



Federal Aviation Administration

Memorandum

Date: APR 08 2010
To: Tony Mello, Acting Director, Terminal Safety and Operations Support, AJT-23
From: James C. Bedow, Director, Quality Assurance, AJS-3
Prepared by: Barbara Fisher, Manager, Quality Assurance, AJS-3
Subject: Onsite Investigation of Pilot Deviations & ELDEE Four Arrival Procedures at Potomac TRACON (PCT)

BACKGROUND

After receiving a whistleblower disclosure from the Office of Special Counsel dated June 18, 2009, the Office of Inspector General (OIG) completed their Report of Investigation (ROI) into these complaints on January 25, 2010. Of the three allegations, the OIG found that one had been satisfactorily addressed by the ATO and that the remaining two were unsubstantiated.

The Office of Safety Quality Assurance Directorate (AJS-3) conducted an investigation consisting of four on-site visits to Potomac Consolidated Terminal Radar Approach Control (TRACON) (PCT) from August 25, 2009 through January 4, 2010. We offer the following findings and recommendations for consideration by Terminal Services as opportunities for continued improvement. AJS-3 findings from on-site reviews include two topics:

- Event Reporting; and
- Standard Operating Procedures (SOP)

FINDINGS

1. EVENT REPORTING

Allegation: *Controllers and Front Line Managers are failing to report, log and investigate pilot deviations associated with the ELDEE Four STAR.*

AJS-3 utilized the Performance Data Analysis and Reporting System (PDARS) to analyze flight track data for the periods of August 18- 20, 2009 and October 1 through December 2, 2009, specifically reviewing for arrival tracks on the ELDEE Four STAR. Three hundred and seventy-four (375) possible deviations were reviewed using the National Offload Program (NOP) radar data and voice recordings.

The investigative team found that:

- 38% (142 out of 375) of these flights were intentionally vectored off of the ELDEE Four STAR by controllers for sequencing/spacing;
- 38% (143 out of 375) of these flights were issued early descent clearances by the controllers ;
- 7% (27 out of 375) were not pilot deviations for a variety of reasons; (i.e., Mode-C transponder tolerance discrepancies, altitude changes due to reported turbulence, etc);
- 16%, (60 out of 375) tracks, of non-compliant flights, Air Traffic Control Specialists were found to have used non-compliant phraseology to issue all of the descent clearances.

Appropriate ELDEE Four phraseology is either, “cross MORTY/ REVUE at one five thousand, then descend via the ELDEE Four Arrival” or “after passing MORTY/ REVUE descend via the ELDEE Four Arrival.” These 60 instances of non compliant controller phraseology are considered individual performance deficiencies and are not pilot deviations. Facility management reports that these performance deficiencies are referred by the Potomac Quality Assurance Office to the employees’ Front Line Managers for correction. Front Line Managers complete individual performance discussions with their employees that are documented and retained in SafetySuite, an automated tracking program, as a record of conference (ROC).

Only two of the 375 tracks (0.5%) were found to be pilot deviations. Both were documented as pilot deviations and recorded as Quality Assurance Reviews (QARs). Neither pilot deviation, (PEARPCT09151 – Nov. 5, 2009) and PEARPCT09164 – Nov. 30, 2009), lost separation with any other aircraft in the designated airspace. The majority (83%) of all flights reviewed in our investigation deviated from the altitudes and/or courses published on the ELDEE Four STAR due to control instructions given the pilots.

After the first onsite visit to PCT, the Office of Safety recommended that PCT continue the verbal briefings to all facility personnel reemphasizing the requirement to report and investigate all possible pilot deviations. On a subsequent visit, the facility did produce a copy of the verbal briefing (supplemental training) given to all facility personnel on the subject. The briefings were conducted July 14 – September 24, 2009 and specifically addressed the reporting of Proximity Events, Operational Deviations, Operational Errors, and Pilot Deviations.

AJS offers no additional recommendations on this topic.

2. STANDARD OPERATING PROCEDURES (SOP)

On August 27, 2009, facility notice PCT N 7110.119 mandated phraseology to ensure aircraft on the ELDEE Four STAR are not issued “descend via” clearance prior to MORTY or REVUE intersections. This change was developed collaboratively between PCT management and the NATCA Principal Facility Representative. Based on the notice, controllers may no longer use the “descend via” clearance until after the aircraft have passed MORTY or REVUE intersections. The change was intended to ensure that flight crews do not inadvertently descend into crossing traffic. The on-site investigations found no evidence of any new conflicts created by this phraseology change.

After the first on-site, the AJS made two recommendations:

- Facility should reiterate to operational personnel that an altitude clearance that may delete an altitude restriction (covered in the PCT/Washington Center (ZDC) Letter of Agreement (LOA)) must not be issued prior to the aircraft entering PCT's airspace.
- Facility should review the PCT-ZDC LOA for possible clarification.

In follow-up on-site visits, the facility produced evidence of verbal briefings that described the use of "descend via" clearances in the facility's annual refresher training. Copies of the initialed controller briefing sheets and Training Item Status Report were provided as evidence that all personnel were trained. A random sample of 10% (21 out of 208) of operational personnel employee records was reviewed by the on-site team, and one hundred percent (100%, or 21 of 21) were found completed and signed.

Regarding the second recommendation, the facility informed the on-site team that PCT and ZDC had reviewed the LOA and determined that no change was necessary.

AJS offers no additional recommendations on this topic.

CONCLUSION

AJS was unable to substantiate the complainant's allegations that employees of PCT have failed to properly report and investigate pilot deviations associated with aircraft flying on the ELDEE Four STAR. Nor did AJS find that the new phraseology created an additional safety hazard. AJS did find that 16%, (60 out of the 375), of the reviewed arrival track anomalies involved non-compliant phraseology for descent clearances by controllers. While the facility does appear to address individual performance issues when identified, AJS recommends that the facility employ all of its available tools to include PDARS to continue focused analysis on the ELDEE Four STAR and to assist in identifying any recurrent phraseology performance issues for correction.

AJS found evidence that the SOP phraseology (PCT N7110.119) is effective when employed, and supports the facility's increased focus on arrival route compliance. This recommended action will help ensure the ATO is successful in meeting the our commitment to the OIG, made by memorandum of February 2, 2010, that "the ATO's PCT TRACON quality control personnel and the Office of Safety will continue to monitor the frequency of pilot deviation reports, investigations, and controller performance reports along the ELDEE Four STAR route. Any abnormal trend in the number of pilot deviations will result in a closer analysis of causal factors related to the increased numbers of pilot deviations."

AJS recommended that PCT management ensure facility personnel are using the new phraseology and employ analysis tools such as PDARS and the Digital Voice Recording System (DVRS) to determine continued compliance with crossing altitude restrictions by arrivals on the ELDEE Four STAR. Front Line Managers (FLM) conduct quarterly performance skills checks in which they directly monitor controllers for operations and phraseology performance. These technical training discussions are documented on FAA Form 3120-25. In addition, FLMs conduct random Phraseology Audits that are graded and documented in the SafetySuite tracking program.

Any deficiencies identified are noted with reference to the appropriate FAA and PCT Orders and Regulations.

AJS found no other concerns and offers no recommendations regarding the ELDEE Four STAR or related arrival routes.

Atch: PCT N7110.119, Aug. 27, 2009
Tabular PDARS data
Summary of PEARPCT09151 & PEARPCT09164
QARs for Nov. 5 & 30, 2009

ELDEE FOUR ARRIVAL

In order to help aircrews avoid an early descent on the ELDEE FOUR ARRIVAL, our facility is implementing phraseology to be used when issuing 'descend via' clearances on this procedure. See attached Notice, effective date August 27, 2009.



Roderick Harrison
Acting District Manager, Potomac TRACON

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Public Availability to be determined under 5 USC 552

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
POTOMAC TRACON

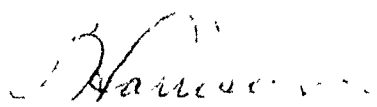
PCT N 7110.119

08/27/09

Cancellation
Date: 08/26/10

SUBJ: ELDEE FOUR Arrival

- 1. Purpose of This Notice.** This Notice establishes a new procedure that will help prevent aircrews from premature descent on the ELDEE FOUR Arrival when issuing a 'descend via' clearance.
- 2. Audience.** Potomac TRACON (PCT) Personnel.
- 3. Effective Date.** August 27, 2009.
- 4. Where Can I Find This Notice.** You can find this notice on the ACE-IDS Notice page and in the facility library Notice book.
- 5. Procedures.** Controllers shall ensure aircraft on the ELDEE FOUR Arrival are not issued a 'descend via' clearance which commences prior to MORTY or REVUE. Use one of the following when issuing a descend via clearance on the ELDEE FOUR Arrival:
 - a. Issue a crossing restriction combined with descend via...
*Cross MORTY at one five thousand, then descend via the ELDEE FOUR Arrival or,
Cross REVUE at one five thousand, then descend via the ELDEE FOUR Arrival.*
 - b. Issue clearance to descend via after passing MORTY or REVUE...
*After passing MORTY descend via the ELDEE FOUR Arrival or,
After passing REVUE descend via the ELDEE FOUR Arrival.*
 - c. Withhold 'descend via' clearance until the aircraft is at MORTY or REVUE.


