WE DID NOT HAVE SUFFICIENT FUEL. WE ASKED FOR A MORE DIRECT ROUTE, BUT WAS DENIED. WE CONFERRED WITH THE DISPATCHER, AND AGREED TO DIVERT TO PBI. WE LANDED AT PBI, REFUELED, AND CONTINUED TO FLL. THE FLIGHT PLAN DID NOT INCLUDE AN ALTERNATE. THE ALTERNATE WAS

SELECTED IN FLIGHT, COLLECTIVELY, BY THE FLIGHT CREW AND DISPATCH. THE CAUSE WAS INSUFFICIENT FUEL LOAD AT DEPARTURE. FO AND I NOTICED THE FUEL LOAD WAS LESS THAN WE USUALLY SEE ON THIS ROUTE. WE BOTH AGREED THIS WAS PROBABLY THE NEW FUEL SAVING INITIATIVE BY THE COMPANY MANAGEMENT TO SAVE MONEY. I WOULD SUGGEST MONEY SAVING INITIATIVES BE DETERMINED FLIGHT BY FLIGHT. NORTH-SOUTH OPERATION IS VERY UNPREDICTABLE ALONG THE EAST COAST. I DON'T THINK THIS IS A PLACE WHERE WE SHOULD SKIMP ON FUEL. FYI AFTER A LENGTHY DISCUSSION WITH THE DISPATCHER ON THE GROUND IN PBI, RELAYING MY OPINION ON THE REDUCED FUEL LOAD, AND MY SUGGESTION NOT TO COMPROMISE FUEL LOADS IN AND OUT OF FLORIDA, THE NEXT DEPARTURE WAS THE IDENTICAL FUEL LOAD I HAD. SO MUCH FOR MY PROFESSIONAL INPUT!

Synopsis

FORCED TO DIVERT FOR FUEL BY WEATHER, ACR CAPTAIN LAMENTS THE SHORTSIGHTEDNESS OF HIS COMPANY'S FUEL SAVINGS POLICY.

ACN: 775408

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements : Rain

Aircraft : 1

Controlling Facilities.Tower : RJAA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 34L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 24000
Experience.Flight Time.Type : 3500
ASRS Report : 775408

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Missed Approach

Assessments

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

Narrative

AFTER AN UNEVENTFUL FLIGHT FROM ZZZZ, WE CHECKED THE RJAA ATIS AND OBTAINED THE LATEST WEATHER. ALTHOUGH WE HAD PLANNED FOR GUSTY

