

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.....	13.0
Date of Update	June 18, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	41
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: 778371 (1 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 (2 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 (3 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 (4 of 50)

Synopsis

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

ACN: 775408 (5 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 (6 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 (7 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 (8 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 (9 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 (10 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.

ACN: 761205 (11 of 50)

Synopsis

AN ACR FLT CREW EXPERIENCED A WIND BUST AND WITH PROJECTED FUEL AT DEST NEARING THE FAR RESERVE, THEY DECLARED MINIMUM FUEL AND LANDED WITHOUT INCIDENT.

ACN: 760468 (12 of 50)

Synopsis

B757-200 OVERWATER FLT EXECUTED MISSED APCH DUE TO POOR VISIBILITY AT DEST, AND THE FLT CREW DIVERTED. FLT LANDED WITH 25 MIN FUEL REMAINING.

ACN: 760052 (13 of 50)

Synopsis

A300 FLT CREW WITH ZMA AND UNABLE TO RECEIVE WX DEV CLRNC ELECTS TO CONTACT HAV FOR DEV APPROVAL INTO HAV AIRSPACE.

ACN: 757404 (14 of 50)

Synopsis

DISPATCHER WAS NOTIFIED BY B737 FLT CREW THAT PROJECTED LNDG FUEL WOULD BE LESS THAN FAR MANDATED FUEL AS A RESULT OF REROUTES FOR WX. COMPANY FUEL.

ACN: 756926 *(15 of 50)***Synopsis**

B737-800 FLT CREW REQUESTED DEVIATION FOR TSTMS ON OVERWATER FLT. ATC DENIED THE REQUEST UNLESS THE FLT CREW DECLARED AN EMER.

ACN: 754633 *(16 of 50)***Synopsis**

AN A320 CREW APCHING PHX COMPLETED FIVE APCH BRIEFINGS IN 15 MIN DUE TO CHANGING WX. A GAR WAS REQUIRED ON FIRST APCH DUE TO TAILWIND.

ACN: 753612 *(17 of 50)***Synopsis**

B737 FO RPTS ENCOUNTERING MODERATE TURB AT FL370 WHILE HOLDING, CAUSING INJURIES TO 2 FLT ATTENDANTS AND 1 PAX.

ACN: 752740 *(18 of 50)***Synopsis**

PA32 PILOT ENCOUNTERS HEAVY RAIN SHORTLY AFTER TKOF AND IS UNABLE TO MAINTAIN VFR CONDITIONS. AFTER ATTEMPTING TO GET ON TOP IN VAIN, PILOT IS ABLE TO FLY GPS APPROACH TO VFR CONDITIONS AND LAND.

ACN: 750282 *(19 of 50)***Synopsis**

UNABLE TO LAND AT PLANNED FUEL STOP DUE TO WEATHER, PLT OF SMA RUNS SHORT OF FUEL AND INTO IMC. FORCED TO LAND ON ROAD.

ACN: 749437 *(20 of 50)***Synopsis**

C 560XL IS UNABLE TO MAINTAIN ALT WHILE DEVIATING AROUND TSTMS. FLT IS FORCED TO DESCEND PRIOR TO RECEIVING CLRNC IN ORDER TO MAINTAIN AIRSPEED.

ACN: 748831 *(21 of 50)***Synopsis**

B737-700 FLT CREW DECLARES EMERGENCY AND DIVERTS TO ANOTHER ARPT WHEN APCH CTL IS UNABLE TO PROVIDE ARRIVAL ROUTES THAT AVOIDED CONVECTIVE TERMINAL AREA WEATHER.

ACN: 748766 (22 of 50)

Synopsis

PRIVATE PLT TAKES OFF IN MARGINAL CONDITIONS AND FLIES INTO IMC.

ACN: 748761 (23 of 50)

Synopsis

INEXPERIENCED PVT PLT ENCOUNTERS IMC CONDITIONS DURING PATTERN DEPARTURE AT SMO.

ACN: 748467 (24 of 50)

Synopsis

PRIVATE PLT TAKES OFF IN MARGINAL VFR CONDITIONS AND FLIES INTO IMC.

ACN: 748186 (25 of 50)

Synopsis

B757 DEP FROM ZZZ AT APPROX FL220, WITH CTR, INITIATED CAPT'S EMER AUTHORITY TO DEVIATE AROUND WX AFTER ATC FAILED TO PROVIDE ASSISTANCE.

ACN: 748018 (26 of 50)

Synopsis

ACR FLT CREW INBOUND TO DFW IN CONVECTIVE WX IS UNABLE TO NEGOTIATE PASSAGE AROUND CELLS. REPORTEDLY, APCH CTLR IS INSENSITIVE TO THEIR PREDICAMENT AND DIRECTS THEM TO DIVERT TO AN ALTERNATE.

ACN: 747135 (27 of 50)

Synopsis

ZJX CTLR DESCRIBED ALT LOSS EVENT WHEN BE60, AT FL270, LOST APPROX 8500 FEET DURING DEVIATIONS AROUND WEATHER.

ACN: 747055 (28 of 50)

Synopsis

ATC ASKED AN ACR ACFT TO CHANGE VECTOR HDG. FLT CREW REFUSED BECAUSE OF WX. ATC TOLD CAPT TO SQUAWK 7700.

ACN: 747028 (29 of 50)

Synopsis

B757 IFR IN AREA OF CONVECTIVE WEATHER DECLARES EMERGENCY TO AVOID CELLS WHEN ATC FAILS TO RESPOND TO REQUESTS TO DEVIATE.

ACN: 747008 (30 of 50)

Synopsis

B757 CAPTAIN DECLARES AN EMERGENCY TO AVOID WEATHER ON DEPARTURE AS ATC WILL NOT APPROVE A TURN WITHOUT THIS DECLARATION.

ACN: 746056 (31 of 50)

Synopsis

A BE55 PILOT FINDS HIMSELF DEALING WITH GROUND FOG AND DIVERTING TO HIS ALTERNATE IN PART BECAUSE HE HAS NO CONFIDENCE IN FSS ASSISTANCE.

ACN: 745486 (32 of 50)

Synopsis

A BE20 APCHING ORD ENCOUNTERED SEVERE TURBULENCE RESULTING IN A 60 DEG BANK AND AN ALT LOSS. GO AROUND EXECUTED WITH AN APCH TO ANOTHER RWY.

ACN: 745480 (33 of 50)

Synopsis

AN A320 REJECTED A TKOF AT 100 KTS FOR A PWS WINDSHEAR WARNING AFTER ATC INITIALLY REPORTED NO WINDSHEAR THEN REPORTED A MICROBURST WARNING.

ACN: 743532 (34 of 50)

Synopsis

A320 DISPATCHED TO ORD WITH NO ALTERNATE OR HOLD FUEL ENCOUNTERS UNFORECAST CONVECTIVE WX. MICROBURSTS AND LNDG VISIBILITY OBSCURED BY HEAVY RAIN. DIVERT TO MDW, LNDG WITH MINIMAL FUEL IN CONTINUED INCLEMENT WX.

ACN: 741991 (35 of 50)

Synopsis

AN M20K PILOT REPORTS A TRACK DEV FOR TSTM ONLY TO ENTER IMC AND ENCOUNTER MODERATE TO SEVERE TURB WITH AN 800 FT ALT LOSS.

ACN: 740725 (36 of 50)

Synopsis

WX CONDITIONS AT BUF REQUIRED CHANGES AND A CIRCLING APCH THAT ENDED WITH A GAR.

ACN: 739331 (37 of 50)

Synopsis

B737-700 FLT CREW AT FL390 ENCOUNTERS SEVERE UP AND DOWN DRAFTS WHILE DEVIATING AROUND THUNDERSTORMS, AND DESCENDS TO FL370 WITH STICK SHAKER ACTIVATED.

ACN: 737938 (38 of 50)

Synopsis

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

ACN: 737587 (39 of 50)

Synopsis

C172 PILOT IS BLOWN OFF TXWY BY STRONG GUSTY QUARTERING TAILWIND DESPITE BEST EFFORTS TO MAINTAIN CONTROL, CAUSING DAMAGE TO WING TIP AND PROPELLER.

ACN: 737524 (40 of 50)

Synopsis

B737 FLT CREW EXECUTES GAR AT 800 FT DURING APCH TO RWY 8 AT BUR AFTER RECEIVING WINDSHEAR ALERT.

ACN: 736788 (41 of 50)

Synopsis

INEXPERIENCED COMMERCIAL PLT ON A CFI CERTIFICATION FLT INADVERTENTLY ENTERS IMC.

ACN: 735733 (42 of 50)

Synopsis

B737 FLT CREW REPORTS ENCOUNTERING UNREPORTED SEVERE TURBULENCE 80 NM SOUTH OF ABQ, DESCENDING THROUGH FL220. A FLIGHT ATTENDANT IS INJURED.

ACN: 735579 (43 of 50)

Synopsis

B767 FLT CREW ENCOUNTERS SEVERE TURBULENCE AND HAIL WHILE ON APPROACH TO RWY 11 AT SAEZ. FLT CREW DIVERTS TO SUMU FOR AN UNEVENTFUL LANDING IN VFR CONDITIONS.

ACN: 734907 (44 of 50)

Synopsis

MD80 FLIGHT ATTENDANT IS INJURED DURING A TURBULENCE ENCOUNTER WHILE PERFORMING HER DUTIES.

ACN: 734829 (45 of 50)

Synopsis

AN EMER IS DECLARED AT ATC'S SUGGESTION WHEN A B757 CREW IS UNABLE TO ACCEPT THE FIFTH HOLDING CLRNC OFFERED BECAUSE OF THE LOCATION'S PROX TO CONVECTIVE WX.

ACN: 733820 (46 of 50)

Synopsis

A B757 PILOT RETURNED TO HIS SOUTH AMERICAN DEP ARPT FOR AN OVERWT LNDG FOLLOWING RADAR FAILURE IN TSTMS AND WITH HEAVY WX BUILDING ALONG HIS RTE.

ACN: 729525 (47 of 50)

Synopsis

A B737-500 AT FL340 HAD A TCAS RA EVENT WITH AN ACFT AT FL332 CLBING IN MOUNTAIN WAVE CONDITIONS.

ACN: 724392 (48 of 50)

Synopsis

CE750 CREW EXPERIENCED SEVERE UPDRAFTS ON TEB 5 DEP FROM TEB AND EXCEEDS ALT RESTR.

ACN: 723895 (49 of 50)

Synopsis

B777 CREW RPTS THE INABILITY OF THE AUTOPLT TO REMAIN IN HOLDING AIRSPACE WHILE HOLDING AT OCK IN 125 KT XWIND.

ACN: 721842 (50 of 50)

Synopsis

TRAPPED BY CLOSING IN WX AND LOWERING FREEZING LEVELS, C180 PLT
DECLARES EMER TO LAND SAFELY.

Report Narratives

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.

ACN: 761205

Time / Day

Date : 200711
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Navaid : IIU.VORTAC
State Reference : KY
Altitude.MSL.Single Value : 36000

Environment

Aircraft : 1

Controlling Facilities.ARTCC : ZID.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Observation : Company Check Pilot
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 7500
ASRS Report : 761205

Events

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

Assessments

Problem Areas : Weather

Narrative

PLANNED TO LAND WITH 7.0 LBS FUEL. ENRTE WINDS WERE MUCH STRONGER THAN FORECAST. INFORMED DISPATCH AND AGREED ON A FUEL STOP IF NECESSARY. APCHING IIU VOR, WHEN COMPUTER SHOWED LNDG FUEL AT FAR RSV 4.9, DECLARED 'MINIMUM FUEL' STATUS AND REQUESTED TO STAY UP AT ALT AS LONG AS POSSIBLE. ARRIVED AT ORD WITHOUT INCIDENT AND WITHOUT A FUEL STOP. FUEL AT THE GATE WAS 4.9.

Synopsis

AN ACR FLT CREW EXPERIENCED A WIND BUST AND WITH PROJECTED FUEL AT DEST NEARING THE FAR RESERVE, THEY DECLARED MINIMUM FUEL AND LANDED WITHOUT INCIDENT.

ACN: 760468

Time / Day

Date : 200711
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LIH.Airport
State Reference : HI
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.Tower : LIH.Tower
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 : 240
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 400
ASRS Report : 760468

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Executed Missed Approach

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

FLT TO LIH. HAD OVERBURN, PLUS SIGNIFICANT WIND BUST, STILL SHOWED LNDG LIH WITH 6.0 FUEL. ATIS ADVERTISED 5 MI AND 1200 FT BROKEN. FLEW VOR RWY 21 APCH TO MINIMUMS TO A MISSED APCH DUE TO RAIN SHOWERS AND POOR VISIBILITY. FLEW STRAIGHT TO HNL AND BLOCKED IN WITH 2.6 FUEL (WE HAD ADDED 1.0 CLRED FUEL). MANY CONTRIBUTING FACTORS: WRONG BURN RATE FOR ACFT, FLT PLAN PLANNED AT MACH .77, WINDS MORE THAN DOUBLE FORECAST IN SOME AREAS, ATIS AT ARR INACCURATE, BAD ARR

FORECAST FOR LIH (NO ALTERNATE). I AM DONE PLANNING MINIMUM FUEL AT ARR TO SAVE THE COMPANY MONEY. IT ISN'T SAFE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT MACH .77 FLT PLAN WAS SLOWER THAN USUAL, WHICH DID NOT ALLOW FOR ADJUSTING CRUISE SPEED TO CONSERVE FUEL. WHEN WINDS WERE DISCOVERED TO BE LESS FAVORABLE DURING CRUISE, LANDING FUEL WAS STILL PROJECTED AT APPROX ONE HOUR FUEL REMAINING AT TOUCHDOWN. EVEN THOUGH THE ATIS FOR ARRIVAL INDICATED 5 MILES VISIBILITY, A RAIN SHOWER PREVENTED THE FLT CREW FROM OBTAINING VISUAL CONTACT WITH THE ARPT, SO THE FLT CREW DIVERTED TO HNL. AN ALTERNATE WAS NOT PLANNED FOR THE DEST, AND THE CLEARED FUEL WAS BASED UPON HAVING SUFFICIENT FUEL ONBOARD AT THE PET. THE FLT CREW DECLARED MIN FUEL, AND THEY LANDED WITH APPROXIMATELY 25 MIN FUEL REMAINING.