Roderick Harrison
Acting District Manager
Potomac TRACON

FOR OFFICIAL USE ONLY

Public availability to be determine under 5 USC 552

Distribution: PCT air traffic personnel

Aircraft Identification	Altitude	Event Date and Time (UTC)	MORTY
FDX1557	132.8	8/18/2009 9:53	Below
CHQ3038	129.9	8/18/2009 11:24	Below
COM444	135.9	8/18/2009 11:37	Below
JIA348	138.9	8/18/2009 12:45	Below
JIA472	138.8	8/18/2009 15:25	Below
COA258	142.8	8/18/2009 15:11	Below
JIA502	130.5	8/18/2009 16:46	Below
COM468	140.6	8/18/2009 16:19	Below
JIA412	137.6	8/18/2009 16:16	Below
RPA2099	130.7	8/18/2009 20:54	Below
FFT724	133.8	8/18/2009 20:46	Below
COA458	129.8	8/18/2009 20:34	Below
AAL1076	129.7	8/18/2009 21:35	Below
JIA314	131.7	8/18/2009 21:32	Below
NWA1640	119.7	8/18/2009 21:26	Below
AWI4090	129.7	8/18/2009 21:19	Below
MEP415	130.8	8/18/2009 22:47	Below
AWE872	129.8	8/18/2009 23:28	Below
COA558	130	8/19/2009 0:54	Below
COA1558	130	8/19/2009 1:20	Below

20

Aircraft Identification	Altitude	Event Date and Time (UTC)	REVUE
BTA1220	148.9	8/19/2009 0:24	Below

1

Aircraft Identification	Altitude	Event Date and Time (UTC)	MORTY
FFT724	145.5	8/19/2009 20:42	Below
JIA314	140.5	8/19/2009 21:24	Below
JIA348	131	8/19/2009 12:46	Below
JIA514	135.9	8/19/2009 12:43	Below
EGF4779	135.9	8/19/2009 12:41	Below
CHQ6021	136	8/19/2009 13:51	Below
AAL884	130	8/19/2009 13:03	Below
AAL1360	142	8/19/2009 14:20	Below
JIA472	134.1	8/19/2009 15:22	Below
NWA1644	146.1	8/19/2009 15:15	Below

COA1058	129.9	8/19/2009 16:43	Below	
COM468	129.9	8/19/2009 16:29	Below	
AAL1966	144.6	8/19/2009 18:50	Below	
COM778	130.4	8/19/2009 22:04	Below	
JIA358	147.4	8/19/2009 23:41	Below	
AWE42	141.3	8/19/2009 23:06	Below	16

Aircraft Identification	Altitude	Event Date and Time (UTC)	MORTY	
UAL618	130.1	8/21/2009 4:00	Below	
EGF4582	146.6	8/20/2009 15:55	Below	
COM468	133.5	8/20/2009 16:29	Below	
JIA412	131.5	8/20/2009 16:20	Below	
JIA502	134.6	8/20/2009 16:11	Below	
AWI4021	136.5	8/20/2009 16:14	Below	
EGF4594	144.7	8/20/2009 19:31	Below	
AAL1076	130.6	8/20/2009 21:58	Below	
COM778	130.6	8/20/2009 21:56	Below	
NWA1640	138.6	8/20/2009 21:32	Below	
AWI3961	129.6	8/20/2009 23:45	Below	
AWE42	142.6	8/20/2009 23:14	Below	
EGF4607	148.7	8/21/2009 0:36	Below	
COA558	142.7	8/21/2009 0:28	Below	
RPA3306	129.7	8/21/2009 0:27	Below	
NWA1651	133.9	8/21/2009 2:17	Below	
EGF4117	137	8/21/2009 3:48	Below	
AAL1900	148	8/21/2009 3:33	Below	
RPA2421	147	8/21/2009 3:31	Below	
TRS267	143	8/21/2009 3:00	Below	20

Aircraft Identification	Altitude	Event Date and Time (UTC)	REVUE	
RPA3360	135.1	8/20/2009 18:24	Below	
CHQ3034	109.7	8/20/2009 19:48	Below	
AAL620	140.7	8/20/2009 20:00	Below	
NWA1640	130.6	8/20/2009 21:33	Below	
AAL442Q	133.6	8/20/2009 23:42	Below	
COA558	129.7	8/21/2009 0:29	Below	6

Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	Speed	REVUE
AAL1442	142.1	11/30/2009	23:44:01	431.9	Below
AAL496	147.9	11/30/2009	14:03:24	341.3	Below
RPA2050	148.1	11/30/2009	15:42:34	421.3	Below
COM646	169.1	11/30/2009	15:55:34	415.1	Above
BTA2152	146	11/30/2009	17:28:28	323.8	Below
Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	Speed	REVUE
AAL1448	148	12/01/2009	17:35:37	429.8	Below
NWA2332	158.1	12/01/2009	21:26:58	419.5	Above
CHQ5810	144.3	12/01/2009	22:48:30	440.8	Below
Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	Speed	MORTY
COM9401	130.2	12/01/2009	14:33:53	351.7	Below
Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	Speed	REVUE
RPA3360	110.6	12/02/2009	19:19:49	375.8	Below
UAL602	147.8	12/02/2009	14:15:08	300	Below
UAL606	162.7	12/02/2009	15:49:05	399.3	Above
UAL626	148.9	12/03/2009	02:32:46	414.7	Below
AAL1448	152.2	12/02/2009	17:32:06	399.6	Above
CHQ5812	140.6	12/02/2009	21:11:52	288	Below

ELDEE 4 Arrival- Totals for October 1 thru 6, 2009 - REVUE

Aircraft Identification	Altitude	Event Date and Time (UTC)	Vectored off Rte	Given Descent Clr	Descent Clr	Time of Descent Clr	Incorrect Xing Phraseology
UAL604	135 6	10/1/2009 14 14		y	140	14 13 57	y
DAL1144	131 7	10/1/2009 19 43		y	130	19 41 58	y
AWI4040	129 7	10/1/2009 19 53	y				
CHQ3034	125 7	10/1/2009 19 57		y	120	1 03 31	
RPA3413	148 2	10/2/2009 15 55		y	120	15 55 31	
UAL608	132 1	10/2/2009 16 22		y	130	16 20 58	y
DAL1144	123 2	10/2/2009 19 43	y				
CHQ3034	148	10/3/2009 20 38		y	110	20 38 29	
UAL624	145 4	10/4/2009 0 28		y			y
NWA1702	148 8	10/4/2009 14 11		y			y
AAL1934	148 6	10/4/2009 16 46		y			
EGF4594	130 4	10/4/2009 19 03	y				
UAL606	139 5	10/5/2009 15 19		y	140		
COM592	144 4	10/5/2009 15 31		y	140	15 30 54	
EGF3908	140 4	10/5/2009 15 42	y				
AWI3583	148 2	10/5/2009 16 31		y	110	16 30 42	
MES3600	144 1	10/5/2009 17 00		y	110	17 00	
JIA596	143 7	10/6/2009 16 48		y			y
TRS356	148 7	10/7/2009 1 16		y			y
ASA2	148 8	10/7/2009 1 26		y			y

Handwritten notes:
 14 13 57
 15 55 31
 16 20 58
 20 38 29
 15 30 54
 16 30 42
 17 00

Aircraft Identification	Altitude	Event Date and Time (UTC)	Vectored off Rte	Given Descent Clr	Descent Clr	Time of Descent Clr	Incorrect Xing Phraseology
	20			4	16		8

Phraseology error Alt. over fix Notes

passing omitted
passing omitted

"after passing revue "

"After passing Revue descend via " omitted

"passing" missing 149
149 16 26 05 - 148, 16 26 19 -149 16 26 41- 149 16 26 56- 150

"Cross Revue at 150, then "

"Cross Revue at 150, then "