WINDS AND DISCUSSED THIS WITH THE DISPATCHER, WE WERE NOT EXPECTING WHAT WE SAW. A FRONTAL PASSAGE WAS OCCURRING AND THE WINDS WERE SIGNIFICANTLY HIGHER THAN WHAT WE EXPECTED -- GUSTING TO 38 KTS. IT WAS MY LEG AND WE BRIEFED FOR A FLAPS 25 LANDING. THE REF SPEED FOR OUR WEIGHT WAS 140. WE ADDED THE FULL CORRECTION FOR WINDS AND GUSTS OF 20 KTS. AS WE ENTERED RJAA APPROACH AIRSPACE, THE CONTROLLER STARTED ISSUING WINDSHEAR REPORTS OF -15 AND THEN -20 KTS ON 3 MILE FINAL. OUR FUEL LOAD WAS PREDICATED ON NO ALTERNATE, WITH JUST A LITTLE EXTRA FOR THE TIME THAT THE GUSTY WIND OPERATION WOULD ENTAIL. THINKING AHEAD, WE OBTAINED THE BURN TO THE DOWNTOWN TOKYO AIRPORT FROM DISPATCH. WE ALSO GOT THE WEATHER THERE -- IT WAS WORSE THAN RJAA -- GUSTING TO 42 KTS. WE WERE FACED WITH MAKING THE BEST OF THE SITUATION AT RJAA. AS WE POSITIONED ON DOWNWIND FOR RWY 16R, APPROACH ISSUED A MICRO BURST ADVISORY WITH A LOSS OF 33 KTS. THIS WAS GETTING INTERESTING. I NOTIFIED APPROACH THAT WE COULD NOT CONTINUE WITH THE APPROACH TO LANDING WITH CONDITIONS LIKE THAT. ALMOST SIMULTANEOUSLY, APPROACH CAME BACK AND NOTIFIED US THAT THEY WERE CHANGING THE RUNWAYS TO A NORTH OPERATION. THEY GAVE US A 180 DEG HDG AND TOLD US WE WOULD BE NUMBER ONE. THEY HAD SEVERAL AIRCRAFT YET TO DEPART OFF OF THE RWY 16'S AND WE WERE VECTORED ACCORDINGLY. I DISCUSSED THE FUEL SITUATION AND THE OPERATING CONDITIONS WITH THE FO. WE DECIDED THAT THE SAFEST COURSE OF ACTION WAS TO CONTINUE WITH RJAA. WE WOULD HAVE FUEL FOR ONE MISSED APPROACH, VECTOR BACK AND ONE MORE ATTEMPT BEFORE THINGS GOT TO THE EXTREME. ALL OF THE REPORTS OF WINDSHEAR HAD BEEN NORTH OF THE AIRPORT SO FAR, AND WE WOULD BE THE FIRST OPERATION TO LAND NORTH. WE BRIEFED THE APPROACH AND WERE MINDFUL OF THE PWS AND GPWS WINDSHEAR PROCEDURES, AS WELL AS MICROBURST GUIDELINES. WE WERE IMC UNTIL APPROACHING THE FAF AT WHICH TIME WE BROKE OUT VMC. RADAR WAS PAINTING NUMEROUS PATCHES OF MAGENTA RETURNS NORTH OF THE AIRPORT. TOWER GAVE US A GUST TO 22 KTS AT THE RUNWAY AND BLOWING DUST KEPT US FROM SEEING THE APPROACH LIGHTS UNTIL ABOUT 3 MILES OUT. THE RIDE HAD BEEN FAIRLY SMOOTH FOR THE CONDITIONS AND WE'D EXPERIENCED MINUS/PLUS 10 AIRSPEED FLUCTUATIONS ON FINAL. WE NEVER GOT ANY WINDSHEAR INDICATIONS FROM OUR ONBOARD SYSTEMS. ONCE I HAD A GOOD VISUAL ON THE RUNWAY, I TOLD THE FO THAT I DIDN'T WANT TO MISS THIS APPROACH AND HAVE TO GO INTO THE AREA OF REALLY BAD WEATHER. APPROXIMATELY ONE MILE FROM THE APPROACH END OF RWY 34L I BEGAN TO INTENTIONALLY ALLOW THE AIRCRAFT TO SITUATE UNDER THE NORMAL GLIDESLOPE. GIVEN THE CONDITIONS, I CHOSE TO FLY THE AIRCRAFT IN A FLATTER AND FASTER PROFILE THAN NORMAL. I VERBALIZED THIS TO THE FO AND ASKED HER TO MAINTAIN WATCH ON THE AIRSPEED AND I WOULD REMAIN FOCUSED OUTSIDE. THE AIRSPEED CONTINUED MINUS/PLUS 10 THROUGH THE APPROACH WITH MODERATE TURBULENCE. SINCE RWY 34L HAS A DISPLACED THRESHOLD, I INTENDED TO BE SOMEWHAT LOWER OVER IT AND TOUCH DOWN JUST AFTER IT. AT ABOUT 100 FT AGL. THE FO CALLED AIRSPEED 170. THIS WAS HIGHER THAN OUR PLANNED TARGET, AND I ATTRIBUTED IT TO THE GUSTY WIND. WE TOUCHED DOWN ABOUT 500 FT PAST THE DISPLACED THRESHOLD IN A NORMAL CROSSWIND LANDING, NORMAL REVERSING, AND AUTOBRAKES AT LEVEL 3. WE TURNED OFF AT THE USUAL HIGH SPEED TURNOFF UNEVENTFULLY AND TAXIED TO THE GATE.

Synopsis

B777 FLT CREW ELECTS TO ABANDON THE APPROACH TO RWY 16R AT RJAA AFTER RECEIVING A MICROBURST REPORT FROM TOWER. A SAFE LANDING ENSUES ON RWY 34L.

ACN: 775306

Time / Day

Date : 200802
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher
Qualification.Other : Dispatcher
ASRS Report : 775306

Person : 2

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

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

I WAS DISPATCHING FLIGHT X TO ZZZ1. AT THE TIME OF FILING TO ZZZ1, THE TAF WAS REPORTING FOR THE TIME OF ARRIVAL INTO ZZZ1 A CEILING OF 10000 FEET BROKEN AND 6 STATUTE MILES VISIBILITY. THE CLOSEST WEATHER EVENT