Synopsis

B757-200 OVERWATER FLT EXECUTED MISSED APCH DUE TO POOR VISIBILITY AT DEST, AND THE FLT CREW DIVERTED. FLT LANDED WITH 25 MIN FUEL REMAINING.

ACN: 760052

Time / Day

Date : 200710

Place

Locale Reference.ATC Facility : ZMA.ARTCC
State Reference : FL

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A300
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 : 760052

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

AFTER STUDYING THE WX RADAR IN MIA (THERE WAS THE HUGE TROPICAL STORM SYS) WE HEADED TOWARD ZZZ. WE HAD A RTE THAT WAS UNUSUAL, THAT WOULD BRING US INTO ZZZ FROM THE SW DUE TO ALL THIS WX. AS WE WERE APCHING FORST INTXN, WE REQUESTED A DEV R OF COURSE. ZMA SAID SHE COULD ONLY APPROVE 15 MI R BECAUSE OF HAV AIRSPACE. I KNOW FROM OVER 20+ YRS OF FLYING THIS RTE THAT SHE COULD SIMPLY PICK UP THE

PHONE AND ASK HAV FOR MORE. HOWEVER, THE CTLR WAS NOT VERY HELPFUL DUE TO THE FACT SHE WAS EXTREMELY BUSY WITH MANY ACFT DEVIATING. I HAD MY FO QUICKLY GET ON THE RADIO WITH HAV WHO QUICKLY GOT APPROVAL FOR OUR NEEDED WX DEV. I INFORMED MIA THAT WE GOT A CLRNC FROM HAV. SHE RESPONDED THAT HAV DID NOT APPROVE IT FOR HER. HAV SAID TO FLY DIRECT JOTAS WHEN ABLE. I CONTINUED TO INFORM MIA OF HAV'S INSTRUCTIONS. HAV CTR WAS VERY HELPFUL AND APPROVED OUR DEV. WE AVOIDED FLYING THROUGH SEVERE WX, AND I BELIEVE IT WAS A SAFE OP. THE REASON I'M WRITING THIS RPT IS BECAUSE THE MIA CTLR SEEMED UPSET. NOTE: AS WE APCHED JOTAS A DIFFERENT CTLR HAD TAKEN OVER AND THERE WAS NO MENTION OF THE DEV.

Synopsis

A300 FLT CREW WITH ZMA AND UNABLE TO RECEIVE WX DEV CLRNC ELECTS TO CONTACT HAV FOR DEV APPROVAL INTO HAV AIRSPACE.

ACN: 757404

Time / Day

Date : 200710
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO

Environment

Flight Conditions : IMC

Aircraft : 1

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 : 757404

Person : 2

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

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued New Clearance

Assessments

Problem Areas : Company
Problem Areas : Weather

Narrative

FLT RECEIVED NUMEROUS REROUTES TO DEN DUE TO SIGNIFICANT TSTM ACTIVITY IN OK. AFTER RECEIVING A THIRD REROUTE FOR WX AVOIDANCE, THE CREW RELAYED THAT THEY ESTIMATED LNDG DEN WITH 5600 LBS OF FUEL, WHICH WOULD BE 200 LBS LESS THAN THE REQUIRED FAR 45 MIN RESERVE OF 3800 LBS AND THE BURN OF 2000 LBS TO THE REQUIRED ALTERNATE OF COS. AFTER REVIEWING THE ENRTE CONDITIONS ALONG WITH THE WX AND ATC CONSIDERATIONS INTO DEN AND COS, THE CAPT AND DISPATCHER AGREED THERE WAS NO OTHER SAFER COURSE THAN TO CONTINUE TO DEN WITH THE

POSSIBILITY OF LNDG UNDER 5800 LBS IN DEN. IN ADDITION, THE FLT RECEIVED MORE DIRECT COURSE INTO DEN, AND RELAYED AN ESTIMATED LNDG FUEL OF 6200 LBS INTO DEN, ABOVE THE REQUIRED MINIMUM. UPON LNDG IN DEN, FLT MONITORING RECORD SHOWED A BLOCK-IN FUEL AT DEN OF 5300 LBS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT HE HAD BEEN MONITORING FUEL FOR FLTS OPERATING IN THE AREA AFFECTED BY TSTM ACTIVITY. WITH NO ARRIVAL DELAY ANTICIPATED FOR DEN ARPT, THE JOINT DECISION WAS MADE TO CONTINUE TO DEST. DEST ARPT REQUIRED AN ALTERNATE FOR LOW CEILINGS. VISIBILITY WAS GOOD WITH NO TSTM ACTIVITY FORECAST FOR DEN.

Synopsis

DISPATCHER WAS NOTIFIED BY B737 FLT CREW THAT PROJECTED LNDG FUEL WOULD BE LESS THAN FAR MANDATED FUEL AS A RESULT OF REROUTES FOR WX. COMPANY FUEL.

ACN: 756926

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 39000

Environment

Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level
Route In Use.Enroute.Other

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 756926

Events

Anomaly.Inflight Encounter : Weather
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 : FAA
Problem Areas : Weather

Narrative

THERE WERE STORMS S AND AT ZZZZZ INTXN. WE ASKED FOR R DEV 30 MI 85 BEFORE ZZZZZZ AND WERE TOLD BY ATC THEY COULD NOT GIVE US THAT. WE THEN ASKED FOR RWYS XXL AND XYR AND THAT WAS TURNED DOWN ALSO. THEY TOLD US THERE WAS NO TFC AND TO DECLARE CAPT'S EMER AUTH IF WE NEEDED TO DEVIATE. WE DID AND DEVIATED R 10 MI AND WE WERE BACK ON COURSE 10 MI E OF ZZZZZZ. THE STORMS WERE PROBABLY 43000 FT TALL AND WE WERE AT FL390. NO PROBS WITH TFC.

Synopsis

B737-800 FLT CREW REQUESTED DEVIATION FOR TSTMS ON OVERWATER FLT.
ATC DENIED THE REQUEST UNLESS THE FLT CREW DECLARED AN EMER.

ACN: 754633

Time / Day

Date : 200709
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.MSL.Single Value : 2800

Environment

Weather Elements : Thunderstorm
Weather Elements : Turbulence
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : P50.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121

Aircraft : 2

Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 754633

Events

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

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

CAPT WAS PF. FO WAS PNF. PHX ATIS WAS CALLING FOR ILS TO RWY 7R WHICH WAS BRIEFED AND SET UP IN FMS (WIND 140/7). ON INITIAL CONTACT WITH PHX APCH, NO RWY WAS ASSIGNED. APCH CTL LATER NOTIFIED US OF A RWY CHANGE

IN PROGRESS DUE TO GUST FRONT APCHING FROM DISTANT STORM TO THE SW AND TO EXPECT ILS RWY 25L. CAPT LOCATED AND BRIEFED THE PAGE FOR RWY 25L. FO SET UP ILS RWY 25L IN FMS. CTLR THEN TURNED US TO A DOWNWIND AND SAID THEY WERE SWITCHING BACK TO RWY 7R (WIND RPTED AT 160/25). FO SET UP ILS IN FMS. CAPT RE-ORIENTED HIMSELF TO FLY ILS RWY 7R. ABEAM MARKER ON DOWNWIND WE AGAIN SWITCHED RWY TO RWY 08. FO SET UP ILS RWY 08 IN FMS WHILE CAPT LOCATED AND BRIEFED THE PAGE FOR ILS RWY 08. BY THE TIME WE WERE CLRED FOR THE ILS TO RWY 08, THE WIND AT ALTITUDE WAS MORE LIKE A TAILWIND AT ABOUT 25 KTS AND A LOW BROKEN CLOUD LAYER OBSCURED THE FIELD. HAVING SPENT MOST OF MY TIME PROGRAMMING THE FMS, I WAS BY THIS TIME IN THE YELLOW AND MOVING INTO THE RED. THE ACFT CROSSED THE ILS FINAL WITHOUT INTERCEPTING. THE CAPT WAS WONDERING (AS WAS I) WHY IT FAILED TO INTERCEPT. A QUICK SCAN OF THE FMS AND FCU REVEALED THEY APPEARED TO BE SET UP CORRECTLY. THE CAPT CALLED FOR GEAR DOWN AND FLAPS 3 AND DISCONNECTED THE AUTOPLT TO CAPTURE THE ILS COURSE. AS WE WERE PASSING INSIDE THE MARKER AND I WAS SWITCHING TO TOWER FREQ, THE SPEED WAS STILL HIGH WITH THRUST IDLE (TAILWIND ON FINAL) SO THE CAPT CALLED FOR AND EXECUTED A GO-AROUND. UPON COMPLETING THE GO-AROUND WE WERE VECTORED IN SEQUENCE FOR THE ILS RWY 26. FO AGAIN REPROGRAMMED THE FMS WHILE CAPT RE-ORIENTED AND BRIEFED THE APCH. TOWER WAS NOW CALLING THE WIND AT ABOUT 210/23. LANDED ON RWY 26 WITHOUT INCIDENT. RWYS 7R, 25L, 7R, 8, AND 26 -- FIVE APCH BRIEFINGS AND FMS SETUPS IN ABOUT 15 MINUTES - - THAT'S ONE ABOUT EVERY 3 MINUTES. AT ONE POINT WHEN SOMEONE QUERIED THE CTLR AS TO WHAT TO EXPECT, HE REPLIED WITH SOMETHING LIKE 'WE'RE TRYING TO FIGURE OUT WHAT WE'RE DOING.' ALL-IN-ALL A BUSY DAY. THE BEST THING THAT HAPPENED BESIDES THE LNDG ON RWY 26 WAS THE REAL TIME GO-AROUND PRACTICE. TASK SATURATION WITH SEVERAL RWY ASSIGNMENT CHANGES. CONFUSION ON THE APCH AS TO WHY THE ILS COURSE WAS NOT INTERCEPTED AND ACFT FAILURE TO SLOW WITH THE TAILWIND AT ALTITUDE RESULTING IN AN UNSTABLE APCH REQUIRED A GO-AROUND. CHANGING CONDITIONS AT THE FIELD AND APCH CTL APPARENTLY, FROM OUR VIEW, UNSURE AS TO THE PROPER COURSE OF ACTION CONCERNING WHICH DIRECTION TO USE FOR LNDG RESULTING IN FOUR SEPARATE RWY ASSIGNMENTS (FIVE INCLUDING THE ORIGINAL ATIS REPORT).

Synopsis

AN A320 CREW APCHING PHX COMPLETED FIVE APCH BRIEFINGS IN 15 MIN DUE TO CHANGING WX. A GAR WAS REQUIRED ON FIRST APCH DUE TO TAILWIND.

ACN: 753612

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Weather Elements : Fog
Weather Elements : Thunderstorm
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Holding

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 753612

Events

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

Assessments

Problem Areas : Weather

Narrative

OVER 1 HR DELAY IN AREA DUE TO TSTM IN VICINITY. NUMEROUS ACFT HOLDING. TRAVERSING FROM 1 HOLD POINT TO ENTER SECOND HOLD POINT, CAPT FLYING. CAPT RADAR ON. AUTOPLT ON. LEVEL FL370. SMOOTH CONDITIONS. MANY BUILDUPS IN VICINITY. ACFT ENTERED SEVERE UPDRAFT/CLB. GAINED 350 FT. KICKED AUTOPLT OFF. CAPT TOOK MANUAL CTL. ACFT ENTERED AGGRESSIVE DSCNT DOWN TO 300 FT LOW (FL367) +350/-300. NO RADAR RETURN ON SCOPE. EVENT LASTED APPROX 10-15 SECONDS. ATC

MADE RADIO CALL THAT SAID 'MAINTAIN FL370.' I ROGERED IT. NO FURTHER DISCUSSION. 3 INJURIES RPTED, 2 FLT ATTENDANTS, 1 PAX. INFO WAS RELAYED TO OPS AFTER THE CONDITION OF THE CABIN WAS ASCERTAINED AND SUPVRS MET ACFT AT ARR GATE.

Synopsis

B737 FO RPTS ENCOUNTERING MODERATE TURB AT FL370 WHILE HOLDING, CAUSING INJURIES TO 2 FLT ATTENDANTS AND 1 PAX.