'then" omitted

Phraseology error Alt. over fix Notes

ELDEE 4 Arrival – Totals for October 1 thru 6 2009 - MORTY

<u>Aircraft Identification</u>	<u>Altitude</u>	<u>Event Date and Time (UTC)</u>	<u>Vectored off Rte</u>	<u>Given Descent Clr</u>	<u>Descent Clr</u>	<u>Time of Descent Clr</u>	<u>Correct Phraseology</u>	<u>Phraseology Error</u>
FDX1557	132 4	10/1/2009 9 51		y	130			9 48 12
AAL1360	129 7	10/1/2009 14 11		y	130			14 09 10
COM454	133 6	10/1/2009 14 40		y	130			14 38 00
COA258	130 5	10/1/2009 15 01		y	130			14 59 03
NWA1644	132 5	10/1/2009 15 10		y	130			15 08 36
JIA472	133 5	10/1/2009 15 33		y	130			15 31 37
AAL684	132 4	10/1/2009 15 35		y	130			15 33 51
AAL1600	134 5	10/1/2009 16 08 y						
RPA3126	138 9	10/1/2009 18 56 y						
AWE44	135 7	10/1/2009 19 39		y	130			19 37 10
AWI4040	134 7	10/1/2009 19 51 y						
AAL1090	129 6	10/1/2009 20 15 y						
AWI4090	130 6	10/1/2009 21 08 y						
NWA1640	130 6	10/1/2009 21 27 y						
JIA314	130 6	10/1/2009 21 32		y	130			21 30 03
AAL1076	132 6	10/1/2009 21 44 y						
COM555	130 6	10/1/2009 21 48 y						
AAL1512	141 6	10/1/2009 22 03 y						
JIA358	129 8	10/1/2009 23 07 y						
AAL1300	136 8	10/1/2009 23 10		y	130			23 08 05
EGF4607	132	10/2/2009 0 26 y						
COM457	148	10/2/2009 1 04		y	110			1 03 31
FDX1557	142 5	10/2/2009 10 10 y						
CHQ3038	133 5	10/2/2009 11 14 y						
JIA514	131 6	10/2/2009 12 37 y						
JIA348	130 6	10/2/2008 12 44 y						
EGF4436	135 5	10/2/2009 12 45 y						
COM454	133 6	10/2/2009 13 50 y						
RPA3276	136 5	10/2/2009 14 23 y						
AAL1600	146 2	10/2/2009 15 56 y						
COA1058	130	10/2/2009 16 37 y						
AAL1240	144 5	10/2/2009 17 40		y	110			17 39 23
AAL1056	133 4	10/2/2009 18 04		y	110			18 03 55
COA358	144 4	10/2/2009 18 15		y	80			18 14 34
RPA3126	130 4	10/2/2009 18 44 y						

EGF4594	144 4	10/2/2009 18 48 y			
DAL1144	131 2	10/2/2009 19 41 y			
AWI4040	132 1	10/2/2009 20 13	y	130	20 11 20
RPA3396	135 1	10/2/2009 21 04 y			
NWA1640	142 1	10/2/2009 21 10 y			
COM555	129 9	10/2/2009 21 37 y			
RPA3288	130 1	10/2/2009 23 34	y	130	23 32 20
COA558	131 1	10/2/2009 23 54 y			
AWI3580	134 2	10/3/2009 0 07 y			
AWE46	131 2	10/3/2009 1 00 y			
COA1591	138 2	10/3/2009 1 02 y			
AAL1900	134 3	10/3/2009 2 47 y			
COM454	131 7	10/3/2009 13 45 y			
AAL1056	134 1	10/3/2009 18 11 y			
COA458	142 9	10/3/2009 20 14 y			
AWE44	130 4	10/4/2009 19 00 y			
COM455	139 4	10/4/2009 19 02 y			
AWI4040	130 4	10/4/2009 19 07 y			
AWI4021	132 3	10/4/2009 19 27 y			
UAL484	136 3	10/4/2009 19 38 y			
COA458	139 4	10/4/2009 20 13 y			
COM555	130 4	10/4/2009 21 32	y	130	21 30 23
JIA314	130 5	10/4/2009 21 36 y			
AAL1512	135 5	10/4/2009 22 04 y			
AWE42	129 5	10/4/2009 22 16	y		22 15 45
AAL1076	138 6	10/4/2009 22 39	y		22 38
EGF4598	141 5	10/4/2009 23 14	y		23 13 09
BTA2666	130 6	10/4/2009 23 52 y			
ASA6	130 8	10/5/2009 0 34 y			
EGF4607	141 7	10/5/2009 0 37 y			
COA1591	138 8	10/5/2009 0 59 y			
COM457	128 8	10/5/2009 1 01	y		0 59 03
AWE46	129 8	10/5/2009 1 03 y			
NWA1642	128 9	10/5/2009 1 40 y			
JIA514	142 7	10/5/2009 12 41 y			
COM454	148 8	10/5/2009 13 56 y			
AAL684	136 5	10/5/2009 15 16	y	130	

COA258	134.5	10/5/2009 15:20	y	140	
NWA1644	148.4	10/5/2009 15:24 y			
JIA502	142.3	10/5/2009 16:10 y			
JIA412	142.3	10/5/2009 16:15	y	130	16:14:21
COM1634	136.2	10/5/2009 16:21	y	130	16:39:58
EGF4582	146.2	10/5/2009 16:36	y	110	16:35:26
UAL610	140	10/5/2009 17:06 y			
AAL1240	142.9	10/5/2009 17:46	y	110	17:46:19
AWE44	127.7	10/5/2009 20:00 y			
NWA1640	132.6	10/5/2009 21:07	y	130	
JIA314	136.6	10/5/2009 21:25 y			
COM555	129.6	10/5/2009 21:30	y	130	21:28:56
AAL1512	135.6	10/5/2009 21:51	y	130	21:49:59
COA158	129.6	10/5/2009 22:08	y	130	22:06:52
EGF4598	131.6	10/5/2009 22:27 y			
COM457	144.8	10/6/2009 1:03 y			
AWE46	129.8	10/6/2009 1:08 y			
NWA1642	142.9	10/6/2009 1:43	y	130	1:42:00
FDX1557	133.1	10/6/2009 9:47 y			
CHQ3038	136.1	10/6/2009 11:19 y			
JIA514	136.1	10/6/2009 12:40 y			
EGF4436	137.2	10/6/2009 12:45	y		
COM644	133.1	10/6/2009 12:54	y		
JIA348	132.1	10/6/2009 12:57 y			
AAL1360	138.2	10/6/2009 14:08	y		
RPA9300	142.1	10/6/2009 14:30	y		
NWA1644	135.9	10/6/2009 14:56 y			
JIA472	148.8	10/6/2009 15:18 y			
COM634	129.7	10/6/2009 16:19 y			
AAL1240	142.1	10/6/2009 18:27 y			
AAL1090	131.6	10/6/2009 20:41 y			
RPA3396	141.5	10/6/2009 20:57	y		
NWA1640	123.5	10/6/2009 21:03	y		
EGF4598	131.4	10/6/2009 22:27 y			
AWE42	131.4	10/6/2009 22:40 y			
AWE872	133.4	10/6/2009 22:43 y			
JIA358	138.4	10/6/2009 23:04 y			

AAL1028

136 6

10/7/2009 2:05 y

<i>Aircraft Identification</i>	<i>Altitude</i>	<i>Event Date and Time (UTC)</i>	<i>Vectored off Rte</i>	<i>Given Descent Clr</i>	<i>Descent Clr</i>	<i>Time of Descent Clr</i>	<i>Correct Phraseology</i>	<i>Phraseology Error</i>
110				72	38			

Eldee 4 Arrival - MORTY

24-Oct-09

Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	stored off in Descen	Descent Cir	ne of Desc	Xing Phrasology	Exit over fi	Notes
CJC4766	70.6	10/24/2009	17:25:27	y	70	17:24:12			Rec'd a/c at 90 from center

1-Nov-09

Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	stored off in Descen	Descent Cir	ne of Desc	Xing Phrasology	Exit over fix	Notes
JIA314	14.8	11/1/2009	22:31	y	130	22:30:35			

7-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	ilt over fi	Notes
COM592	146 2	10/07/2009	15 25 11	y		140	15 24 20			
N1	148 7	10/07/2009	18 46 53							149 correct phraseology
NWA1022	147	10/07/2009	20 07 22	y		130	20 06 12			
BTA2666	152 5	10/07/2009	23 56 22	y		80	23 56 35			153 23 56 24 pilot complains about late descent from center v
UAL628	140 2	10/08/2009	03 16 50	y		140	3 14 58			
8-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	ilt over fi	Notes
AAL1934	148 4	10/08/2009	16 38 05					149 phraseology correct	149	
UAL614	155 9	10/08/2009	19 13 52	y		110	19 13 42			
AAL620	160 9	10/08/2009	19 40 19				y	cleared descent via Eldee 4	161	
UAL620	148 9	10/08/2009	22 27 22							149 phraseology correct
UAL626	152 7	10/09/2009	01 30 41	y		110	1 30 24			
10-Oct										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	ilt over fi	Notes
UAL602	142 5	10/10/2009	12 36 12	y		140	12 35 00			
AWE9090	142 2	10/10/2009	14 10 21							142 phraselogy correct, however, did not advise pilot that he
EGF3946	154 2	10/10/2009	20 59 04							154 phraselogy correct, however, did not advise pilot that he
BTA2877	147 6	10/10/2009	22 32 23				y	descend via Eldee 4 arr	147	
EGF3777	148 2	10/11/2009	01 08 20	y		130	1 08 05			
11-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	ilt over fi	Notes
AWI4053	145 2	10/11/2009	12 38 57				y	"passing" omitted	147	
BTA2428	153 7	10/11/2009	20 21 59							154 phraseology correct
CHQ5809	148 7	10/11/2009	21 21 55	y		120	21 20 10			
AWI3555	136 8	10/11/2009	22 27 07	y		130	22 26 12			
ASA6	146 1	10/12/2009	00 28 39	y		120	0 27 53			
12-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	ilt over fi	Notes
AAL496	154 1	10/12/2009	12 24 15				y	descend via Eldee 4 arr	154	
CHQ3034	148 2	10/12/2009	20 16 19	y		110	20 15 56			
FFT724	155 2	10/12/2009	20 59 10	y						direct wzzrd