TO THE ESTIMATED TIME OF ARRIVAL (XD: 30) WAS A TEMPO FROM XA00 TO XC00 INDICATING A LOW CEILING IN THE AREA. WITH THIS INFORMATION FROM THE TAF AND WATCHING THE WEATHER TRENDS ON RADAR AND OTHER WEATHER CHARTS, IT WAS NOT NECESSARY TO PLAN THE FLIGHT WITH AN ALTERNATE AIRPORT OR ANY MORE FUEL THAN WHAT WAS ADDED FOR THE FLIGHT. THEY WERE PLANNED TO ARRIVE INTO ZZZ1 WITH 6200 LBS PLUS OF FUEL (ABOUT AN HOUR'S WORTH OF FUEL). AS THE AIRCRAFT WAS ARRIVING, A NEW TAF AND AN ATIS CAME OUT INDICATING 1/8 SM AND FREEZING FOG. WE HAD THREE AIRCRAFT ARRIVING INTO ZZZ1 IN THE SAME TIME-FRAME. FLIGHT X CALLED INTO DISPATCH AND ADVISED THEY WERE JUST EAST OF ZZZ AND DUE TO HEADWINDS, WERE DOWN TO 5400 LBS OF FUEL (NEARING THEIR 45 MINUTE RESERVE). UPON TALKING WITH THE CAPTAIN, WE DID NOT WANT TO TAKE THE RISK OF GOING TO ANY OF THE OTHER AIRPORTS IN THE REGION LISTED IN OUR OPS SPECS BECAUSE WE WERE GOING TO USE SOME OF OUR 45 MINUTE RESERVE, IF NOT RUN OUT OF FUEL. ANOTHER OPTION WAS TO DECLARE AN EMERGENCY AND FLY AN UNAUTHORIZED CAT II APPROACH INTO ZZZ2 (UNFORTUNATELY, THE WEATHER REPORT THERE WAS 1/4 SM AND 100 VV, WHICH IS BELOW MINIMUMS FOR A CAT II APPROACH). THE THIRD OPTION WAS TO DIVERT TO ZZZ. I AGREED WITH THE CAPTAIN FOR THIS AIRPORT BECAUSE THE WEATHER WAS VFR, IT HAS A LONG ADEQUATE RUNWAY (WE ALSO CALLED AND RECEIVED PERMISSION TO LAND AT 118000 LBS FROM THE AIRPORT OPERATIONS). I ALSO KNEW THAT THEY HAD AIRLINE SERVICES, WHICH GAVE US A TSA OPTION IF WE NEEDED TO DEPLANE THE PASSENGERS. I CALLED THE AIRPORT AND MADE SURE THEY ALSO HAD ENOUGH FUEL AND AIR STAIRS TO SERVICE OUR AIRCRAFT, WHICH THEY CONFIRMED. IN MY MIND, AND IN THE INTEREST OF THE PAX SAFETY, THIS WAS WHERE WE NEEDED TO GO. AFTER REFUELING, IT TOOK US A WHILE TO GET THE TAKEOFF PERFORMANCE NUMBERS. UPON RECEIVING THE NUMBERS, I WAS ADVISED BY MY VP OF OPS TO GIVE THE CREW THE NUMBERS AND SHORTLY THEREAFTER, WE DEPARTED. IN REGARDS TO WHETHER WE SHOULD DECLARE OR NOT DECLARE AN EMERGENCY, THE CAPTAIN FELT THAT WE WERE NOT GOING TO LAND BELOW 4000 LBS OF FUEL (EMERGENCY FUEL AS STATED IN THE FLIGHT OPERATIONS MANUAL) AND I ALSO AGREE THAT THE FLIGHT WAS COMPLETED SAFELY IN AN URGENT, BUT NOT CRITICAL (EMERGENCY) STATE. OUR DECISIONS AS A DISPATCH/FLIGHT CREW WERE BASED ON THE PRESUMPTION THAT TO CONTINUE TO ANY OTHER AIRPORT BESIDES ZZZ, WE WOULD HAVE CREATED AN EMERGENCY SITUATION.

Synopsis

ACR DISPATCHER REPORTS FLIGHT DIVERTING TO ARPT NOT IN ACR OPS SPEC AFTER DESTINATION WX GOES FROM VMC FORECAST TO BELOW IFR MINIMUMS AND FUEL BECOMES AN ISSUE.