ACN: 752740

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : IMC
Weather Elements : Rain

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 90
Experience.Flight Time.Type : 20
ASRS Report : 752740

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WX AT TKOF WAS 800 FT SCATTERED, 1900 FT BROKEN 3 MI VISIBILITY. RADAR SHOWED LIGHT PRECIPITATION. ABOUT 200 FT IN THE AIR AFTER TKOF, HVY RAIN STARTED. IMMEDIATE DECISION WAS MADE TO STAY IN TFC PATTERN AND LAND. ON DOWNWIND, VISIBILITY DROPPED TO 1/4 MI AND CEILING DROPPED TO 500 FT AGL. ARPT AND GND VISUAL WERE LOST. COULD NOT LAND IN CURRENT CONDITIONS AND NOW IN SOLID IMC WITH 0 VISIBILITY. DECISION

WAS MADE TO CLB TO TRY AND REGAIN VISIBILITY. STOPPED AT 6500 FT DUE TO MODERATE TURB WHICH WAS INCREASING. CALLED 121.5 AND GAVE MAYDAY STATING VFR PLT IN IMC CONDITIONS NEED VECTORS TO NEAREST ARPT. NO REPLY TO MAYDAY. SWITCHED TO 122.0 AND REPEATED MAYDAY. NO REPLY. TRIED NAVING TO HOME ARPT BUT COULDN'T HOLD A HDG AND KEEP THE WINGS LEVEL. NEXT DECISION WAS TO DSND. SET UP FOR GPS APCH AND CONTACTED CTAF. UNICOM CAME ON AND ADVISED VISIBILITY WAS IMPROVING ON GND. FOLLOWED GPS APCH AND BROKE CLR OF CLOUDS WITH VISUAL OF RWY. LANDED PLANE WITHOUT INCIDENT.

Synopsis

PA32 PILOT ENCOUNTERS HEAVY RAIN SHORTLY AFTER TKOF AND IS UNABLE TO MAINTAIN VFR CONDITIONS. AFTER ATTEMPTING TO GET ON TOP IN VAIN, PILOT IS ABLE TO FLY GPS APPROACH TO VFR CONDITIONS AND LAND.

ACN: 750282

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 300
ASRS Report : 750282

Events

Anomaly.Ground Encounters.Other
Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

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

Narrative

MY WIFE RECEIVED A WX BRIEF FROM THE LCL FSS AND RELAYED A SUMMARY OF THAT TO ME VIA SAT PHONE THAT INDICATED THE WORST CONDITIONS OF MY PLANNED FLT FROM THE BROOKS RANGE TO FT YUKON AND ON TO FAIRBANKS WOULD BE A 3500 FT CEILING AND LIGHT RAIN IN THE AREA OF FT YUKON WHERE I PLANNED TO STOP FOR FUEL. I LEFT THE BROOKS RANGE AND ARRIVED IN THE FT YUKON AREA TO LEARN THE AWOS WAS RPTING 2 MI VISIBILITY AND 500 FT OVCST. AS I WAS UNABLE TO GET INTO FT YUKON, AND WITH NO ALTERNATIVES AVAILABLE, I CONSIDERED THE POSSIBILITY OF CONTINUING TO FAIRBANKS WHERE THE WX WAS RPTED GOOD. AT THAT POINT IT APPEARED I HAD ADEQUATE FUEL AND CHOSE THAT OPTION. APPROX 1/2 WAY TO FAIRBANKS THE WX BEGAN TO DETERIORATE AND I WAS FORCED LOWER AND LOWER IN ORDER TO MAINTAIN GND CONTACT, EVENTUALLY LOSING ALL SIGHT OF GND IN CLOUDS. AT THIS POINT I CLBED TO 5500 FT MSL, IN IMC, AND PROCEEDED DIRECT TO FAIRBANKS. UNFORTUNATELY, THIS RESULTED IN A 30 KT HEADWIND AND I BEGAN TO RUN SHORT OF FUEL. I MADE CONTACT WITH FAIRBANKS APCH CTL AND REQUESTED ASSISTANCE. I WAS EVENTUALLY ABLE TO GET BELOW THE CLOUDS AND LANDED NEAR A ROAD WHERE I LATER OBTAINED FUEL AND WAS ABLE TO CONTINUE THE FLT IN VMC.

Synopsis

UNABLE TO LAND AT PLANNED FUEL STOP DUE TO WEATHER, PLT OF SMA RUNS SHORT OF FUEL AND INTO IMC. FORCED TO LAND ON ROAD.

ACN: 749437

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : FLANN
State Reference : NY
Altitude.MSL.Bound Lower : 41000
Altitude.MSL.Bound Upper : 43000

Environment

Flight Conditions : IMC
Weather Elements : Ice
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Citation Excel
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : Atlantic
Route In Use.Enroute.Airway : G432.Airway

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 8750
Experience.Flight Time.Type : 300
ASRS Report : 749437

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 48
Experience.Flight Time.Total : 351
Experience.Flight Time.Type : 48
ASRS Report : 749669

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Aircraft : Automation Overrode Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

ON IFR FLT PLAN CRUISING AT FL430 BTWN TARGA INTXN AND FLANN INTXN ON HF FREQ 6577. INITIAL OAT (RAT) -45 DEGS C, HAD REQUESTED FROM ATC TO CLB TO FL450. REQUEST DENIED, HAD WX APPROX 60 MI AHEAD, SO ASKED FOR 30 NM (R) OF CRS. WAS IN VMC, WHILE DEVIATING (R) OF LARGEST CELLS, ENTERED IMC AT MACH .73 ONLY OCCASIONAL LIGHT TURB IN SOME FROZEN PRECIP. STARTED TO NOTICE RAPID AIRSPD DECREASE, ADVANCED THRUST TO TKOF THRUST, STILL AIRSPD DECREASING RAPIDLY NOW TO 150 KIAS, REQUESTED LOWER. ATC WAS VERY BUSY, NO REPLY FROM ATC, HAD NO CHOICE BUT TO START DSCNT AS A STALL WAS 'IMMINENT' CO-CAPT WAS ABLE TO NOTIFY ATC WE WERE IN A DSCNT TO FL410, WAS ABLE TO MAINTAIN 150 BUT NOT INCREASING IN DSCNT, HAD ALL (WING, ENG) ANTI-ICE ON PRIOR TO ENTERING IMC, DID NOT HAVE TAIL DE-ICE ON BECAUSE OF BOOT TEMP LIMIT, INSIDE CELL TEMP RAPIDLY CHANGED TO -20 DEGS. AT THAT POINT AT FL410 MANUALLY ACTIVATED TAIL BOOTS, MAINTAINED TKOF THRUST TO LIMIT. SHORTLY AFTER EXITED CELL, AND AIRSPD BEGAN SLOW INCREASE BACK TO MACH .73 AT CLB PWR. 50 OR SO MI MORE W WAS ABLE TO MAINTAIN MACH .73 WITH NORMAL PWR SETTINGS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT AN EMER WAS NOT DECLARED, AND ATC APPROVED FL410 AS CRUISE ALT FOR REMAINDER OF FLT. NO AIRFRAME ICING WAS VISIBLE WHILE THE AIRSPD WAS RAPIDLY DECREASING.

Synopsis

C 560XL IS UNABLE TO MAINTAIN ALT WHILE DEVIATING AROUND TSTMS. FLT IS FORCED TO DESCEND PRIOR TO RECEIVING CLRNC IN ORDER TO MAINTAIN AIRSPEED.

ACN: 748831

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZAU.ARTCC
State Reference : IL
Altitude.MSL.Single Value : 11000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
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 : 253
ASRS Report : 748831

Events

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

Assessments

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

Narrative

ON FLT TO ZZZ1, WE WERE TOLD TO BEGIN DSCNT AND HOLD AS PUBLISHED OVER VOR. WHILE WE ENTERED THE HOLD, WE ENCOUNTERED SEVERE TURB AND A TSTM CELL. WE TOLD ATC THAT WE WERE UNABLE TO MAINTAIN ALT AND THAT WE WERE GOING TO HAVE TO DEVIATE TO THE N TO HOLD OUT OF THE CELL.

THEY THEN ASSIGNED US TO HOLD 15 MI E OF THE VOR ON THE SAME RADIAL. WE STARTED TO FLY THE OUTBOUND LEG OF THAT, AWAY FROM THE STORM. THEN, ATC TOLD US THAT THEY HAD CHANGED LNDG RWYS IN ZZZ1 AND TOLD US TO MAKE A L TURN DIRECT TO INTXN. WHEN WE TURNED TOWARD INTXN, WE SAW THAT IT WAS GOING TO TAKE US RIGHT BACK INTO THAT CELL. WE TOLD ATC THAT WE WOULD NEED TO DEVIATE TO THE N FOR WX. THEY SAID DEVIATE N AS NECESSARY THEN DIRECT DRIVER WHEN ABLE. WE BEGAN TO DEVIATE TO THE N AS AUTH. THEN ATC TOLD US THEY NEEDED US TO TURN TO A HEADING TOWARD THE SW (I DON'T REMEMBER THE HEADING). WE TURNED TO THE HEADING AS INSTRUCTED AND ONCE AGAIN IT BECAME APPARENT THAT CTR WAS SENDING US RIGHT BACK TO THE SEVERE CELL THAT WE HAD JUST ENCOUNTERED. WE TOLD THEM WE WOULD ONLY BE ABLE TO FLY THAT HEADING FOR A FEW MI, AND THEN WE WOULD HAVE TO DEVIATE BACK TO THE N. AT THIS POINT THE ATC CTLR TOLD US THAT WAS NOT AUTH AND THAT WE HAD TO STAY ON THAT HDG. WE FELT THE WX AND ATC'S UNWILLINGNESS TO WORK WITH US WAS A SAFETY THREAT SO AT THAT POINT WE DECLARED AN EMER SO THAT WE COULD USE PIC EMER AUTH TO DEVIATE FROM ATC'S UNSAFE INSTRUCTIONS. WE THEN TOLD THEM THAT WE WERE GOING TO DIVERT TO ZZZ BECAUSE IT APPEARED THE AREA WAS GOING TO BE IMPASSABLE AT THE TIME. WE THEN LANDED IN ZZZ UNEVENTFULLY AND HAD THE ACFT INSPECTED BY MAINT FOR THE SEVERE TURB. WE COULD HAVE BEEN MORE PROACTIVE IN MAKING SURE WE AVOIDED THE CELL TO BEGIN WITH. ALSO, I DON'T THINK ATC WAS INTENTIONALLY PUTTING US AT RISK, HOWEVER, WE WERE RESPONSIBLE FOR THE SOULS OF 115 PEOPLE ON THAT FLT AND WE FELT THAT ATC WAS PUTTING US IN AN UNSAFE SITUATION AND WE WERE NOT WILLING TO PUT OUR FLT AT RISK. SO WE FELT THE ONLY OPTION THAT WE WERE LEFT WITH WAS TO DECLARE AN EMER TO MAINTAIN THE SAFETY OF THE FLT AND STAY OUT OF THE SEVERE WX.

Synopsis

B737-700 FLT CREW DECLARES EMERGENCY AND DIVERTS TO ANOTHER ARPT WHEN APCH CTL IS UNABLE TO PROVIDE ARRIVAL ROUTES THAT AVOIDED CONVECTIVE TERMINAL AREA WEATHER.

ACN: 748766

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MMK.Airport
State Reference : CT

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Total : 268
Experience.Flight Time.Type : 133
ASRS Report : 748766

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I HAD DECIDED TO PERFORM SOME TKOF AND LNDGS AT MMK. THE WX WAS MARGINAL VFR WITH AN OBSERVED CEILING THAT LOOKED OK. THERE WAS MIST IN THE AIR. LOOKING N I COULD SEE THE MOUNTAINS (ABOUT 5 MI) IN MIST, I WAS TAKING OFF TO THE S. I COULD SEE SOME OCCASIONAL FLASHES OF BLUE SKY, AND THE WIND WAS FROM THE S. DURING CLBOUT THE MIST BECAME LIGHT RAIN AND THE VISIBILITY WAS BECOMING WORSE. THEN THE WALL OF WHITE CAME AND MADE THE ARPT BEHIND ME DISAPPEAR. I HAD NO PLAN FOR THIS

EVENT. I WAS JUST BARELY AT PATTERN ALT. I STARTED TO TURN AND WAS GOING TO DSND TO TRY TO FIND THE ARPT BUT I COULD ALREADY TELL THAT I HAD MY HANDS FULL. I WAS CONCENTRATING HARD TO KEEP THE ATTITUDE INDICATOR WINGS LEVEL AND I STARTED A SLIGHT CLB, I NOW HAD TO REDUCE CLB PWR AND KEEP THE PLANE UNDER CTL. BY NOW I WAS AT 2000 FT, BUT FIGHTING TO KEEP THE ATTITUDE INDICATOR UNDER CTL. MY GPS WAS ON, AND I COULD SEE HFD AND FIGURED THAT THEY MAY BE ABLE TO HELP RADAR ME INTO THEIR ARPT. I TRIED TO CALL THEM, BUT I HAD NO REPLY. (I NOW KNOW THAT I MUST HAVE TUNED IN THE WRONG FREQ.) THINGS WERE NOT GOOD, I BELIEVE I WAS FIGHTING VERTIGO. SOME THINGS WERE NOT MAKING SENSE. I THEN RETRIEVED MY CHART (YES IT WAS A STRUGGLE TO MAINTAIN CTL OF THE ACFT WHILE DOING THIS) AND WAS ABLE TO TUNE IN BDL APCH AND MADE MY CALL FOR ASSISTANCE. THEY ANSWERED! HE HAD ME ENTER A XPONDER CODE THEN TUNE TO ANOTHER FREQ. HAVING SOMEONE TO TALK TO WAS A GREAT HELP. HE GAVE ME THE ALTIMETER SETTING, STARTED GIVING ME INSTRUCTIONS, ALL TURNS WERE HALF STANDARD RATE, HE KEPT REMINDING ME TO WATCH THE AIRSPD, ALTIMETER AND WOULD HAVE ME CALL OUT WHEN WINGS LEVEL AFTER THE TURNS. AT ABOUT 1200 FT MSL I CAME OUT OF THE CLOUDS WITH THE RWY IN FRONT OF ME. THE TOTAL TIME IN IFR WAS 30 MINS. I NORMALLY DON'T FLY IN MARGINAL CONDITIONS BUT BY ME BELIEVING THAT I WAS JUST STAYING IN THE PATTERN, I GAVE MYSELF A FALSE SENSE OF SECURITY, AND ENDED UP WITH EXTREME PROBS. THE DECISION TO TAKE FLT WAS IN ERROR DUE TO IMPROPER WX/PREFLT PLANNING.