RPA2052	148 2	10/12/2009	13 29 09	y	120	13 28 41				
UAL606	196	10/12/2009	15 11 06	y	110	15 10 32				
RPA3280	148 3	10/12/2009	20 24 51	y	110	20 24 37				
CHQ5809	144	10/12/2009	21 33 37				y	descend via Eldee 4 arr	145	
13-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes
UAL610	142 3	10/13/2009	17 14 07	y	130	17 13 20				
CHQ5809	183	10/13/2009	21 22 05						183 21 08 50	Apreq late descent from center approved by re
14-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes
UAL608	148 1	10/14/2009	16 17 04				y	"passing" omitted	148	
JIA596	145	10/14/2009	16 39 46				y	"passing" omitted	145	
MES3631	145 9	10/14/2009	18 24 24				y	you can descend via the eldee	146	
UAL484	152 6	10/14/2009	19 49 23				y	descend via the eldee 4	153	expect occ light chop on the descent
CHQ5809	146 5	10/14/2009	21 18 28						147	phraseology correct
16-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes
JIA372	136 6	10/16/2009	11 12 11				y	after druzz, descend via Eldee	137	
RPA3429	148 8	10/16/2009	12 46 53	y	120	12 46 29				
RPA3280	145 3	10/16/2009	21 27 32	y	140	21 26 43				
17-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes
AAL620	146 9	10/17/2009	19 33 00	y	110	19 32 30			147	
18-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes
FFT728	153 9	10/18/2009	16 08 58						149	16 04 43 Apreq high alt from center, approved by rec'ing
RPA3134	148 7	10/18/2009	12 17 29						149	phraseology correct
TRS261	140	10/18/2009	15 29 52							phraseology correct however did not advise pilot of low
RPA3230	164 3	10/18/2009	23 57 32							23 55 23 apreq spd and alt from center rec'ing controller
19-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent	Cline of Desc	t Xing Phr:	Phrasology Error	Alt over fi	Notes

FLG3968	148.4	10/19/2009	21:48:27	y	110	21:48:02				
MEP415	152.4	10/19/2009	22:14:36				y	descend via the Eldee 4		152
ASA2	143.7	10/20/2009	01:32:57	y	140	1:32:13				
EGF3777	143.7	10/20/2009	01:36:01	y	140	1:35:00				
UAL628	152.7	10/20/2009	03:14:23				y	descend via the Eldee 4		153
20-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	Int Time (Uctored off	len Descen	Descent	Cline of Desc	Xing Phr:	Phrasology Error	Alt over fi	Notes
CHQ3086	148	10/20/2009	14:01:16	y	130	14:00:45				
TRS261	109.9	10/20/2009	15:28:29							110 15:26:11 Areq low alt from center, center thought he wa
AAL1934	147.7	10/20/2009	16:53:29	y	130	16:53:00				
MES3600	145.7	10/20/2009	16:59:15	y	130	16:58:39				
UAL610	148.6	10/20/2009	17:14:20	y	130	17:14:00				
21-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	Int Time (Uctored off	len Descen	Descent	Cline of Desc	Xing Phr:	Phrasology Error	Alt over fi	Notes
AAL620	146.1	10/21/2009	19:29:31	y	120	19:28:50				
UAL608	152.9	10/21/2009	16:13:42	y	120	16:13:20				
UAL614	110.1	10/21/2009	19:24:54							110 19:24:00 areq 110 from manny sector
UAL624	147.1	10/22/2009	00:15:22							148 phraseology correct
COM455	140.1	10/21/2009	19:13:21	y	140	19:12:02				
NWA356	148.1	10/22/2009	00:47:03	y	120	0:46:40				
22-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	Int Time (Uctored off	len Descen	Descent	Cline of Desc	Xing Phr:	Phrasology Error	Alt over fi	Notes
CHQ3088	129.3	10/22/2009	21:09:58				y	descend via the Eldee 4 arr		120
UAL616	140.4	10/22/2009	20:27:00	y	140	20:25:13				
NWA1022	147.4	10/22/2009	20:02:41	y	140	20:01:59				
N1	148.7	10/23/2009	04:04:41				y	descend via the Eldee 4 Arr		149
23-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	Int Time (Uctored off	len Descen	Descent	Cline of Desc	Xing Phr:	Phrasology Error	Alt over fi	Notes
JIA428	133.9	10/23/2009	20:19:18	y	130	20:18:13				
JIA430	146.9	10/23/2009	11:06:17				y	descend via the Eldee 4 Arriv		147
COM594	148.9	10/23/2009	20:13:32	y	130	20:13:07				
24-Oct-09										

Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent Cline of Desc	Xing Phrr	Phrasology Error	ilt over fi	Notes
AAL620	146 1	10/24/2009	19 58 42	y	130	19 56 00			
EGF3946	148	10/24/2009	21 08 54	y	120	21 08 20			
UAL614	162 2	10/24/2009	19 34 19	y	130	19 34 00			Apreq high alt from center, center will expedite descent
COM594	148 9	10/24/2009	20 13 28	y	130	20 12 52			
DAL1144	162 2	10/24/2009	19 48 24	y	80	19 48 00			checked on late, controller gave cross eldee @ 80
25-Oct-09									
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent Cline of Desc	Xing Phrr	Phrasology Error	ilt over fi	Notes
MES3631	148	10/25/2009	18 43 45			y	descend via the Eldee 4 arr	148	
NWA1022	155	10/25/2009	20 03 28	y	110	20 03 20		155	
26-Oct-09									
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent Cline of Desc	Xing Phrr	Phrasology Error	ilt over fi	Notes
AAL1544	146 9	10/27/2009	00 45 40	y	120	0 44 30			
JIA406	139	10/26/2009	23 22 30	y	120	23 21 39			
COM596	146	10/26/2009	23 27 16	y	140	23 26 46			
DAL1144	146	10/26/2009	19 50 36	y	130	19 47 20			
27-Oct-09									
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent Cline of Desc	Xing Phrr	Phrasology Error	ilt over fi	Notes
CHQ5873	148 6	10/27/2009	13 20 14			y	Descend via the Eldee 4 Arr	149	
CHQ3086	148 6	10/27/2009	14 02 09						149 phraseology correct
AWI3583	148 4	10/27/2009	16 27 38	y	130	16 27 07			
COM455	130 1	10/27/2009	19 10 23	y	130	19 09 03			
COM594	144 1	10/27/2009	20 04 49	y	140	20 04 12			
AAL1442	148 8	10/27/2009	23 02 39			y	Descend via the Eldee 4 Arr	149	
28-Oct-09									
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	lan Descen	Descent Cline of Desc	Xing Phrr	Phrasology Error	ilt over fi	Notes
UAL606	179 2	10/28/2009	15 11 15	y	130	15 10 36			15 10 00 Blue Ray coordinates high alt for United appd I
BTA2428	148 5	10/28/2009	20 22 12	y	140	20 21 13			
RPA3372	144 6	10/28/2009	23 51 15	Y	140	23 50 38			
AWI3961	148 6	10/28/2009	23 53 15	Y	140	23 52 41			
NWA356	140 7	10/28/2009	23 55 52	Y	140	23 54 31			
TRS356	159 1	10/29/2009		Y	110	1 24 04			gave x pooch at 110 to eliminate any confusion with cross