ACN: 774189

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Weather Elements.Other
Light : Night

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 774189

Events

Anomaly.Ground Encounters.Other
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

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

Narrative

WE WERE ON FINAL TO RWY XXL AT ZZZ. APCH CTLR SLOWED US TO MAINTAIN SPACING WITH PRECEDING ACFT AND CLEARED US FOR A VISUAL APCH. SPACING DETERIORATED AND CTLR CLEARED US TO RWY XXR AND TO CONTACT TWR. UPON CONTACT, TWR WAS UNABLE TO ACCOMMODATE US DUE TO DEPARTING TFC AND TOLD US TO GO AROUND. AFTER LEVEL OFF, CTLR REPORTED WINDS, WHICH WERE NOT WITHIN OUR LIMITS. WITH NO ALTERNATE FUEL AND ONLY

7200 LBS REMAINING, WE QUICKLY DECIDED TO DIVERT TO ZZZ1. I INITIALLY DECLARED MINIMUM FUEL, FOLLOWED VERY SHORTLY WITH A DECLARATION OF EMER FUEL. WE LANDED UNEVENTFULLY AT ZZZ1 AND SHUT DOWN ENGINES WITH 3000 LBS OF FUEL REMAINING.

Synopsis

FORCED TO GAR DUE TO SEPARATION, B757-200 FLT CREW IS UNABLE TO MAKE A SECOND APCH DUE TO EXCESSIVE WINDS. CREW MUST DIVERT TO AN UNPLANNED ALTERNATE, DECLARING EMERGENCY FUEL AND LANDING WITH ONLY 3000 LBS ON BOARD.

ACN: 766691

Time / Day

Date : 200712

Place

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

Environment

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 766691

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Other Anomaly.Other
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Cabin Crew Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

LANDED SNA WITH 17.1 FUEL AND PREPARING FOR THE RETURN LEG TO ZZZ.
CONDITIONS CLR SKIES 10 MI VISIBILITY ALT 30.01, TEMP 14/07 KTS WINDS 160
DEGS/5 KTS. JUST PRIOR TO BOARDING, FLT ATTENDANT COMMENTED THAT SHE
THOUGHT ICE WAS ON THE WINGS. I CHKED AND YES THERE WAS FROST ON THE
UPPER SURFACE OF THE ENTIRE WING. WITH FEW OPTIONS, WE DECIDED TO TRY
TO USE POTABLE WATER HOSE TO DEICE THE WING. HAD THE WING BEEN LESS
THAN FULL WE COULD HAVE ADDED WARMER FUEL AND MELTED THE ICE BUT THE
WINGS WERE FULL OF SUPER COOLED FUEL THAT WAS CAUSING FROST TO FORM
WITH NO VISIBLE MOISTURE ON THE GND OR ENCOUNTERED DURING DSCNT OR

APCH. IT TOOK ABOUT 20 MINS TO GET THE WING ROOT AREA CLR'D AS THAT WAS THE POINT OF GREATEST ACCUMULATION (ABOUT A DIME'S THICKNESS) AND I DID A CHK WITH MY BARE HANDS TO CONFIRM THE WING WAS CLR. THE REST OF THE FLT WAS UNEVENTFUL. AT NO TIME DID IT OCCUR TO ME OR THE CAPT TO LOOK FOR ICE AND A COMMENT BY THE FLT ATTENDANT SAVED THE DAY. IN MY OPINION, WE SHOULD NOT BE PLANNING TO CARRY SO MUCH FERRY FUEL TO SNA OR WE BETTER GET DEICING EQUIP OUT THERE.

Synopsis

AFTER LNDG AT SNA WITH FUEL FERRIED IN FOR RETURN FLT, FLT CREW OF B737 IS SURPRISED TO LEARN FROM CABIN ATTENDANT THAT ICE WAS FORMING ON THE WINGS PRIOR TO THE SUBSEQUENT DEP.

ACN: 764718

Time / Day

Date : 200712
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZLC.ARTCC
State Reference : UT

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 764718

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

DECLARED MINIMUM FUEL AFTER A TOGA TAKEOFF WITH APU BLEED. ON FLT PLAN FUEL WAS AVERAGING 800 LBS OVER CALCULATED BURN ON RELEASE FOR MOST OF THE FLT. THIS WAS GOING TO PUT US AT DEST 300 LBS ABOVE RESERVE FUEL. DISPATCH WAS NOTIFIED AND HE CHKED ON ANY DELAYS AND WEATHER CONDITIONS, EVERY THING WAS OK, EXPECT NO DELAYS. THE WINDS WERE FORECAST TO DECREASE W OF PUB, BUT THAT DID NOT HAPPEN. THE WINDS STAYED THE SAME, WHICH WAS 20 KTS ABOVE FORECAST, REDUCING OUR FUEL CLOSER TO RESERVE. DECLARED MINIMUM FUEL WITH ATC AND RECEIVED SOME DIRECT CLRNCs. DURING WINTER OPS WITH STRONG WINDS

AND LONG LEGS, PLAN A FUEL STOP, AND THEN RE-RELEASE IF FUEL IS OKAY.
PLAN A FUEL STOP IF YOU CAN'T FLT PLAN WITH AN ALTERNATE, OR 30 MIN
HOLDING FUEL.