Synopsis

PRIVATE PLT TAKES OFF IN MARGINAL CONDITIONS AND FLIES INTO IMC.

ACN: 748761

Time / Day

Date : 200708
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 39
Experience.Flight Time.Total : 220
Experience.Flight Time.Type : 147
ASRS Report : 748761

Events

Anomaly.Inflight Encounter : VFR In IMC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

ENCOUNTERED CLOUDS UPON TKOF AT SMO. THE ATIS AND TWR DID NOT STATE OR ANTICIPATE HOW QUICKLY THE CLOUDS MOVED FROM THE N (OVER THE WATER) TO N OF THE SHORELINE AT THE GOLF COURSE DIRECTLY UPWIND ON

MY CLBOUT. THE CLOUDS WERE UPON ME BEFORE I REACHED THE RECOMMENDED LOCATION FOR MY XWIND TURN, AT WHICH I CONTACTED THE TWR FOR ASSISTANCE TO VECTOR ME R XWIND AND THEN DOWNWIND TO THE N TO BE CLR OF THE CLOUDS. IN THE FUTURE I WILL BE MORE OBSERVANT AND AWARE OF HOW QUICKLY THE CLOUDS MOVE TO THE N AND IF BY CHANCE ON TKOF I VIEW CLOUDS AHEAD OF ME ON THE UPWIND I WILL CONTACT THE TWR TO REQUEST AND INITIATE MY XWIND PRIOR TO ENCOUNTERING THE CLOUDS!

Synopsis

INEXPERIENCED PVT PLT ENCOUNTERS IMC CONDITIONS DURING PATTERN DEPARTURE AT SMO.

ACN: 748467

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : C90.TRACON
State Reference : IL
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC
Weather Elements : Fog
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 163
Experience.Flight Time.Type : 163
ASRS Report : 748467

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WX WAS MARGINAL VFR MOST OF THE MORNING. WX WAS OBSERVED TO BE +6 MI AND 2100 FT CEILINGS 10 MI N OF OUR DEPARTING ARPT (GYE). WX BRIEFLY IMPROVED AND WE DEPARTED TO THE N. I EXPECTED VISIBILITY AND CEILING TO CONTINUALLY IMPROVE. THEY REMAINED THE SAME FOR 15 MI THEN RAPIDLY

REDUCED TO IMC. UPON ENTERING IMC I PERFORMED A 180 DEG TURN TO RETURN TO VFR CONDITIONS, VISIBILITY CONTINUED TO REDUCE. CONTACTED MIDWAY FOR VECTORS OUT OF IMC. THEY VECTORED US TO MIDWAY INTXN (PGM 2100) WE CONTINUED SINCE WE WERE NOW VFR WITH FLT FOLLOWING. CONTACTED CHICAGO APCH FOR CONTINUED FOLLOWING. WHILE ON THEIR VECTORS WE BUSTED DUPAGE (DPA) AIRSPACE. WAS INSTRUCTED BY CHICAGO TO MAINTAIN HDG. WHILE ON HDG WE BUSTED DUPAGE'S (DPA) CLASS D AIRSPACE, ALT 1500 FT. IMMEDIATELY CONTACTED APCH, REQUESTED FREQ CHANGE, CONTACTED DUPAGE TWR, INFORMED TWR OF WHAT HAPPENED. HE APPROVED THE OVERFLT OF THE ARPT AND ENTRY INTO CLASS D. CONTACTED APCH AND CONTINUED ON COURSE. HOW THIS COULD HAVE BEEN PREVENTED: WHEN VISIBILITY DID NOT IMMEDIATELY IMPROVE, I SHOULD HAVE TURNED BACK TO GYY. WHILE ON VFR FLT FOLLOWING I SHOULD HAVE PAID BETTER ATTN TO WHERE I WAS AND CONTACTED DUPAGE SOONER (OUTSIDE OF HIS AIRSPACE). CONTRIBUTING FACTORS: TOO MUCH FOCUS ON TRYING TO GET TO DEST ON TIME. (WE HAD ALREADY BEEN DELAYED FOR A DAY AND A HALF.) AND AFTER EXITING IMC, I WAS FLUSTERED AND NERVOUS FROM THE ORDEAL. PUT TOO MUCH FAITH IN CTLRS TO KEEP ME LEGAL. I SHOULD HAVE REMAINED MORE VIGILANT AFTER MIDWAY.

Synopsis

PRIVATE PLT TAKES OFF IN MARGINAL VFR CONDITIONS AND FLIES INTO IMC.

ACN: 748186

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 20000
Altitude.MSL.Bound Upper : 23000

Environment

Weather Elements : Thunderstorm
Weather Elements : Turbulence
Light : Daylight

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.Climbout : Intermediate Altitude
Route In Use.Departure : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 5000
ASRS Report : 748186

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

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 : Weather

Narrative

ON CLBOUT FROM ZZZ ENCOUNTERED SIGNIFICANT WX/TSTM ACTIVITY ALONG DEP ROUTING. SIGNIFICANT RADIO TFC OVERWHELMED ATC. APCHING SEVERAL LARGE WX CELLS, I REQUESTED A NEW VECTOR TO REMAIN CLR OF WX. ATC DID NOT RESPOND. I EVENTUALLY DECLARED AN EMER AND TURNED TO AVOID THE HEAVIEST RADAR RETURNS. ATC CTRLR RESPONDED BY TELLING ME TO, 'JUST CHILL OUT.' DURING OUR EVASIVE TURN, WE ENCOUNTERED HVY-MODERATE TURB, TEMPORARY LOSS OF CLB CAPABILITY, AND BURSTS OF HVY RAIN. ONCE WX AVOIDANCE WAS NO LONGER NECESSARY, I TERMINATED THE EMER AND ACCEPTED A NEW CLRNC FROM ATC. ATC SHOULD HAVE BEEN MORE RESPONSIVE EARLIER OR DEVELOPED A BETTER DEP ROUTING PLAN FOR TFC LEAVING ZZZ GIVEN THE WX ENVIRONMENT.

Synopsis

B757 DEP FROM ZZZ AT APPROX FL220, WITH CTR, INITIATED CAPT'S EMER AUTHORITY TO DEVIATE AROUND WX AFTER ATC FAILED TO PROVIDE ASSISTANCE.

ACN: 748018

Time / Day

Date : 200707

Local Time Of Day : 0001 To 0600

Place

Locale Reference.ATC Facility : D10.TRACON

State Reference : TX

Altitude.MSL.Single Value : 11000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : D10.TRACON

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Navigation In Use.Other : FMS or FMC

Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

ASRS Report : 748018

Events

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Wx Radar

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

WHILE ON THE STAR INTO DFW ABOUT 30 MI N OF UKW VOR, WE WERE LEVEL AT 11000 FT AND HANDED OFF TO THE DFW APCH CTLR. A COUPLE OF MINS BEFORE THE HDOF, THE CAPT AND I NOTICED 3 DISTINCT BUILDUPS/TSTMS ON OUR WX RADAR DISPLAY NEAR UKW VOR. ONE OF THE BUILDUPS WAS DIRECTLY OVER OUR LNAV MAP ROUTING WITH 2 OTHERS SLIGHTLY OFF TO THE R (W) OF OUR RTE, EACH OF THEM SEPARATED BY APPROX 5 OR 6 MI. EACH BUILDUP PAINTED A VERY SHARP PRECIP GRADIENT (VERY THIN GREEN/YELLOW EDGE AND SOLID RED THROUGHOUT THE MIDDLE PART OF THE RETURN) ON OUR RADAR AND

WERE ABOUT 2 MI WIDE IN DIAMETER. AS WE GOT WITHIN ABOUT 20-30 MI OF THE BUILDUPS, MYSELF AND THE CAPT DECIDED THAT WE WOULD NEED TO GO SLIGHTLY L (5 DEGS OR LESS) TO GET AROUND THE ONE DIRECTLY IN FRONT OF US OR A LARGER TURN TO THE R TO GET AROUND BOTH OF THE BUILDUPS TO THE W. AT ABOUT 20 MI FROM THE BUILDUPS, I INFORMED APCH THAT WE WOULD NEED A L OR R TURN TO GET AROUND 3 BUILDUPS THAT WE WERE PAINTING AT 12 - 1 O'CLOCK POS AND 20 MI. I BELIEVE THAT HE INFORMED US AT THAT TIME THAT HE WOULD BE UNABLE TO LET US GO L, BUT GAVE NO FURTHER INDICATION OF WHAT OTHER OPTIONS WERE AVAILABLE TO US. A MIN OR SO LATER, NOW ABOUT 15 MI FROM THE STORMS WHICH WERE NOW 12 - 2 O'CLOCK POS, WE AGAIN TOLD HIM WE WOULD NEED A SLIGHT TURN TO THE L OR A LARGER TURN ABOUT 40-50 DEGS R TO GET AROUND THE STORMS, WHICH WE WERE NOW CLOSER TO. AT THAT POINT, HE TOLD US THAT HE WAS PLANNING ON HAVING US GO BTWN THE 2 STORMS TO OUR R, JUST AS AN ACFT IN FRONT OF US ON THE ARR HAD DONE. THE CAPT AND I QUICKLY AGREED THAT FLYING BTWN THE 2 STORMS WASN'T AN OPTION (AS THEY WERE VERY DISTINCT BUILDUPS AND SEPARATED BY ABOUT 6 MI) AND TOLD ATC THAT WE WOULDN'T ACCEPT THAT ROUTING DUE TO THE SMALL DISTANCE BTWN THE STORMS AND THE STRENGTH OF THE ECHOES AND WOULD ACCEPT ANY OTHER VECTOR HE COULD GIVE US AROUND THEM. AT THAT POINT HE TOLD US THAT HE WAS 'UNABLE' AND ASKED US WHAT OUR ALTERNATE WAS. WE TOLD HIM THAT OUR ALTERNATE WAS SAN ANTONIO AND THEN COMMUNICATED THAT WE COULD ACCEPT HOLDING ANYWHERE AS A POSSIBLE OPTION. HE INFORMED US THAT HOLDING WAS ALSO NOT POSSIBLE AND THEN SOLICITED A RIDE RPT FROM THE ACFT IN FRONT OF US WHO HAD JUST SPLIT THE 2 STORMS. THE PRECEDING ACFT RPTED THAT THE RIDE FOR THEM HAD BEEN ACCEPTABLE, JUST LIGHT TURB, AND THE APCH CTLR REPEATED THAT PIREP TO US AND TOLD US THE ACFT'S POS. AGAIN THE CAPT AND I QUICKLY AGREED THAT GOING BTWN THE CELLS WAS NOT AN OPTION, AND AGAIN TOLD APCH THAT WE WOULD ACCEPT ANY HOLD OR VECTORING, BUT THAT SPLITTING THE CELLS WAS NOT GOING TO HAPPEN. AT THAT POINT HE SAID SOMETHING TO THE EFFECT OF 'EITHER YOU CAN ACCEPT THAT ROUTING OR YOU'RE GOING TO SAN ANTONIO, WHICH IS IT?' WE TOLD HIM THAT IF THOSE WERE OUR ONLY CHOICES, THAT WE WOULD DIVERT TO SAN ANTONIO. AT THAT POINT HE GAVE US ABOUT AN 80 DEG VECTOR TO THE E AND ASSIGNED US A CLB TO 17000 FT. WE WERE THEN HANDED OFF (AS BEST I REMEMBER) TO ANOTHER APCH CTLR. WHEN WE CHKD IN, I TOLD HIM OUR ASSIGNED HDG AND ALT AND INFORMED HIM THAT IF HOLDING OR A DELAY VECTOR WERE AVAILABLE ANYWHERE IN THEIR SECTOR THAT WE WOULD ACCEPT IT. THE NEW CTLR INFORMED US THAT NEITHER WAS AVAILABLE AND ASSIGNED US ROUTING TOWARD A FIX FOR A STAR INTO SAN ANTONIO. WE REPEATED THE CLRNC BACK AND AT THIS POINT OUR WORKLOAD BECAME EXTREME. I INFORMED THE CAPT THAT I WOULD NEED TO OPEN THE ALTERNATE CHARTS BRICK TO GET THE SAN ANTONIO PLATES OUT SO THAT THE ARR AND APCH COULD BE LOADED INTO THE FMC, AT WHICH TIME HE OPTED TO HANDLE ATC COMS AND FLY THE AIRPLANE. DURING THIS TIME I ALSO OBTAINED THE ARR ATIS AT SAN ANTONIO, MADE A CALL TO THE FLT ATTENDANTS INFORMING THEM OF OUR NEW DEST AND MADE A SHORT PA TO OUR PAX INDICATING THAT DUE TO TSTMS AND ATC CONSTRAINTS WE WERE DIVERTING TO SAN ANTONIO. I THEN ATTEMPTED TO CALL OPS FOR A PATCH TO DISPATCH TO INFORM THEM OF THE DIVERSION. OPS DIDN'T ANSWER THE RADIO, SO I ATTEMPTED TO CALL DISPATCH WITHOUT SUCCESS. I THEN SENT AN ACARS TO DISPATCH AND ASKED THEM TO COME UP ON FREQ, WHICH THEY DID JUST SECONDS LATER, AND INFORMED HIM THAT ATC WAS UNABLE TO WORK US