29-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cine of Desc t	Xing Phr:	Phrasology Error	ilt over fl	Notes
RPA3134	146.9	10/29/2009	12:19:11				y	omitted "passing"	147	
TRS261	143.2	10/29/2009	15:25:17	y		130 15 24 20				
AWI4094	143.2	10/29/2009	15:27:17	y		130 15 26 26				
FLG3968	144	10/29/2009	21:43:41				y	omitted "passing"	144	
UAL620	133.1	10/29/2009	22:01:04				y	omitted "passing"	133	
BTA2666	152.3	10/30/2009	00:02:52				y	omitted "passing"	152	
RPA2058	148.3	10/30/2009	00:21:24				y	omitted "passing"	148	
30-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cine of Desc t	Xing Phr:	Phrasology Error	ilt over fl	Notes
AWI4094	147.2	10/30/2009	14:53:49	y	y	120 14 53 18				
MEP417	148.1	10/30/2009	19:38:35				y	descend via Eldee 4 Arr	148	
BTA2428	130.2	10/30/2009	20:03:50						130 20 00 09	Aprcq 130 from transferring controller, apprvd b
RPA2099	146.2	10/30/2009	20:07:55			130 20 07 20				
UAL616	173.1	10/30/2009	20:33:20						173 20 30 50	Aprcq high alt descending to 150, apprvd rec'n
UAL624	144.9	10/31/2009	00:22:00				y	descend via Eldee 4 Arr	145	
FFT720	188	10/31/2009	01:08:01		y	120 1 06 25			189 01 05 36	Aprcq hig alt descending to 150, apprvd by rec'
31-Oct-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cine of Desc t	Xing Phr:	Phrasology Error	ilt over fl	Notes
AAL496	135.1	10/31/2009	12:29:05		y	120 12 28 00				
TRS261	148.7	10/31/2009	15:23:07		y	140 15 22 21				
UAL484	138.9	10/31/2009	19:15:19		y	130 19 13 50				
AWE44	143.9	10/31/2009	19:41:57				y	descend via the Eldee 4 Arriv:	144	
CHQ3088	152.7	11/01/2009	00:12:32						152 00 10 55	Aprcq high alt descending to 150, phraseology c
AAL1544	138.9	11/01/2009	00:38:55		Y	120 0 37 00				
TRS356	140.1	11/01/2009	01:25:25		Y			descend via the Eldee 4 Arriv:	140	
1-Nov-09										
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off	len Descen	Descent	Cine of Desc t	Xing Phr:	Phrasology Error	ilt over fl	Notes
RPA3111	130.9	11/01/2009	11:33:09		y	130 11 29 38				
JIA430	113	11/01/2009	12:20:51		y	110 12 17 12				descent for moderate chop
AAL496	118.9	11/01/2009	13:26:46		y	100 13 26 42				descent for moderate chop
RPA3134	127.9	11/01/2009	13:29:19		y	120 13 26 00				
UAL602	148.9	11/01/2009	13:39:56				y	omitted "passing"	149	

Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
EGF3946	147 8	11/07/2009	21 54 45	y	110 21 64 31			
TRS221	137 9	11/08/2009	02 17 16		y	descend via the Eldee 4 Arr	138	pilot not advised of being low
8-Nov-09								
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
UAL602	148 2	11/08/2009	13 42 18		y	"passing" omitted	148	
FWK859	132 9	11/09/2009	01 11 05		y	descend via the Eldee 4 Arr	133	pilot not advised of being low
9-Nov-09								
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
RPA2411	148 5	11/09/2009	15 03 26		y		110 15 03 10	
TRS261	148 3	11/09/2009	16 16 10		y		120 16 15 47	
JIA412	119 9	11/09/2009	17 16 36	y				
UAL484	148 7	11/09/2009	20 38 25					149 phraseology correct
COM455	144 7	11/09/2009	20 39 43		y		130 20 38 52	
FLG3968	145 7	11/09/2009	22 36 06					146 27 36 18 pilot descends early and climbs back up. Tell th
10-Nov-09								
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
UAL610	156	11/10/2009	18 11 09		y	descend via the Eldee 4	156	
JIA406	148 9	11/11/2009	00 35 48	y				00 34 41 TR 030
11-Nov-09								
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
AAL496	146 4	11/11/2009	13 24 30		y		110 13 24 01	
FFT728	148 2	11/11/2009	17 18 37		y		110 17 18 10	
RPA3302	147 4	11/11/2009	13 01 47		y		110 13 01 17	
UAL600	147 4	11/11/2009	13 20 34		y		110 13 20 04	
NWA2342	148	11/11/2009	23 17 53	y				23 15 18 depart druzz Hdg 140 vectors armel
AAL1544	152 9	11/12/2009	01 41 51	y				01 39 42 direct wzzrd
NWA2290	148 8	11/12/2009	03 53 00					149 phraseology correct
12-Nov-09								
Craft Identifica	Altitude	Event Date (UTC)	nt Time (Uctored off len Descen	Descent Cline of Desc	Xing Phr	Phrasology Error	ilt over fi	Notes
UAL602	148 8	11/12/2009	14 13 38		y	Descend via the Eldee 4 Arr	149	

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Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	REVUE
AAL496	147 9	11/30/2009	14 03 24	Below
RPA2050	148 1	11/30/2009	15 42 34	Below
COM646	169 1	11/30/2009	15 55 34	Above
BTA2152	146	11/30/2009	17 28 28	Below
AAL1442	142 1	11/30/2009	23 44 01	Below

1-Dec-09

Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	MORTY
COM9401	130 2	12/01/2009	14 33 53	Below

1-Dec-09

Aircraft Identification	Start Date (UTC)	Altitude	Event Date (UTC)	Event Time (UTC)	REVUE
AAL1448	12/01/2009	148	12/01/2009	17 35 37	Below
NWA2332	12/01/2009	158 1	12/01/2009	21 26 58	Above
CHQ5810	12/01/2009	144 3	12/01/2009	22 48 30	Below

2 Dec-09

Aircraft Identification	Altitude	Event Date (UTC)	Event Time (UTC)	REVUE
UAL602	147 8	12/02/2009	14 15 08	Below
UAL606	162 7	12/02/2009	15 49 05	Above
AAL1448	152 2	12/02/2009	17 32 06	Above
RPA3360	110 6	12/02/2009	19 19 49	Below
CHQ5812	140 6	12/02/2009	21 11 52	Below
UAL626	148 9	12/03/2009	02 32 46	Below

Potomac TRACON - Controller Phraseology Report

REVUE						
Aircraft Id	Altitude	Event Date (UTC)	Event Time (UTC)	Alt. over Fix	Phraseology Error	Notes
UAL604	135.6	10/1/2009	14:14		"passing" omitted	
DAL1144	131.7	10/1/2009	19:43		"passing" omitted	
UAL608	132.1	10/2/2009	16:22		given - descend via the Eldee 4 Arrival	
UAL624	145.4	10/4/2009	0:28	146	given - descend via the Eldee 4 Arrival	
NWA1702	148.6	10/4/2009	14:11	149	"passing" omitted	
JIA596	143.7	10/6/2009	16:48	144	given - descend via the Eldee 4 Arrival	
TRS356	148.7	10/7/2009	1:16	149	given - descend via the Eldee 4 Arrival	
ASA2	148.8	10/7/2009	1:26	149	"then" omitted	
AAL620	160.9	10/8/2009	19:40	161	given - descend via the Eldee 4 Arrival	
BTA2877	147.6	10/10/2009	22:32	147	given - descend via the Eldee 4 Arrival	
AWI4053	146.2	10/11/2009	12:38	147	"passing" omitted	
AAL496	154.1	10/12/2009	12:24	154	given - descend via the Eldee 4 Arrival	
CHQ5809	144	10/12/2009	21:33	145	given - descend via the Eldee 4 Arrival	
JIA596	145	10/14/2009	16:39	145	"passing" omitted	
UAL608	148.1	10/14/2009	16:17	148	"passing" omitted	
MES3631	145.9	10/14/2009	18:24	146	given - descend via the Eldee 4 Arrival	
UAL484	152.6	10/14/2009	19:49	153	given - descend via the Eldee 4 Arrival	
JIA372	136.6	10/16/2009	11:12	137	after druzz, descend via the Eldee	
UAL628	152.7	10/20/2009	3:14	153	given - descend via the Eldee 4 Arrival	
CHQ3088	129.3	10/22/2009	21:09	120	given - descend via the Eldee 4 Arrival	
JIA430	146.9	10/23/2009	11:06	147	given - descend via the Eldee 4 Arrival	
MES3631	148	10/25/2009	18:43	148	given - descend via the Eldee 4 Arrival	
CHQ5873	146.6	10/27/2009	13:20	149	given - descend via the Eldee 4 Arrival	
AAL1442	148.8	10/27/2009	23:02	149	given - descend via the Eldee 4 Arrival	
RPA3134	146.9	10/29/2009	12:19	147	"passing" omitted	
FLG3968	144	10/29/2009	21:43	144	"passing" omitted	
UAL620	133.1	10/29/2009	22:01	133	"passing" omitted	
BTA2666	152.3	10/30/2009	0:02	152	"passing" omitted	
RPA2058	148.3	10/30/2009	0:21	148	"passing" omitted	
MEP417	148.1	10/30/2009	19:38	148	given - descend via the Eldee 4 Arrival	
UAL624	144.9	10/31/2009	0:22	145	given - descend via the Eldee 4 Arrival	
AWE44	143.9	10/31/2009	19:41	144	given - descend via the Eldee 4 Arrival	
TRS356	140.1	11/1/2009	1:25	140	given - descend via the Eldee 4 Arrival	
UAL602	148.9	11/1/2009	13:39	149	"passing" omitted	
JIA428	146.1	11/1/2009	20:46	146	given - descend via the Eldee 4 Arrival	
UAL620	147.3	11/1/2009	23:03	147	given - descend via the Eldee 4 Arrival	
AWI3555	148.4	11/1/2009	23:26	148	given - descend via the Eldee 4 Arrival	
JIA406	147.4	11/2/2009	0:34	147	given - descend via the Eldee 4 Arrival	
RPA2099	248	11/4/2009	20:50	150	given - descend via the Eldee 4 Arrival	PDARS captured 2 hits, the first was 248 not in PCT airspace, 2nd hit 150
COM455	156.8	11/4/2009	20:50	157	given - descend via the Eldee 4 Arrival	