Synopsis

AN A320 PLT RPTS DECLARING MIN FUEL ON A TRANSCONTINENTAL FLT AFTER
BEING DISPATCHED INTO INACCURATELY FORECAST WINDS. A FUEL STOP IS
SUGGESTED.

ACN: 762812

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : N90.TRACON
State Reference : NY
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 21
Experience.Flight Time.Total : 880
Experience.Flight Time.Type : 462
ASRS Report : 762812

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Narrative

I WAS FLYING FROM ZZZ TO ZZZ1 AT 3000 FT, DSNDING TO 1500 FT ALONG THE HUDSON RIVER CORRIDOR AFTER OBTAINING A CLASS B CLRNC. WX AT ZZZ WAS

CLR BELOW 4000 FT. FORECAST FOR ZZZ1 WAS 3000 FT CEILINGS. XING NEW YORK HARBOR, VISIBILITY WAS 5 MI IN HAZE, AS FORECAST IN MY PREFLT BRIEFING. AFTER REACHING APPROX MIDPOINT OF HUDSON RIVER RTE (VERRAZANO BRIDGE TO TAPPAN ZEE BRIDGE), I FOUND THAT A LOW LAYER OF FOG HAD FORMED UNDER ME, AND THE CEILINGS ABOVE ME HAD DROPPED TO MY ALT. BECAUSE I COULD NO LONGER MAINTAIN VISUAL CONTACT WITH ENVIRONMENT, AND BECAUSE NARROWNESS OF CORRIDOR PRECLUDED A SAFE 180 DEG TURN, I INITIATED AN IMMEDIATE CLB TO 2500 FT AND INFORMED ATC, SAYING THAT I WAS UNABLE TO MAINTAIN VFR. ATC TOLD ME THAT MY RADAR SVCS WERE TERMINATED, TO DSND TO VFR CONDITIONS, AND TO SQUAWK VFR. BECAUSE OF UNCERTAINTY OF NEARBY TERRAIN (BUILDINGS AND BRIDGES) I SAID I WAS UNABLE. I ASKED FOR AN IFR CLRNC TO ZZZ1. ATC ASKED, 'WHY DID YOU TAKE OFF?' I REPLIED, 'WELL, I'M HERE NOW,' AND AGAIN REQUESTED AN IFR CLRNC TO ZZZ1. ATC SAID THEY WERE UNABLE TO GIVE CLRNC TO ZZZ1 BECAUSE IT WAS NOW BELOW MINIMUMS, SO I ASKED FOR AND RECEIVED A CLRNC TO ZZZ2. (LATER I CHANGED DEST TO ZZZ3 AND LANDED THERE WITHOUT DIFFICULTY.) FIRST, THE FLT CONDITIONS TURNED OUT TO BE WORSE THAN FORECAST. SECOND, I DID NOT APPRECIATE THE RAPIDITY WITH WHICH THE CONDITIONS WERE DETERIORATING. THIRD, ATC TRIED A COUPLE OF TIMES TO 'SLAM DUNK' ME OFF THEIR RADAR SCREENS WITHOUT APPRECIATING THE DEVELOPING DANGER. IN THE FUTURE, I WILL TRY TO MAKE BETTER USE OF INFLT WX ADVISORIES (ATIS'S ENRTE, FLT WATCH, ETC) AND TERMINATE FLT IF CONDITIONS ARE DETERIORATING RAPIDLY. SECOND, IF CONDITIONS ARE MARGINAL, I WILL TRY TO WORK OUT WITH ATC IN ADVANCE WHAT I SHOULD DO IF I LOSE VMC. THIRD, I WILL USE THE WORDS 'DECLARE AN EMER' IF I FEEL I NEED MORE IMMEDIATE HANDLING FOR SAFETY.

Synopsis

PA32 PILOT ATTEMPTS TO NEGOTIATE THE HUDSON RIVER VFR CORRIDOR AT 1500 FEET AND ENCOUNTERS IFR CONDITIONS. A CLIMB TO 2500 FEET AND REQUEST FOR IFR CLEARANCE IS INITIATED, MUCH TO THE CHAGRIN OF AN N90 CONTROLLER.