AROUND THE WX IN DFW AND THAT WE WERE PROCEEDING TO SAN ANTONIO. HE TOLD ME THAT WE WOULD BE HANDLED AT XXX GATE IN SAN ANTONIO AND THAT HE WAS GOING TO CALL CTR TO FIND OUT WHAT THE REASON FOR OUR DIVERSION WAS. (NOTE: IN ALL OF THE APCH/CTR COMS, WHICH ARE SOMEWHAT A BLUR, AT ONE POINT WE WERE INFORMED THAT WE WERE SPEAKING TO EITHER AN APCH OR CTR SUPVR). AT THIS POINT THE CAPT TOLD ME THAT HE WOULD LIKE TO SPEAK WITH DISPATCH AND XFERRED CTL OF THE ACFT AND ATC COMS TO ME AND TOLD ME WHAT OUR ASSIGNED ALT AND ROUTING WERE. WHILE THE CAPT WAS TALKING TO OUR DISPATCHER, I WAS TOLD BY CTR THAT IF WE WOULD LIKE TO GO BACK TO DFW THAT WAS NOW AVAILABLE TO US. I TOLD THE CAPT WHAT ATC HAD OFFERED AND HE SAID THAT THAT WAS FINE, AT WHICH TIME I INFORMED THE CTLR THAT WE WOULD LIKE TO PROCEED TO DFW. HE THEN GAVE US A NEW HDG AND A DSCNT CLRNC AND HANDED US OFF TO ANOTHER CTLR. AT THIS POINT OUR WORKLOAD INCREASED EVEN MORE, WHICH I WOULDN'T HAVE THOUGHT POSSIBLE AT THE TIME. WE WERE GIVEN A VECTOR TO A FIX THAT NEITHER OF US WERE FAMILIAR WITH ON AN ARR WE HAD NEVER BEEN ON. AT THIS POINT THE CAPT TOOK CTL OF THE ACFT AGAIN AND I GOT OUT THE ARR CHART AND BEGAN TO RELOAD OUR NEW ROUTING INTO THE FMC. I ALSO CALLED THE FLT ATTENDANTS, AGAIN, AND INFORMED THEM OF THE LATEST CHANGE OF PLANS. AS IT TURNED OUT, THE FIX WE WERE BEING VECTORED TO WAS RIGHT BEHIND ANOTHER LARGE TSTM AND SO WE TOLD ATC THAT WE WOULD NEED A VECTOR AROUND IT. THE SECTOR WAS EXTREMELY BUSY AND THE CTLR SEEMED TO HAVE SIGNIFICANT TFC CONSIDERATIONS WITH REGARD TO OUR RETURN TO ZZZ AND ASKED US IF WE WOULD BE ABLE TO CROSS FEVER INTXN AT SOME LOWER ALT. SINCE WE DIDN'T KNOW WHERE WE WERE RELATIVE TO THIS NEW FIX, YET SINCE WE WERE STILL PLUGGING THE ARR ROUTING INTO THE FMC, WE ASKED HER TO STAND BY. SHE INSTEAD ASSIGNED US A HDG, WHICH AS IT TURNED OUT Routed us through a cell of HVY PRECIP AND MODERATE TURB. (WE HADN'T HAD TIME TO RE-ADJUST THE WX RADAR TILT AND DIDN'T HAVE A CLR PICTURE OF THE WX IN FRONT OF US AT THAT MOMENT). SHE THEN HANDED US OFF TO ANOTHER APCH CTLR WHO GAVE US ANOTHER HDG AND INDICATED THAT IT WOULD BE A VECTOR FOR A VISUAL APCH TO RWY 36L. SHORTLY THEREAFTER, WE HAD THE APCH PLUGGED INTO THE FMC AND WERE GENERALLY CAUGHT UP. THE FINAL APCH CTLR (WHO I BELIEVE WAS THE SAME CTLR WHO HAD PREVIOUSLY REQUIRED THAT WE DIVERT) GAVE US VECTORS AROUND WX NEAR THE ARPT WHEN WE REQUESTED THEM THIS TIME. THE REMAINDER OF THE ARR, APCH AND LNDG WERE NORMAL. IT IS MY OPINION, BASED ON THE ORIGINAL APCH CTLR'S TONE OF VOICE AND RELIANCE ON A PRECEDING ACFT'S PIREP TO INFLUENCE OUR DECISION ABOUT OUR ROUTING AROUND THE WX, THAT THIS DIVERSION WAS UNNECESSARY. I BELIEVE THAT HE BECAME FRUSTRATED WITH OUR DECISION TO NOT FOLLOW THE PRECEDING ACFT BTWN THE BUILDUPS AND CHOSE TO NOT CONSIDER OTHER ROUTING, HOLDING OR DELAY VECTORS FOR OUR FLT. I ALSO BELIEVE THAT OUR EXTREME WORKLOAD WAS IN ITSELF A HAZARDOUS SITUATION EVEN THOUGH WE WORKED VERY WELL TOGETHER THROUGHOUT THIS ORDEAL. OUR SOMEWHAT DEGRADED SITUATIONAL AWARENESS, AS INDICATED BY OUR FLYING THROUGH AN AREA OF HVY PRECIP AND TURB ON OUR RETURN TO DFW, IS JUST ONE EXAMPLE OF MANY POSSIBILITIES OF POTENTIAL THREATS THAT EXIST WHEN BOTH CREW MEMBERS ARE SATURATED IN DEALING WITH RAPIDLY CHANGING SITUATIONS OVER AN EXTENDED PERIOD OF TIME. BECAUSE I DON'T KNOW EXACTLY WHAT THE APCH CTLRS' (MEANING BOTH OF THEM SINCE WE WERE DENIED HOLDING/VECTORS TWICE) CONSIDERATIONS WERE AT THE TIME, I DON'T KNOW IF ANY COURSE OF

ACTION -- BY THEM OR US -- COULD HAVE BEEN TAKEN TO PREVENT THIS SITUATION. I WOULD PERSONALLY LIKE TO KNOW IF THIS EVENT OCCURRED OUT OF A LEGITIMATE ABSENCE OF WORKABLE CHOICES BY THE APCH CTLRS' (BOTH OF THEM) STANDPOINT OR IF WE WERE NEEDLESSLY DIVERTED TO SAN ANTONIO BECAUSE OF A FRUSTRATED PERSON'S INABILITY TO ACCEPT OUR (SAFETY BASED) REFUSAL TO TRANSITION TO AN AREA OF TSTMS.

Synopsis

ACR FLT CREW INBOUND TO DFW IN CONVECTIVE WX IS UNABLE TO NEGOTIATE PASSAGE AROUND CELLS. REPORTEDLY, APCH CTLR IS INSENSITIVE TO THEIR PREDICAMENT AND DIRECTS THEM TO DIVERT TO AN ALTERNATE.

ACN: 747135

Time / Day

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

Place

Locale Reference.Navaid : CRL.VORTAC
State Reference : FL
Altitude.MSL.Bound Lower : 18700
Altitude.MSL.Bound Upper : 27000

Environment

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

Aircraft : 1

Controlling Facilities.ARTCC : ZJX.ARTCC
Operator.General Aviation : Personal
Make Model Name : Duke 60
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Enroute Altitude Change

Person : 1

Affiliation.Government : FAA
Function.Controller : Radar
Qualification.Controller : Radar
Experience.Controller.Radar : 1
Experience.Controller.Time Certified In Position1 : 1
ASRS Report : 747135

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative

I WAS WORKING R75 WITH AN FPL D-SIDE. TFC WAS VERY HVY AND WE WERE QUITE BUSY WITH DEVIATING ACFT. THERE WAS A LARGE TSTM IN THE VICINITY OF VQQ AND A SMALLER ONE NORTH OF CRG, BOTH ON THE NORTHERN END OF MY SECTOR. ALL OF OUR NBOUND TFC WAS DEVIATING THROUGH THE SAME HOLE BTWN THOSE 2 CELLS, WHICH INCREASED OUR WORKLOAD SIGNIFICANTLY. THERE WAS ALSO A LARGE TSTM ON MY SOUTHERN SECTOR BOUNDARY WITH ZMA, APPROX BTWN MCO AND ORL. ALL ACFT ENTERING MY SECTOR FROM THE S WERE ALREADY DEVIATING IN ZMA'S AIRSPACE, AROUND THAT CELL OVER ORL. AT APPROX XA15 A BE60 CHKED ON MY FREQ FROM ZMA, LEVEL AT FL270 ABOUT 20 MI S OF THE ORL VORTAC. ZMA HAD CLRED THE ACFT TO DEVIATE W OF THE STORM AND TO PROCEED DIRECT CRG WHEN ABLE. THE PLT NEVER SAID ANYTHING TO ME OTHER THAN HIS INITIAL CHK-ON, NEVER MENTIONING THE WX OR DEV. I CONTINUED ON WORKING MY VERY HVY TFC. AT APPROX XA20, I NOTICED THAT THE ACFT THAT WAS PREVIOUSLY NBOUND, NOW OVER ORL, WAS IN A L TURN THROUGH ABOUT A 230 DEG HDG. I STATED THAT I OBSERVED HIS TURN AND ASKED HIS INTENTIONS. THE ACFT'S FIRST REPLY WAS UNREADABLE. AT THAT TIME I NOTICED THE ACFT WAS AT FL255, AND TURNING L THROUGH 180 DEGS. I AGAIN ASKED HIS INTENTIONS. THE PLT REPLIED TO THE EFFECT THAT THE HOLE HE WAS TRYING FOR HAD CLOSED AND HE WAS TRYING TO GET OUT OF THE CELL. SEEING THAT THE ACFT WAS STILL IN A L TURN, AND TURNING BACK TOWARD THE WX, I ISSUED A VECTOR OF A R TURN TO HDG 270 DEGS TO REMAIN S OF THE WX AND EVENTUALLY TAKE HIM W OF IT. THE PLT DID NOT REPLY, NOR DID HE REPLY TO SEVERAL SUBSEQUENT CALLS OVER THE NEXT MIN OR SO. AT ABOUT THE TIME I HAD ISSUED THE VECTOR, WE LOST THE MODE C READOUT. AT THIS TIME, MY D-SIDE WAS COORDINATING WITH ALL SURROUNDING SECTORS TO ASSURE THAT ALL TFC WOULD REMAIN CLR OF THIS ACFT WHO WAS TURNING AND DSNDRING WITHOUT CLRNC. AFTER ABOUT 1 MIN, WE RE-ESTABLISHED COMS WITH THE ACFT, WHO STATED THAT HE WAS TRYING TO GET OUT OF THE CELL AND WAS CLBING BACK TO FL270 FROM FL187. HE HAD LOST APPROX 8500 FT IN A SEVERE DOWNDRAFT. I ISSUED SEVERAL MORE CTL INSTRUCTIONS TO ASSIST HIM IN REMAINING CLR OF KNOWN WX AND TFC. ONCE THE ACFT WAS BACK TO ASSIGNED ALT AND CLR OF THE WX, THE PLT CHANGED DEST FROM RDG TO MYR. ABOUT 8 MINS LATER, THE PLT AGAIN CHANGED DEST TO SAV. THE PLT STATED THAT HE HAD DAMAGE TO THE ACFT. I ADVISED HIM THAT BQK OR SSI WERE MUCH CLOSER AND LOOKED GOOD AS FAR AS WX WAS CONCERNED. I ALSO ASKED IF THE PLT WAS DECLARING AN EMER. HE STATED THAT HE WAS NOT, AND WOULD CONTINUE ON TO SAV. I DSNDED HIM AND HANDED HIM OFF TO THE NEXT SECTOR. I FOUND OUT LATER THAT THE ACFT DID IN FACT DIVERT TO BQK AS I HAD ADVISED, AND HAD SUSTAINED DAMAGE TO THE ELEVATORS. AT NO TIME DURING THIS INCIDENT DID THE ACFT COME INTO CONFLICT WITH ANY OTHER ACFT.

Synopsis

ZJX CTLR DESCRIBED ALT LOSS EVENT WHEN BE60, AT FL270, LOST APPROX 8500 FEET DURING DEVIATIONS AROUND WEATHER.

ACN: 747055

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 33000

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.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 23000
Experience.Flight Time.Type : 3000
ASRS Report : 757055

Events

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

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Weather

Narrative

CTR ASKED US TO TURN TO A HDG 030 DEGS, WE WERE HDG N. I SAID NO,
BECAUSE OF A TSTM AT THAT HDG, I WOULD REMAIN ON A HDG OF N. CTR TOLD

ME TO SQUAWK 7700. I DID. AT XA08Z ON A DIFFERENT CTR FREQ GOING TO
ZZZ I GOT A NEW CODE. OPS NORMAL AFTER THAT.

Synopsis

ATC ASKED AN ACR ACFT TO CHANGE VECTOR HDG. FLT CREW REFUSED
BECAUSE OF WX. ATC TOLD CAPT TO SQUAWK 7700.

ACN: 747028

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 18000

Environment

Weather Elements : Thunderstorm
Weather Elements : Turbulence

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.Climbout : Takeoff
Route In Use.Departure : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 3500
ASRS Report : 747028

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

WHILE BEING VECTORED BY ARTCC WE WERE GETTING CRITICALLY CLOSE TO SOME STRONG TSTMS. ARTCC WAS OVERWHELMED AND NON-RESPONSIVE TO OUR REQUESTS TO CHANGE COURSE. WE DECLARED AN EMER AND CHANGED COURSE TO TRY TO AVOID THE WORST CELLS. ATC'S RESPONSE TO OUR EMER CALL WAS TO 'CHILL-OUT.' WHILE MANEUVERING, WE ENCOUNTERED MODERATE TURB, HVY RAIN AND LIGHT HAIL. AFTER ABOUT 5 MINS, WE WERE CLR OF THE WORST WX, SO WE CANCELED THE EMER AND GAVE A PIREP. SEAT BELT SIGN WAS ON, FLT ATTENDANTS WERE SEATED. NO INJURIES OR DAMAGE WERE RPTED.