Aircraft Id	Altitude	Event Date (UTC)	Event Time (UTC)	Alt. over Fix	Phraseology Error	Notes
AAL1442	148.8	11/4/2009	23:57	149	given - descend via the Eldee 4 Arrival	
RPA2052	156.7	11/5/2009	13:58	157	given - descend via the Eldee 4 Arrival	
TRS261	140.3	11/5/2009	16:15	141	given - descend via the Eldee 4 Arrival	
ASA4	168.8	11/5/2009	20:57	169	'passing' omitted	
AAL1442	154.2	11/5/2009	23:52	154	'passing' omitted	
FFT728	139.9	11/6/2009	17:11	140	given - descend via the Eldee 4 Arrival	
TRS221	137.9	11/8/2009	2:17	138	given - descend via the Eldee 4 Arrival	
UAL602	148.2	11/8/2009	13:42	148	'passing' omitted	
FWK659	132.9	11/9/2009	1:11	133	given - descend via the Eldee 4 Arrival	
UAL602	148.8	11/12/2009	14:13	149	given - descend via the Eldee 4 Arrival	
FFT728	147	11/12/2009	3:57	147	given - descend via the Eldee 4 Arrival	
COM646	169.1	11/30/2009	19:55	169	given - descend via the Eldee 4 Arrival	
AAL1448	148	12/1/2009	17:36	148	given - descend via the Eldee 4 Arrival	
CHQ5810	144.3	12/1/2009	22:46	144	given - descend via the Eldee 4 Arrival	
UAL606	162.7	12/2/2009	14:15	167	given - descend via the Eldee 4 Arrival	rec'd point out for high alt from center
UAL626	148.9	12/3/2009	2:32	149	given - descend via the Eldee 4 Arrival	

Summary of Pilot Deviation Report ---PEARPCT09151

11/05/09
1317 UTC
0817 Local Time
Aircraft Call Sign: UAL600
Make: Airbus
Model: A-319

While on a descent into DCA, the flying First Officer inadvertently started an early descent out of 15,000 feet. The captain was somewhat distracted and did not notice until they were told by the air traffic controller to climb back up to 15,000. The Captain stated he needed to be more focused on the aircraft and even more observant when his co-pilot is flying.

Summary of Pilot Deviation Report ---PEATPCT09164

11/30/09
2345 UTC
1845 Local Time
Aircraft Call Sign: AAL1442
Make: Boeing
Model: B-737

AAL1442 was cleared to descend via the Eldee Four Arrival after Revue. AAL1442 crossed Druzz at 15,000 and then began a descent. AAL1442 descended to 14,200 when the error was observed, not meeting the crossing restriction of 15,000 at Revue. The pilot inadvertently removed an FMS fix. The air traffic controller recleared AAL1442 to cross Revue at 14,000. No comments were made by the pilot.

DAILY RECORD OF FACILITY OPERATION

Location Potomac Consolidated TRACON
 Position ALL
 Area PCT

Manager Barbara Cogliandro
 Date 11/5/2009
 Checked By _____

Ini	Area	Type	Time	Remarks
MO	OM		05 00	M CARIOSCIA (MO) ON DUTY
				CFPL
				SUA INFO
				P40 NORMAL
				GUARDDOG INACTIVE
				R6601 ACTIVE
				R6602A INACTIVE
				R6602B INACTIVE
				R6602C INACTIVE
				R6608A INACTIVE
				R6608B INACTIVE
				R6608C INACTIVE
				DEMO 1/2/3 INACTIVE
				R6611 INACTIVE
				R6612 INACTIVE
				R6613 INACTIVE
				R4001A INACTIVE 30 AND ABV TIL 1100Z
				R4001B INACTIVE
				R4006 INACTIVE
				APH MOA ACTIVE
				FVX MOA INACTIVE
				PICKETT MOA INACTIVE
				MTV DCA RWY 4/22 CLSD, DCA RWY 19/1 CLSD DLY 03Z-09Z, DCA RWY 19 LDA LOC/DME UNUSBL BYD 25 DEG RT OF CRS, ADW RWY 1L LOC UNUSABLE INSIDE RWY THRSHLD, ADW RWY 1R/19L CLSD, ADW ILS RWY 1R/19L OTS, ADW ASR APCH N/A, ADW NDB RWY 19R APCH N/A, CGS ABN OTS, DAA REILS OTS, DAA RWY 32 NDB UNUSABLE BEYOND 15NM, W00 ABN OTS, W32 RWY 23 VASI AVBL DAYLIGHT ONLY W32 VOR/DME APCH N/A, OTT NAV VOR UNUSBL 350-071, OTT VOR 139-234 UNUSBL BLW 10000, OTT VOR 072-138 UNUSBL BLW 6000, OTT NAV VORTAC 331-349 UNUSBL
				CHP BWI RWY 33R ILS DH 553/RVR 6000, BWI GBT OTS, MTN RWY 33 G/S OTS, MTN NAV GBT OTS, ANP RWY 12/30 VASI OTS, ANP ABN OTS, APG INST APCHS NA, APG PPM DME OTS, APG RWY 22 SFL OTS, APG ATIS OTS, APG RWY 22 THR DSPLCD 1500FT, APG RWY 4/22 EDGE LGTS OTS, GAI VASI OTS, W18 RWY 21 THR DSPLCD 400FT, W29 RWY 11 REIL OTS, W29 RWY 11/29 CLSD, TIL 19Z ON 11/06/09, 0W3 VOR/DME A APCH N/A 3W3 RWY 10/28 CLSD TSNT, EDG ABN OTS, EDG WIND DIR IND OTS
				SHD RWY1C/19C CLSD AND PAPI,ALS,RVR,ILS,MM,IM OTS, JYO RWY 17 PAPI OTS, MRB RWY 26 ALS OTS, MRB RWY 26 GS OFM, TIL 20Z ON 11/13/09 MRB COM RCO 121 8 & 255 4 OTS, OKV RWY 14/32 PAPI OTS, OKV RWY 32 ILS OTS, RMN RWY 33 ILS G/S OTS, CJR NDB OTS, CJR SVC AWOS OTS, CJR AWOS CIG, TEMP AND DEW PT UNREL, CJR RY 22 PAPI OTS, CJR RWY 4/22 RWY LGTS HIGH INTENS OTS, EZF AD CLSD NGT EXC HEL, EZF RWY 24 NDB/GPS APCH N/A, HWY GCO OTS, AML 210R-250R UNUSBL, AML UNUSBL 355-050 BYD 15, AML TACAN OTS, AML VOR 130 UNUSBL BYD 20 BLW 2500, CSN 310R-350R UNUSBL BEYOND 10 NM BLW 110
				JRV RIC RWY 16 ILS MM OTS, RIC NAV RWY 2 ILS AND ALS OTS, RIC RWY 2/20 CLSD, CHO ASOS WIND UNREL, CHO RNAV (GPS) Z RWY 21 N/A, FCI RWY 33 GS OTS, FCI RWY15/33 CLSD DLY 02Z-11Z THRU 11/6, FCI AWOS WIND OTS, FYJ RWY 28 PAPI UNUSBL, OMH AWOS VIS UNRLB, OMH CIRCLING APCH TO RWY 26 N/A AT NIGHT PTB

NDB UNMON, PTB CIRCLING APCH TO RWY 32 N/A AT NIGHT, VBW NDB UNMNT, W96 RWY 10/28 LGTS OTS, 7W4 ABN OTS, FAK NAV VOR 111-169 UNUSBL BYD 30/BLW 2600 FAK NAV VOR 274-337 UNUSBL FAK COM VOR VOICE OTS