Synopsis

B757 IFR IN AREA OF CONVECTIVE WEATHER DECLARES EMERGENCY TO AVOID CELLS WHEN ATC FAILS TO RESPOND TO REQUESTS TO DEVIATE.

ACN: 747008

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6000

Environment

Weather Elements : Thunderstorm
Light : Daylight

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.Climbout : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 747008

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Radar
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency

Assessments

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

Narrative

TOOK POS ON RWY. THE WX RADAR WAS SHOWING A LARGE CLUSTER OF RED RADAR RETURNS SEVERAL MI PAST THE DEP END OF THE RWY. WE WERE GIVEN A HDG OF 185 DEGS FOR WX AND CLRED FOR TKOF. CHKED IN WITH DEP CTL AND

ADVISED THEM WE WILL NEED A TURN SHORTLY TO THE W FOR WX. THEY SAID UNABLE AT THE PRESENT TIME DUE TO TFC. BY NOW WE WERE GETTING SERIOUSLY CLOSE TO A WALL OF SOLID RED TSTM RETURNS IN OUR IMMEDIATE PATH, PAINTING FROM THE SSW THROUGH TO THE E AND EXTENDING WELL ABOVE US. I INFORMED DEP CTL THAT I NEEDED A TURN TO THE W IN A MI AND IF NEEDED, WILL DECLARE AN EMER AND THEN TURN W. ATC QUERIED: 'ARE YOU DECLARING AN EMER?' I SAID YES, I REFUSE TO FLY THROUGH A TSTM. ATC THEN SAID ADVISE PAX ONBOARD. I GAVE THEM THAT INFO AS I DIRECTED THE COPLT TO TURN W TO AVOID THE LARGE CONVECTIVE CELLS. PROCEEDED TO DEST WITHOUT FURTHER ISSUES.

Synopsis

B757 CAPTAIN DECLARES AN EMERGENCY TO AVOID WEATHER ON DEPARTURE AS ATC WILL NOT APPROVE A TURN WITHOUT THIS DECLARATION.

ACN: 746056

Time / Day

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

Place

Locale Reference.Airport : 76G.Airport
State Reference : MI
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZOB.ARTCC
Operator.General Aviation : Personal
Make Model Name : Sundowner 23
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 2100
Experience.Flight Time.Type : 1400
ASRS Report : 746056

Events

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

Assessments

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

Situations

Narrative

FSS HAS BECOME NEARLY USELESS. I CANNOT EVEN COUNT ON THEM ENTERING MY FLIGHT PLAN WHEN I HAVE SPOKEN TO A BRIEFER AND LISTENED TO THEM TYPE IT IN SO I HAVE TAKEN TO FILING AHEAD OF TIME BY COMPUTER. BY THE TIME I DEPARTED FOR 76G, MY ALTERNATE WAS BELOW LEGAL LIMITS FOR AN ALTERNATE. BUT CALLING FSS TO CORRECT THE ALTERNATE I THOUGHT WAS A LOSING PROPOSITION. I SHOULD HAVE ASKED MN CENTER TO CORRECT IT DURING DEPARTURE. I GOT TO MY DESTINATION 76G AND COULD EASILY SEE THE RWY FROM 2300 FEET EVEN THOUGH THERE WAS AN EXTENSIVE LAYER OF GROUND FOG. I ENTERED A LEFT DOWNWIND FOR RWY 22. I WAS COMMUNICATING WITH CLEVELAND CENTER VIA RELAY WITH AN AIR CARRIER. I WAS ASKED IF I COULD CANCEL IFR AND AGREED TO CANCEL EVEN THOUGH MY GUT SAID IT WOULD BE BETTER NOT TO. AS I DESCENDED ONTO BASE LEG, I LOST SIGHT OF THE RWY. I TURNED FINAL AND ONCE AGAIN PICKED UP THE FIELD BUT I WAS TOO HIGH AND TOO FAST TO LAND, SO I WENT AROUND. I COULD AGAIN EASILY SEE THE RWY ON DOWNWIND, BUT ONCE AGAIN LOST SIGHT OF THE RWY AS I DESCENDED AND TURNED BASE ONLY TO ONCE AGAIN PICK UP THE FIELD TOO LATE TO LAND SAFELY. I ABANDONED MY ATTEMPTS TO LAND AT 76G. I CLIMBED TO 3000 FEET AND HEADED TO MY ALTERNATE VIA GPS DIRECT WHILE ATTEMPTING TO CONTACT SELFRIDGE APPROACH, CLEVELAND CENTER OR AN AIRCRAFT FOR A RELAY. I FINALLY CONTACTED SELFRIDGE APPROACH AFTER SEVERAL ATTEMPTS AND EXPLAINED WHAT HAD HAPPENED. THEY CLEARED ME TO PHN AND TO EXPECT THE ILS RWY 4 APPROACH. THEY VECTORED ME EXTENSIVELY DUE TO TRAFFIC IN THE SECTOR. IN THE INTERIM THE AWOS INDICATED WORSENING WEATHER AT PHN WITH CEILINGS BELOW MINIMUMS. SINCE I WAS FLYING UNDER PART 91, I ELECTED TO FLY THE APPROACH TO HAVE A 'LOOK SEE.' I AM FAMILIAR WITH THE AWOS AT THIS FIELD AND KNOW THAT ITS ACCURACY IS ALWAYS SUSPECT (IT IS USUALLY EITHER WORSE OR BETTER BUT RARELY ACCURATE). I BROKE OUT AT MINIMUMS SLIGHTLY TO THE WEST OF THE CENTER LINE, CORRECTED AND LANDED WITH A LOT OF ROOM TO SPARE. IN RETROSPECT I SHOULD HAVE LISTENED TO MY GUT AND NOT CANCELLED MY IFR FLIGHT PLAN EVEN THOUGH THERE WAS A PERCEPTION ON MY PART THAT I WAS DOING CENTER A FAVOR BY DOING SO. NO GOOD DEED GOES UNPUNISHED. I WAS ALSO VECTORED THRU THE FINAL APPROACH COURSE SEVERAL TIMES INTENTIONALLY AND ALERTED THAT THIS WAS THE INTENTION OF THE CONTROLLER. AT ONE POINT I WAS CLEARED FOR THE APPROACH AND THE CLEARANCE WAS CANCELLED. I HAD LOADED AND ACTIVATED THE APPROACH IN THE GPS (GARMIN 430) BUT I WAS SURPRISED BY ITS INDICATION ON AT LEAST TWO OCCASIONS DURING THE APPROACH. I ALWAYS BACK UP THE NUMBER ONE NAV WITH THE NUMBER TWO NAV (STANDARD ILS/VOR RECEIVER). I HAVE HUNDREDS OF HOURS USING THIS GPS/NAV/COM UNIT AND PERIODICALLY REVIEW THE MANUAL BUT I STILL FACE 'AUTOMATION SURPRISES' ON RARE OCCASION. THE SECOND TIME NUMBER ONE GPS NAV CONFLICTED WITH NUMBER TWO NAV I SWITCHED OFF THE GPS MODE AND WENT TO VOR/ILS MODE WHERE UPON I HAD AGREEMENT OF THE INDICATIONS, FLEW THE APPROACH AND LANDED. I DO NOT KNOW AND DID NOT ASK WHY THE INITIAL APPROACH CLEARANCE WAS CANCELLED. IT WAS NOT THE TIME TO DISCUSS IT. I DO NOT KNOW IF THE FIRST AUTOMATION SURPRISE OF THE NUMBER ONE NAV WHILE IN GPS MODE LED THE CONTROLLER TO CANCEL MY APPROACH CLEARANCE OR IF THERE WAS AN ISSUE AT HIS END. I WAS READY TO JOIN UP WHEN THE CLEARANCE WAS CANCELLED. I HAVE NOT YET DETERMINED WHY THE GPS DID NOT APPEAR TO CAPTURE THE APPROACH COURSE EVEN THOUGH ACTIVATED. IT SEEMED TO ONLY WANT TO TAKE ME TO THE FINAL APPROACH FIX FROM THE POINT WHERE I ACTIVATED THE APPROACH

RATHER THAN FROM WHERE I ACTUALLY WAS AS I JOINED UP. PERHAPS THE MULTIPLE INTENTIONAL VECTORS THRU THE FINAL APPROACH COURSE WAS BEYOND ITS LOGIC TO DEAL WITH. I WILL CONTINUE TO REFRESH ON THE GPS.

Synopsis

A BE55 PILOT FINDS HIMSELF DEALING WITH GROUND FOG AND DIVERTING TO HIS ALTERNATE IN PART BECAUSE HE HAS NO CONFIDENCE IN FSS ASSISTANCE.

ACN: 745486

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : IMC
Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.General Aviation : Corporate
Make Model Name : King Air C90 E90
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 6100
Experience.Flight Time.Type : 1000
ASRS Report : 745486

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
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.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Aircraft
Problem Areas : Airspace Structure
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative

I WAS BEING VECTORED FOR THE LOC RWY 10 AT ORD AT 6000 FT. THERE WAS A LINE OF TSTMS ABOUT 20 MI WNW MOVING TOWARD THE ARPT. AT APPROX 12 MI FROM THE ARPT I WAS ASSIGNED A HDG OF 060 DEGS TO INTERCEPT THE LOC. AS I WAS ABOUT TO ROLL OUT ON THE 060 DEG HDG, I ENCOUNTERED SEVERE TURB. THE AIRPLANE ROLLED THROUGH APPROX 60 DEGS OF BANK TO THE R AND CAUSED THE AUTOPLT TO BECOME DISABLED. MY FIRST PRIORITY WAS TO FLY THE AIRPLANE AND RECOVER FROM THE UNUSUAL ATTITUDE. ONCE I RECOVERED THE AIRPLANE I WAS ON A HDG OF ABOUT 130 DEGS AND AT AN ALT OF ABOUT 4300 FT MSL. AT THIS TIME I NOTIFIED APCH CTL THAT I ENCOUNTERED SEVERE TURB, WHAT MY HDG AND ALT WERE, AND THAT I WAS ABANDONING THE APCH. THE CTLR INFORMED ME THAT THERE WAS OTHER TFC IN THE AREA AND THAT I COULD NOT JUST CHANGE HDGS AND ALTS WITHOUT RECEIVING A CLRNC. AGAIN I INFORMED THEM THAT I ENCOUNTERED SEVERE TURB AND IT WAS BEYOND MY CTL. AT THIS TIME THEY VECTORED ME FOR THE ILS RWY 4R AND LANDED. ONCE I LANDED I CALLED APCH CTL TO SEE IF THERE WERE ANY CONFLICTS AND TO TELL THEM EXACTLY WHAT HAPPENED. THEY INFORMED ME THERE WERE NO CONFLICTS AND THEY DID NOT NEED ANY OTHER INFO. AS I WAS CHKING WX AFTER LNDG. THERE WAS A PIREP FROM A GLF2 AT XA15Z AT 6000 FT, ON THE ORD 310-10, SEVERE TURB, BUT I DID NOT RECEIVE THAT RPT. APCH CTL INITIALLY HAD RWY 27R AND 32R IN USE AND THEN CHANGED TO RWY 10. I DO NOT KNOW WHY THEY CHANGED APCHS TO THE RWY THAT THE WX WAS APCHING FROM.

Synopsis

A BE20 APCHING ORD ENCOUNTERED SEVERE TURBULENCE RESULTING IN A 60 DEG BANK AND AN ALT LOSS. GO AROUND EXECUTED WITH AN APCH TO ANOTHER RWY.

ACN: 745480

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

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

Environment

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.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 10
ASRS Report : 745480

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Observation : Company Check Pilot
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 12000
ASRS Report : 745483

Events

Anomaly.Ground Encounters.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : PWS
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Environmental Factor

Problem Areas : Weather

Narrative

DURING OUR PUSHBACK WE REALIZED THAT THE ARPT CONFIGN WAS CHANGING FOR RWY 8 DEPS DUE TO WINDSHEAR. WHILE WE TAXIED OUT I PULLED UP RWY DATA FOR RWY 8. GND ASKED US IF WE COULD DEPART RWY 8 WITH WINDS OF 310 DEGS AT 20 KTS GUSTING TO 27 KTS. WE RAN ACARS PERFORMANCE AND IT WAS OUTSIDE OUR LIMITS. GND THEN INSTRUCTED US TO TURN AROUND AND TAXI. WHILE WE TAXIED WE NOTICED THE VIRGA AND RAIN SHAFTS COMING FROM A CELL S OF RWY 25. WE HAD HOPED FOR RWY 34'S BUT THE WIND WAS NOT COOPERATING. WE TAXIED TO RWY 25 AND CONFIGURED THE AIRPLANE FOR A FLAPS 2 DEG TKOF FOR WINDSHEAR PRECAUTIONS WITH TOGA THRUST. WHILE WE WERE #2 FOR TKOF, TWR ANNOUNCED SEVERAL WINDSHEAR WARNINGS. A DASH 8 DEPARTED RWY 8 IN FRONT OF US AND THEN WE WERE CLRED INTO POS AND HOLD. AS SOON AS WE TOOK THE RWY AND TURNED TO LINE UP WE DISPLAYED A PWS WARNING ALERT. THE DEPARTING DASH 8 NEVER RPTED ANY WINDSHEAR ON HIS TKOF ROLL OR CLBOUT. TWR THEN CLRED US FOR TKOF AND WE DECLINED THE CLRNC AND TOLD HIM THAT WE HAD A WINDSHEAR WARNING AND WERE WAITING FOR IT TO STOP. AS SOON AS IT STOPPED, ATC GAVE US ANOTHER CLRNC FOR DEP AND ACTUALLY ASKED US TO TURN INTO THE CELL AFTER TKOF. WE ACCEPTED THE CLRNC AS LONG AS WE COULD MAINTAIN RWY HDG UNTIL CLR OF THE VIRGA. AS THE CAPT CALLED 80 KTS TWR RPTED A WINDSHEAR ALERT OF -20 KTS AND THEN HIS VOICE HAD AN EVEN HIGHER PITCH AS HE CALLED MICROBURST ALERT OF -25 KTS. AT THIS TIME WE NOW HAD ICONS ON THE NAV DISPLAY AND THE PFD FOR PWS ALERTS. AS SOON AS HE HEARD THE MICROBURST ALERT, THE CAPT DECIDED TO ABORT THE TKOF ROLL, WHICH WAS AT ABOUT 100 KTS. THE CAPT TOOK CTL OF THE ACFT AND EXECUTED THE ABORT PER SOP'S AND DEACTIVATED THE AUTOBRAKES AS SOON AS HE COULD. I NOTIFIED THE TWR OF OUR ABORTED TKOF AND THEN TOLD THE PAX TO REMAIN SEATED. THE CAPT SLOWED THE ACFT TO A SLOW TAXI AND TAXIED OFF THE RWY AND STOPPED WITHOUT SETTING THE PARKING BRAKE. BRAKE TEMPS WERE STARTING TO CLB AND I PULLED OUT THE FM AND REVIEWED REJECTED TKOF, HOT BRAKES ECAM AND REJECTED TKOF COOLING CHART IN THE LIMITS SECTION. THE CAPT THEN CALLED MAINT AS THE TEMPS WERE REACHING 500 DEGS. MAINT AND THE CAPT DISCUSSED THE LIMITS OF THE TIRE TEMPS, INSPECTION REQUIREMENTS (600 DEGS), ABORT SPD AND THE USE OF AUTOBRAKES. BRAKE TEMPS PEAKED AT 575 DEGS AND MAINT SAID AS LONG AS NO FUSE PLUGS WERE BLOWN WE DID NOT NEED AN INSPECTION. HE ENTERED THE WRITE-UP INTO MAINT LOG FOR US. THE CAPT THEN CALLED DISPATCH AND INFORMED THEM OF OUR ABORT AND DISCUSSED OUR OPTIONS WITH DEST WX. ONCE OUR BRAKE TEMPS WERE BELOW 300 DEGS WE TAXIED TO RWY 34L. AS WE TAXIED TO RWY 34L OUR BRAKES PROCEEDED TO HEAT UP AGAIN AND WINDSHEAR WARNINGS WERE AGAIN RPTED. ONCE THE BRAKE TEMPS WERE BELOW 300 DEGS WE DEPARTED RWY 34L WITH NO FUTURE INCIDENT.

Synopsis

AN A320 REJECTED A TKOF AT 100 KTS FOR A PWS WINDSHEAR WARNING AFTER ATC INITIALLY REPORTED NO WINDSHEAR THEN REPORTED A MICROBURST WARNING.

ACN: 743532

Time / Day

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

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 225
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 5700
ASRS Report : 743532

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 3000
ASRS Report : 743529

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Weather

Situations

Narrative

WX BRIEF AND FLT PLANNING NORMAL. DISPATCH AND WX BRIEF MSG BOTH INDICATED NO TSTMS AT TIME OF ARR. WE DID NOT CARRY GAS FOR ALTERNATE PER SOP. UPON ARR IN ORD, TSTMS WERE BUILDING RAPIDLY AND MANY PLTS BENEATH WX WERE RPTING DOWNSHAFTS AS THEY BEGAN. DSCNT AND APCH TO RWY 14R WAS SMOOTH WITH SOME TS AVOIDANCE. AT MARKER, FLT IN FRONT OF US WENT THROUGH A CELL THAT WE CHOSE TO GO AROUND. APCH AND WINDS WERE STABLE THROUGHOUT FLARE. ORD CALLED WINDS AT APCH AND MIDFIELD AND THEY WERE STEADY AND WITHIN LIMITS. NO PWS INDICATIONS FROM JET. WE COULD SEE A RAINSHAFT AT APCH END OF RWY 14R AND WITH WIND RPT FROM TOWER FELT IT OKAY TO CONTINUE. THEY HAD MICROBURST ACTIVITY AT THE ARPT BUT DID NOT SPECIFY OUR RWY. ACFT IN FRONT OF US DID NOT GIVE A PIREP. IN FLARE, RAIN INTENSITY PREVENTED ADEQUATE VISIBILITY AND AT 30 FT EXECUTED A GAR. ON THRUST REDUCTION AT 4000 FT LEVEL OFF, ENG #2 HAD ONE STALL BANG. WE DECLARED MIN FUEL AND NEEDED TO FIND A PLACE TO LAND. ORD SHUT DOWN ARRS SO WE ELECTED MDW. DISPATCH NOTIFIED AND WE WENT TO A VISUAL RWY 22L WITH MIN FUEL LNDG UNEVENTFUL. SUPPLEMENTAL INFO FROM ACN 743529: RAIN SHOWER VISIBLE NEAR RWY 14R THRESHOLD. DISCUSSED WINDSHEAR RECOVERY MANEUVER AND MISSED APCH PROCEDURE. CONTINUED VERY STABLE APCH. WIND CHECK AT 500 FT REVEALED STABLE WIND COMPARED TO US AND RWY. APCH VERY STABLE TO 50 FT AGL WHEN WE WENT AROUND DUE TO MODERATE RAIN AND REDUCED VISIBILITY. NO AIRBORNE OR GND WINDSHEAR WARNINGS. TOWER ISSUED HEADING 090 DEGS AND 4000 FT. LEVELING AT 4000 FT NUMBER 2 ENGINE COMPRESSOR STALLED AT POWER REDUCTION. FUEL NOW ABOUT 4200 LBS. DECLARED MIN FUEL AND TOWER ASKED IF WE WERE OK. THEY HEARD WE HAD AN POSSIBLE ENGINE PROBLEM. WE ADVISED COMPRESSOR STALL. QUICKLY ASSESSED ENGINE AND WERE HANDED OFF TO APCH. DECLARED AGAIN MIN FUEL TO APCH AND GIVEN CLIMB TO 13000 FT AND ASKED WHAT OUR ALTERNATE WAS. I ADVISED WE WERE LOOKING. FINALLY GOT COCKPIT SPLIT. FO FLEW AND TALKED. I LOOKED AT WX AND DISTANCE 78 MILES AND MIDWAY. FUEL NOW ABOUT 4.0. NOTIFIED DISPATCH WE WERE GOING TO MDW. THEY AGREED. WHEN SWITCHED TO APCH FOR MIDWAY AND HEARD AN ACFT GOING AROUND. THINKING ABOUT GARY, IND, NOW. WINDS AT MDW 270/23. VISUAL APCH RWY 22L WITH LNDG FUEL NOW AT 3200 LBS. THROAT A LITTLE PARCHED.

Synopsis

A320 DISPATCHED TO ORD WITH NO ALTERNATE OR HOLD FUEL ENCOUNTERS UNFORECAST CONVECTIVE WX. MICROBURSTS AND LNDG VISIBILITY OBSCURED BY HEAVY RAIN. DIVERT TO MDW, LNDG WITH MINIMAL FUEL IN CONTINUED INCLEMENT WX.

ACN: 741991

Time / Day

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

Place

Locale Reference.Navaid : GQQ.VORTAC
State Reference : TN
Altitude.MSL.Bound Lower : 14000
Altitude.MSL.Bound Upper : 16000

Environment

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

Aircraft : 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.General Aviation : Personal
Make Model Name : M-20 K (231)
Operating Under FAR Part : Part 91
Navigation In Use.Other.VORTAC
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 43
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 419
ASRS Report : 741991

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Anomaly.Other Spatial Deviation
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

BEING VECTORED AROUND A CELL BUILDUP. REQUESTED DEV L 20-30 DEGS, THEN REQUESTED IMMEDIATE CLB TO 16000 FT. ENTERED IMC AND BECAME SUBJECT TO RAPID CONVECTIVE ACTIVITY OF CELL. THIS CAUSED THE ACFT TO EXPERIENCE MODERATE TO SEVERE TURB AND ULTIMATELY A DIVING L-HAND TURN. EMERGED FROM CLOUD WITH LIGHT, CLR ICE. LOST 800 FT, TURNED L FROM APPROX 330 DEG HDG TO 180 DEGS.

Synopsis

AN M20K PILOT REPORTS A TRACK DEV FOR TSTM ONLY TO ENTER IMC AND ENCOUNTER MODERATE TO SEVERE TURB WITH AN 800 FT ALT LOSS.

ACN: 740725

Time / Day

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

Place

Locale Reference.Airport : BUF.Airport
State Reference : NY
Altitude.AGL.Single Value : 1328

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Weather Elements : Turbulence
Weather Elements.Other
Light : Dusk

Aircraft : 1

Controlling Facilities.Tower : BUF.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 190/195 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 740725

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Weather

Narrative

VECTORS FOR LNDG TO RWY 23, THEN SWITCHED CLOSE IN TO RWY 35 DUE TO TSTMS IN AREA. ON FINAL HAD WIND SHIFT RPTED TO TAILWIND AND FAIR BRAKING REPORT ON RWY 35 MAKING IT UNSUITABLE FOR LNDG. CHANGED TO CIRCLE TO LAND INSIDE OF WEATHER TO RWY 23 BUT IN TOO TIGHT TO MAKE STABILIZED APCH SO WENT AROUND AT APPROX 600 FT AGL AND CIRCLED BACK

TO LAND ON RWY 05, WITHOUT INCIDENT. DID NOT CONTINUE AN APCH INTO UNSTABILIZED CONDITIONS DUE TO DEGRADING WX CONDITIONS.

Synopsis

WX CONDITIONS AT BUF REQUIRED CHANGES AND A CIRCLING APCH THAT ENDED WITH A GAR.

ACN: 739331

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 37000
Altitude.MSL.Bound Upper : 39000

Environment

Flight Conditions : IMC
Light : Dusk

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
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 : 261
Experience.Flight Time.Type : 261
ASRS Report : 739331

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Weather
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WHILE IN CLOUDS AND NAVING AROUND A TSTM, WITH THE AID OF THE WX RADAR AND STAYING OUTSIDE THE GREEN AREA, WE EXPERIENCED A LARGE

INCREASE IN MACH NUMBER, FROM 0.76 TO 0.82 IN A MATTER OF SECONDS. I PULLED THE PWR BACK AND WATCHED THE WINDS ON THE MFD. AT THE SAME TIME, THE VERT SPD INCREASED FROM ZERO TO ABOUT 3000 FPM CLB. I PUSHED FORWARD ON THE YOKE TO MAINTAIN ALT. ABRUPTLY, THE AIRSPD DECREASED TO 0.72 MACH AND THE STICK SHAKER ACTUATED. I INCREASED PWR AND MAINTAINED FORWARD PRESSURE ON THE YOKE. THE ACFT STARTED DSNDING BUT WAS STILL BELOW AN AIRSPD WHERE I WAS ABLE TO APPLY BACK PRESSURE TO MAINTAIN ALT AND NOT STALL THE ACFT. THE CAPT REQUESTED FL370 SO WE COULD CONTINUE A DSCNT AND REGAIN A SAFE AIRSPD. ARTCC ASKED IF WE WERE DECLARING AN EMER AND WE REPLIED 'YES.' BY THIS TIME WE WERE IN VMC AND ARTCC CALLED OUT TFC AT 12 O'CLOCK GOING R TO L. WE ACKNOWLEDGED SEEING IT AND LEVELED THE ACFT AT FL370 AT A SAFE AIRSPACE. ALL THIS HAPPENED WITHIN A VERY SHORT TIME SPAN OF ABOUT 10 SECONDS. NAV FARTHER AWAY FROM TSTMS BY A MINIMUM OF 5 NM.

Synopsis

B737-700 FLT CREW AT FL390 ENCOUNTERS SEVERE UP AND DOWN DRAFTS WHILE DEVIATING AROUND THUNDERSTORMS, AND DESCENDS TO FL370 WITH STICK SHAKER ACTIVATED.

ACN: 737938

Time / Day

Date : 200705
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 737587

Time / Day

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

Place

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

Environment

Weather Elements : Windshear
Weather Elements.Other
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 156
Experience.Flight Time.Total : 510
Experience.Flight Time.Type : 160
ASRS Report : 737587

Events

Anomaly.Excursion : Taxiway
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

TOOK OFF EARLY IN THE MORNING (AROUND XA00 AM) FLEW FOR ABOUT 4 HRS
AND HEARD PLTS HAVING WINDSHEAR AND GUSTY WIND PROBS AT ZZZ.