GVE HIWAS OTS

QPL WX DISPLAY OTS

SHD, JRV, CHP ON LRR

FDC NOTAM VERIFICATION COMPLETE

MO OM 05 30 ART CHECK COMPLETE

MO OM 06 00 COLD START COMPLETE, BASE RESTORED

MO OM 07 30 ART CHECK COMPLETE

MO OM 08 15 OPERATIONAL WALK THROUGH COMPLETE

MO OM 09 30 ART CHECK COMPLETE

MO SHD 10 00 R6608 A/B/C ACTIVE, FLM ADZD

MO OM 10 45 SHD, CHP & JRV ON SRR

BN OM 11 18 B HAYES (BN) ON DUTY MO OFF DUTY

BN OM 11 43 RWY CONFIGURATIONS ADW ILSVA RWY 01L BWI ILSVA RWY 33L/R, IAD ILSVA RWY 19L/R 12, DCA ILSVA RWY 01, RIC ILSVA RWY 34

BN OM 11 44 SPECIAL INTEREST FLIGHT JENA094, C206, HEF GAI REQ 5,500', ACN

BN OM E 11 50 FAK TACAN OTS

BN OM E 11 55 CHP R4001 A AND B ACTIVE 1200, SFC NUP AND 900' BLO
MTV R6611/13 ACTIVE SFC TO 10,000, R6612 ACTIVE SFC TO 7,000', 1300-2200Z
SHD R6608 B/C SCHED ACTIVE SFC TO 5,000', 1400Z

BN OM E 11 55 BWI ITWS OTS

BN OM E 11 58 RIC ASR-9 OFFLINE CH B OFM 1200-200Z
BAL RWY 15R LOC OFM 1200-2200Z
FCI FREQ 121 5, 243 0 AND 124 6 OFM 1330-1730Z
IAD RVR OFM ALL SYSTEMS 2000-2200Z

BN OM 12 51 OMIC STAND-UP BRIEFING COMPLETE

BN OM 13 00 NYG TOWER AND APPROACH OPEN

BN OM 13 14 AREA BRIEFINGS COMPLETED

BN OM E 13 28 DAT RCVD, DVRS TAPES CHANGED AND CHECKED

BN MTV Q 13 44 FILED P-EA-R-PCT-09-151 UAL600 INBOUND TO DCA DESCENDED BELOW 15000 ON THE ELDEE ARRIVAL BEFORE REACHING REVUE QAR CLOSED/BN

BN OM 14 04 EADS AMALGAM MUTE EVALUATION EXERCISE BEGINS

BN SHD 14 56 R6608 B AND C ACTIVE SFC TO 4,999'

BN OM 15 04 SPECIAL INTEREST FLIGHT ENERGY12, HELO, ADW PTB ADW, 1500 BLO, ETD 1630Z ADZ'D NCRCC OF OPERATIONS

CA OM 15 14 W CARVER (CA) ON DUTY BN OFF DUTY

CA OM 15 30 WHMO COORDINATED AN EXERCISE 59 AT 1715Z - 2 HELO'S AND VENUS07 (C20) HOWEVER PCT STEREO ROUTE FLIGHT PLANS DO NOT HAVE A CORRESPONDING SCOOT INPUT FOR AN EX 59, CLOSEST IS SCOOT43, COORDINATED WITH NHK TO ADVISE THEM OF CORRECT ROUTING AFTER NHK ACN

CA OM 16 08 R6608B AND R6608C INACTIVE 3,000' AND ABV UFA ACN

CA OM 16 27 W29 WILL OPEN AT 1700Z UNTIL 2130Z AT WHICH TIME IT WILL CLOSE AGAIN UNTIL 11/06 AT 1900Z ACN

CA OM 16 37 INVESTIGATING OEDP FROM ZDC BETWEEN LOF7906, N607AF, 2 68 LATERAL AND 700' VERTICAL

BN OM 16 55 B HAYES (BN) ON DUTY CA OFF DUTY

BN OM 17 35 WHMO OPTIONS64, 4 HELO'S, MSL1 2, 3 AND 4 @ 1930Z

CA OM 17 47 W CARVER (CA) ON DUTY BN OFF DUTY
 CA OM E 17 58 ILS RWY32 AT OKV RTS ACN
 AS OM 19 37 A SNEDAKER (AS) ON DUTY CA OFF DUTY
 AS OM 19 56 PE PCT-R-09-P-007 FILED ON 1637Z OEDP
 AS OM 20 00 OMIC WCLC WX VFR, ILS/VAP IN USE IAD NORTH ARRIVAL D3, SIMULS, RWY 1C
 CLSD, DCA RWY 1, BWI WEST, RIC RWY 34, RWY 2 CLSD
 AS MTV 20 01 R6611/12/13 INACTIVE , FLM ADZD
 AS MTV Q 20 04 EMERGENCY JIA527, CRJ2, DEPARTED DCA, OIL PRESSURE PROBLEM, PILOT
 DECLARED EMERGENCY #1 ENGINE SHUT DOWN PILOT REQUESTED TO RETURN
 TO DCA, DEN ADZD 37 SOB, 2+00 HRS FOB 2012Z JIA527 LANDED DCA RWY 1
 WITHOUT FURTHER INCIDENT, DEN ADZD, QAR CLSD
 AS JRV E 20 24 RIC ASR OFFLINE CHNL RTS, FLM ADZD
 AS OM 21 06 OMIC STAND-UP BRIEFING COMPLETE NO VIPS NO SPECIAL OPERATIONS,
 STAFFING ADEQUATE
 CA OM 21 10 W CARVER (CA) ON DUTY AS OFF DUTY
 AS OM 22 00 A SNEDAKER (AS) ON DUTY CA OFF DUTY
 AS CHP 22 10 R4001A RLSD TO PCT 060 AND ABOVE, R4001B INACTIVE, FLM ADZD
 AS JRV E 22 30 W96 RWY 10/28 LIGHTS RTS, FLM ADZD
 AS CHP E 23 10 BWI RWY 15R LLZ RTS, FLM ADZD
 AS MTV Q 23 20 EMERGENCY VVSD121, FA-18, DECLARED EMERGENCY FUEL, 25 MINS FOB, 1 SOB,
 REQUESTED TO LAND ADW, DEN ADZD 2327Z VVSD121 LANDED ADW WITHOUT
 INCIDENT, DEN ADZD QAR CLSD
 AS CHP 23 50 R4001A RLSD TO PCT 030 AND ABOVE UNTIL 6 NOV 1100Z, THEN ACTIVE ALL
 ALTITUDES, FLM ADZD
 AS OM 00 00 ADW SCRAMBLE LINE CHECK COMPLETE
 AS OM 00 03 USCG SCRAMBLE LINE CHECK COMPLETE
 AS JRV 00 24 R6601 AND APH MOA INACTIVE, FLM ADZD
 AS OM 01 23 R6608 A/B/C INACTIVE, FLM ADZD
 AS SHD E 02 00 IAD RYW 19R DME OFM UNTIL 0400Z, FLM ADZD
 AS SHD E 02 39 IAD RWY 19R DME RTS, FLM ADZD
 MO OM 03 15 M CARIOSCIA (MO) ON DUTY, A SNEDAKER (AS) OFF
 MO JRV 04 15 ON LRR
 MO OM E 04 20 MOL VOR UNMNT, ACN
 MO CHP 04 45 ON LRR
 MO SHD 04 55 ON LRR
 MO OM 04 59 COB

I certify that entries above are correct, that all scheduled operations have been accomplished except as noted and that all abnormal occurrences and conditions have been recorded

Signature(s) of watch supervisor(s)

DAILY RECORD OF FACILITY OPERATION

Location: Potomac Consolidated TRACON
 Position: ALL
 Area: PCT

Manager: Barbara Cogliandro
 Date: 11/30/2009
 Checked By: _____

Ini	Area	Type	Time	Remarks
KW	OM		05:00	J. POUNCY (KW) ON DUTY
				CFPL
				SUA INFO
				P40 NORMAL
				GUARDDOG INACTIVE
				R6601 INACTIVE
				R6602A INACTIVE
				R6602B INACTIVE
				R6602C INACTIVE
				R6608A INACTIVE
				R6608B INACTIVE
				R6608C INACTIVE
				DEMO 1/2/3 INACTIVE
				R6611 INACTIVE
				R6612 INACTIVE
				R6613 INACTIVE
				R4001A INACTIVE 030 AND ABOVE UNTIL 30 NOV 1200Z THEN ACTIVE ALL ALTITUDES
				R4001B INACTIVE
				R4006 INACTIVE
				APH CFA INACTIVE
				APH MOA INACTIVE
				FVX MOA INACTIVE
				PICKETT MOA INACTIVE
				MTV DCA RWY 4/22 CLSD, DCA RWY 19 LDA LOC/DME UNUSBL BYD 25 DEG RT OF CRS; ADW RWY 1R/19L CLSD, ADW RWY 1L LOC UNUSABLE INSIDE RWY THRESHLD, ADW ASR APCH N/A; ADW ILS RWY 1R/19L OTS; CGS ABN OTS; DAA RWY 32 PAR OTS, DAA RWY 32 NDB UNUSABLE BEYOND 15NM, DAA RWY 32/14 INBOARD THRESHLD LGHTS OTS; DAA REILS OTS, W00 ABN OTS; W32 RWY 23 VASI AVBL DAYLIGHT ONLY, W32 VOR/DME APCH N/A; OTT TACAN AZ OTS, OTT NAV VOR UNUSBL 350-071; OTT VOR 139-234 UNUSBL BLW 10000; OTT VOR 072-138 UNUSBL BLW 6000; OTT NAV VORTAC 331-349 UNUSBL
				CHP: BWI RWY 33R ILS DH 553/RVR 6000; MTN RWY 15 REIL OTS; MTN RWY 33 G/S OTS, ANP RWY 12/30 N SIDE LGTS OTS, ANP RWY 12/30 VASI OTS, ANP ABN OTS, APG INST APCHS NA, APG VOR UNMNT, APG PPM DME OTS, APG RWY 22 SFL OTS; APG ATIS OTS, APG RWY 4/22 EDGE LGTS OTS; FME AWOS OTS; W29 RWY 11/29 REIL OTS, 0W3 VOR/DME A APCH N/A, 2W2 WIND T OTS, 3W3 CLSD TSNT A/C; EMI VOR 285-295 UNUSBLE.
				SHD: IAD RWY1C/19C CLSD AND PAPI,ALS,RVR,ILS,MM,IM OTS, JYO RWY 17 PAPI OTS; MRB RWY 26 ALS/GP OTS, NYG RNAV (GPS)RW2 INST APCH N/A, OKV RWY 14/32 PAPI OTS, RMN RWY 33 G/S OTS; CJR NDB OTS, CJR SVC AWOS OTS; CJR RY 22 PAPI OTS, CJR RWY 4/22 RWY LGTS HIGH INTENS OTS, EZF AD CLSD NGT EXC HEL, EZF RWY 24 NDB/GPS APCH N/A; HWY GCO OTS; AML NAV VOR 145-155 UNUSBL,AML NAV DME UNUSBL 055-230 BYD 30 BLW 3000, AML 210R-250R UNUSBL; AML UNUSBL 355-050 BYD 15, AML TACAN AZIMUTH OTS; AML VOR 130 UNUSBL BYD 20 BLW 2500, AML NAV DME UNUSBL 357R-026R AND 150R-165R BEYOND 35 DME, CSN 310R-350R UNUSBL BEYOND 10 NM BLW 110
				JRV. RIC RWY 16 ILS MM OTS, RIC NAV RWY 2 ILS AND ALS OTS, RIC RWY 2/20 CLSD; CHO ASOS WIND UNREL, CHO RNAV (GPS) Z RWY 21 N/A; CHO RCO 122.65/255.4 OTS;

FYJ RWY 28 PAPI UNUSBL, OMH AWOS VIS UNRLB, OMH RWY 26 PAPI OTS, OMH CIRCLING APCH TO RWY 26 N/A AT NIGHT, PTB NDB UNMON, PTB CIRCLING APCH TO RWY 32 N/A AT NIGHT VBW NDB UNMNT, 7W4 ABN OTS, FAK TACAN AZM OTS GVE HIWAS OTS, FCI AWOS OTS CHO ASR-9 CH "A" OTS

DVRS DRU#1 OTS

SHD, CHP & JRV ON LRR

FDC NOTAM VERIFICATION COMPLETE

KW OM 05 15 OPERATIONAL WALK THROUGH COMPLETE
 KW OM 05 21 ART CHECK COMPLETE
 KW OM 06 10 COLD START COMPLETE, BASE RESTORED
 KW OM 09 38 R6608 A/B/C ACTIVE SFC-2999' ACN
 KW MTV E 10 17 ADW TACAN AZIMUTH OTS ACN
 KV OM 11 26 K CUTHBERTSON (KV) ON DUTY KW OFF DUTY
 KV OM 11 44 OMIC WCLC WX VFR WND SW 5-10 KTS, ARPT CONFIGS IAD SOUTH ARR A, DCA RIV VA 19, BWI VA WEST, RIC VA 16/25
 KV OM 12 00 CHP R4001A ACTIVE ALL ALTS, FLM ADZD
 JRV R6601 ACTIVE, APH MOA ACTIVE, FLM ADZD
 KV OM 12 38 OMIC STAND-UP BRIEFING COMPLETE WX VFR, STAFFING ADEQUATE NO VIPs, NO SPEC OPS, SFRA POSITIONS CLSD DUE TO FCST WX
 KV OM E 12 39 QIE ARSR OFM 14-17Z, ACN
 KV MTV 13 00 R6611/R6613 ACTIVE SFC TO 200, R6612 ACTIVE SFC TO 70, FLM ADZD
 KV CHP Q 13 17 EMERGENCY SWA3160 WITH CRACKED WINDSHIELD LANDED BWI WITHOUT INCIDENT ACN QAR CLSD
 KV OM 13 19 WHMO COORD EXERCISE OPTION 64, VENUS7 C20, MSL1-4 4/UH1, 1500Z FLM ADZD
 KV OM E 13 30 IAD TDWR OFM 1330-1400Z, ACN
 KV OM E 13 34 BWI TDWR OFM TIL 14Z, ACN
 KV OM E 13 36 BWI RWY 10/28 ILS OFM 14-18Z, ACN
 KV OM E 15 22 CHO ASR CHNL A RTS, ACN
 KV SHD 16 48 IAD NORTH OPERATION, ACN
 KV MTV 19 04 R6611/12/13 INACTIVE , FLM ADZD
 BN OM 19 18 B HAYES (BN) ON DUTY KV OFF DUTY
 BN OM 19 30 RWY CONFIGURATIONS ADW ILS RWY 01L, BWI ILS RWY 33L/R, IAD ILS/VA RWY 01R/L, DCA ILS RWY 01, RIC ILSVA RWY 16/25
 BN SHD Q 19 36 AAL1268, B738 DCA ARRIVAL DIVERTED TO IAD WITH A FLAP EMERGENCY 153 SOB AND 1+00 FOB ACFT LANDS IAD RWY 01R W/O INCIDENT, NCRCC ADZ'D QAR CLOSED/BN
 BN SHD E 19 37 IAD RWY 01R CLOSED BEHIND AAL1268
 BN SHD E 19 38 IAD RWY 01R OPEN
 BN CHP 20 35 R400A A 60 NUP, ACN
 BN OM 21 20 OMIC STAND-UP BRIEFING COMPLETE
 BN OM 21 43 AF2 ENTERS PCT AIRSPACE
 BN OM 22 00 AF2 LANDS ADW
 BN OM 22 03 PACER08, LJ35, DEPARTS BWI ADW, TRANSPONDER INOP, NCRCC ADZ UNABLE FRZ ACCESS, HAVE FLIGHT LAND BWI
 DW MTV Q 22 42 EMERGENCY ASY373, B737/Q, 27 POB, 19,300 KILOS OF FUEL ASY373 DEPARTED ADW AND IS RETURNING TO ADW DUE TO PRESSURIZATION PROBLEM ASY373 DECLARED A EMERGENCY DUE TO OVERWEIGHT LANDING ASY373 LANDED ADW

W/O INCIDENT. QAR CLOSED/BN

BN	CHP	23:21	R4001 A 30 NUP TIL 1200Z
XB	OM	23:25	R. GILMORE (XB) ON DUTY. BN OFF DUTY.
BN	OM	00:15	B. HAYES (BN) ON DUTY. XB OFF DUTY.
BN	JRV	E 00:35	RIC RWY 34 MM OTS
BN	MTV	Q 02:00	AAL1442, B737, ARRIVING DCA DESCENDING VIA THE ELDEE FOUR ARRIVAL, DESCENDED BELOW THE REVUE CROSSING RESTRICTION. FILED PEA-R-PCT-09-164 WITH ROC. QAR CLOSED/BN
BN	OM	02:38	OMIC WCLC.
KW	OM	03:17	J. POUNCY (KW) ON DUTY. BN OFF DUTY.
KW	OM	03:49	R6601 AND APH MOA INACTIVE. ACN.
KW	OM	04:01	R6608 A/B/C INACTIVE. ACN.
KW	OM	04:59	COB.

I certify that entries above are correct, that all scheduled operations have been accomplished except as noted and that all abnormal occurrences and conditions have been recorded.

Signature(s) of watch supervisor(s):

FAA Form 7230-4 (Electronic Version)