SEARCHED FOR WX DATA FOR SURROUNDING ARPTS. ZZZ HAD WINDS RIGHT DOWN THE RWY AND WAS BEST CHOICE FOR LNDG. LANDED THE AIRPLANE FINE. WHEN TAXIING AFTER TURNING ONTO TXWY D AT THE ARPT THE NOSE DROPPED FORWARD, THE WIND LIFTED MY TAIL UP AND THE AIRPLANE WENT L WING DOWN OFF THE TXWY. I HAD THE PROPER WIND CORRECTION IN FOR A R QUARTERING TAILWIND. I LOST CTL OF THE PLANE AS IT WENT OFF THE TXWY OVER A PATCH OF GRASS AND ONTO AN ADJACENT SVC ROAD. I WAS ABLE TO STOP THE PLANE ON THIS SVC ROAD. THE FINAL WIND CHK I RECEIVED BEFORE LNDG WAS 290 DEGS AT 27 KTS GUSTING TO 34 KTS. THE ATIS RECORDED 300 DEGS AT 27 KTS GUSTING TO 42 KTS (UNCONFIRMED). I FEEL I TOOK ALL THE PROPER PRECAUTIONS TO PREVENT LOSING CTL OF THE AIRPLANE BUT WIND WAS JUST TOO STRONG TO PREVENT LOSS OF CTL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER STATED THAT THE ACFT FELT LIKE IT WAS BEING LIFTED BY A GIANT HAND DESPITE HIS BEST EFFORTS TO MAINTAIN CONTROL. THE ACFT ENDED UP AGAINST A SIGN WHICH PREVENTED FURTHER MOVEMENT. DAMAGE WAS DONE TO THE WING TIP AND THE PROPELLER WAS BENT.

Synopsis

C172 PILOT IS BLOWN OFF TXWY BY STRONG GUSTY QUARTERING TAILWIND DESPITE BEST EFFORTS TO MAINTAIN CONTROL, CAUSING DAMAGE TO WING TIP AND PROPELLER.

ACN: 737524

Time / Day

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

Place

Locale Reference.Airport : BUR.Airport
State Reference : CA
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 270
Experience.Flight Time.Type : 270
ASRS Report : 737524

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 199
Experience.Flight Time.Type : 5000
ASRS Report : 737522

Events

Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Windshear
Alert
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Weather

Narrative

ON APCH INTO BUR (I WAS THE PF). WE WERE GIVEN CLRNC FOR A VISUAL APCH TO RWY 8. THE WX WAS CLR WITH 10 MI VISIBILITY. ATC INFORMED US (WHILE ON A VECTOR) THAT THERE WERE RPTS OF RAPIDLY SHIFTING WIND DIRECTIONS AND CHANGING VELOCITIES OF ABOUT 10-15 KTS IN THE AREA. AS I ROLLED OUT ON FINAL TO RWY 8, WE WERE FULLY CONFIGURED AND ON GS. FINAL APCH SPDS WERE 115 KTS AND 121 KTS (WINDS WERE RPTED ON THE ATIS AS 160 DEGS AT 12 KTS). THERE WERE NO WINDSHEAR WARNINGS ON THE RELEASE, NONE IN THE WX PACKET, AND NO TP WARNINGS INFLT. BECAUSE OF THE ATC COMMENT ABOUT THE CHANGING WINDS, I WAS PREPARED FOR SOME LIKELY CHANGES IN AIRSPD. AT ABOUT 1000 FT, ON GS AND ON SPD, I NOTICED AN INCREASE IN AIRSPD OF ABOUT 10-15 KTS, SO I BROUGHT BACK THE THRUST LEVERS A LITTLE TO CORRECT (WHILE REALIZING THAT A WIND SHIFT WAS ABOUT TO OCCUR). I WAS ABOUT TO ASK TWR FOR A WIND CHK WHEN AT ABOUT 800 FT AGL I NOTICED AN IMMEDIATE LOSS IN AIRSPD OF ABOUT 35 KTS, AN INCREASED SINK RATE, AND A 'WINDSHEAR WARNING' AUDIO ALERT (WITH THE RED 'WINDSHEAR' WARNING ON THE ADI). WE IMMEDIATELY DID THE WINDSHEAR RECOVERY MANEUVER. TWR THEN GAVE US A HDG AND TOLD US TO CLB TO 4000 FT. WE RPTED THE WINDSHEAR TO ATC, DID A WIND CHK AND ASKED FOR VECTORS TO RWY 15 INSTEAD OF RWY 8 (BASED ON THE RPTED WINDS OF ABOUT 130 DEGS AT 8 KTS). I BRIEFED THE PAX ON THE PA THAT WE HAD TO GO AROUND BECAUSE OF A WIND WARNING. ATC THEN VECTORED US TO FOLLOW ANOTHER ACFT TO RWY 15. AFTER THE TURN TO FINAL (AGAIN WITH A TAILWIND UNTIL ABOUT 1000 FT) WE DID ANOTHER WIND CHK AND MADE AN UNEVENTFUL LNDG ON RWY 15. ON THE GND, WE HEARD OTHER ACFT RPTING WINDSHEAR ALERTS WITH AIRSPD CHANGES OF +/-20 KTS. AT THE GATE, I CALLED DISPATCH TO INFORM THEM OF THE WIND SITUATION AND THAT WE HAD TO GO AROUND DUE TO A WINDSHEAR ALERT. THE ONLY PREVENTION FROM WINDSHEAR IS AVOIDANCE, BUT SOMETIMES IT CAN BE MUCH MORE SEVERE THAN FORECAST OR EXPECTED. WHEN YOU ARE AWARE OF THE POSSIBILITY, COMBINED WITH THE GOOD TRAINING WE RECEIVE, IT CERTAINLY HELPED MAKE OUR RESPONSE A SAFE MANEUVER. I CAN SAY WITHOUT HESITATION THAT WINDSHEAR TRAINING HELPED PROVIDE A SAFE RESULT FROM THIS WINDSHEAR SITUATION.

Synopsis

B737 FLT CREW EXECUTES GAR AT 800 FT DURING APCH TO RWY 8 AT BUR AFTER RECEIVING WINDSHEAR ALERT.

ACN: 736788

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : IMC
Weather Elements.Other
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Flight Phase.Climbout : Initial

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 6
Experience.Flight Time.Total : 212
Experience.Flight Time.Type : 191
ASRS Report : 736788

Person : 2

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

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I ARRIVED AT ZZZ ARPT AT XA00 FOR AN XB00 CFI RATING FLT. AS THE STUDENT, I COMPUTED THE WT AND BAL FOR THE FLT AND CHKED THE LCL WX. THE CURRENT METAR WAS SHOWING 8 MI WITH CLR SKIES. THE TAF SHOWED A TEMPORARY CONDITION OF 2 MI IN SMOKE, THAT WAS TO END AT XB00. AFTER XB00 IT WAS PREDICTED TO BE GREATER THAN 6 MI AND CLR. THE INSTRUCTOR AND I LISTENED TO THE ATIS AFTER STARTING THE ENG. IT HAD THE VISIBILITY AS 5 MI IN HAZE WITH CLR SKIES. WE DECIDED TO CONTINUE SINCE IT WAS STILL VMC. WE WERE GIVEN TAXI INSTRUCTIONS TO DEPART FROM RWY 23 AT INTXN F. AFTER COMPLETING THE RUN-UP WE WERE GIVEN A TKOF CLRNC WITH A L TURN SBOUND AFTER DEP. AT THIS TIME THE WX STILL APPEARED TO BE GOOD VFR. AFTER TKOF, AT APPROX 500-600 FT, THE VISIBILITY DROPPED DRASTICALLY, FROM GREATER THAN 5 MI TO LESS THAN 1 MI. IT WAS NECESSARY THAT WE RETURN TO THE ARPT AND LAND. I CALLED ZZZ TWR, AND ADVISED THEM THAT THE VISIBILITY HAD DROPPED DRASTICALLY AND WE NEEDED TO RETURN AND LAND. HE IMMEDIATELY GAVE US LNDG CLRNC, THIS TIME FOR RWY 32. AT THIS TIME WE WERE APPROX 1.5 DME S OF THE ARPT, AND AFTER TURNING TOWARDS IT, I WAS UNABLE TO SEE THE RWYS. I SEARCHED FOR A SHORT WHILE AND DETERMINED THAT WE PROBABLY WOULD NOT SEE IT AT THE ALT WE WERE AT. I CALLED THE TWR AGAIN, AND INFORMED THE CTLR THAT WE COULD NOT SEE THE ARPT AND NEEDED A LCL IFR. HE TOLD US TO FLY OUR PRESENT HDG (030 DEGS) AND TO CLB TO 2000 FT MSL, AND ASKED US THE CURRENT FLT CONDITIONS. WE WERE THEN GIVEN A FREQ CHANGE TO ZZZ DEP. ONCE CONTACT WAS MADE WITH THE DEP CTLR, WE GOT A DISCRETE BEACON CODE, AND WERE EVENTUALLY VECTORED ONTO THE LOC FOR THE ILS TO RWY 32. WE BROKE OUT AT APPROX 400 FT AGL, WITH FLT VISIBILITY BEING LESS THAN 1 MI. WE MADE AN UNEVENTFUL LNDG AND WENT IMMEDIATELY BACK TO THE RAMP. I THINK ONE THING I SHOULD HAVE DONE BUT DIDN'T WAS TO MAKE A CALL TO AN FSS BRIEFER. A BRIEFER MIGHT HAVE GIVEN ME SOME MORE INFO THAT COULD POSSIBLY HAVE CHANGED OUR DECISION TO GO ON THE FLT. ANOTHER THING THAT COULD HAVE BEEN DONE WAS TO ASK FOR A LCL IFR IMMEDIATELY AFTER DISCOVERING THAT THE FLT VISIBILITY WAS BELOW VFR MINIMUMS INSTEAD OF LOOKING FOR THE FIELD. IN THE FUTURE I KNOW TO ALWAYS GET AS DETAILED A WX BRIEF AS POSSIBLE, AND TO MAKE SURE I ALWAYS HAVE APCH CHARTS WITH ME.

Synopsis

INEXPERIENCED COMMERCIAL PLT ON A CFI CERTIFICATION FLT INADVERTENTLY ENTERS IMC.

ACN: 735733

Time / Day

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

Place

Locale Reference.Airport : ABQ.Airport
State Reference : NM
Altitude.MSL.Single Value : 25000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
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 : 168
Experience.Flight Time.Type : 2000
ASRS Report : 735733

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 211
ASRS Report : 735732

Person : 3

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

Events

Anomaly.Cabin Event.Other
Anomaly.Inflight Encounter : Turbulence
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Physical Injury

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Company

Problem Areas : Weather

Narrative

I WAS THE PF ON FLT ENRTE TO ABQ. WE HAD JUST FINISHED OUR TOD DUTIES AND RECEIVED INSTRUCTIONS TO INITIATE OUR DSCNT INTO ABQ FROM ZAB. THE ARR ATIS SAID TO EXPECT LIGHT TO MODERATE TURB BELOW 11000 FT. THE FASTEN SEAT BELT SIGN HAD BEEN ON FOR APPROX 3-5 MINS, AND THE CAPT HAD MADE A PA TO THE PAX THAT THE FLT ATTENDANTS WOULD BE CLEANING UP THE CABIN EARLY AND TAKING THEIR SEATS. WE WERE DSNDRG THROUGH APPROX FL250 AND WERE APCHNG SOME CLOUDS AHEAD. THE CAPT WENT OFF RADIO AND ASKED THE FLT ATTENDANTS IF THEY HAD FINISHED THEIR CLEANUP, WHICH THEY HAD NOT. HE THEN TOLD THEM TO BE SEATED. I HAD THE SPD BRAKES EXTENDED AND WAS AT 280 KIAS IN OUR DSCNT. APPROX 10-15 SECONDS LATER WE ENCOUNTERED A COUPLE OF MODERATE BUMPS, FOLLOWED BY SEVERE TURB FOR APPROX 5-10 SECONDS. I PULLED THE NOSE UP TO SLOW TO APPROX 250-230 KTS AS SMOOTHLY AS I COULD TO LESSEN THE EFFECTS OF THE TURB. APPROX 30 SECONDS LATER WE GOT A CALL FROM THE CABIN THAT ONE OF THE FLT ATTENDANTS WAS INJURED AND LYING ON HER BACK IN THE AISLE. WHILE THE CAPT WAS TALKING TO THE CABIN, I NOTIFIED ATC OF OUR SEVERE TURB ENCOUNTER, AND THAT WE WOULD BE SLOWING AND WOULD NOT MAKE A PREVIOUSLY ASSIGNED XING RESTR. ATC ALLOWED US TO SLOW AND DEVIATE AS NECESSARY. THE CAPT RADIOED AHEAD TO HAVE PARAMEDICS MEET US AT THE GATE AT ABQ. BEFORE WE LEFT ZAB, I AGAIN INFORMED THEM OF THE SEVERE TURB. WE CONTINUED TO RECEIVE LIGHT TO MODERATE TURB ALL THE WAY TO LNDG. THE CAPT INSTRUCTED THE PAX TO REMAIN SEATED AT THE GATE UNTIL THE PARAMEDICS TENDED TO THE INJURED FLT ATTENDANT. ONCE ON THE GND, WE PARKED THE ACFT AND THE PARAMEDICS TENDED TO THE INJURED FLT ATTENDANT, WHO WAS THEN TAKEN OUT OF THE BACK OF THE ACFT ON A STRETCHER AND TO THE HOSPITAL, ALONG WITH 1 OTHER FLT ATTENDANT WHO WANTED TO RIDE ALONG FOR SUPPORT. WE WROTE THE ACFT UP FOR SEVERE TURB AND SPOKE WITH MAINT, DISPATCH, AND SCHEDULING. WE CONTINUED ON OUR ORIGINAL PAIRING ONCE ALL OF THE ADMINISTRATIVE AND PAX ISSUES WERE TAKEN CARE OF. CONSIDERATION: PRIOR TO BEGINNING THE FLT, THERE WERE NO TURB PLOTS IN THE WX PACKET FOR OUR RTE OF FLT, NOR WERE THERE ANY PIREPS FROM OTHER ACFT OR FROM ZAB CONCERNING TURB ANYWHERE IN THE AREA. ONCE INFLT, WE RECEIVED NO UPDATED TURB RPTS FROM ACARS. THERE WAS NO CONVECTIVE WX ACTIVITY IN THE AREA. WE ATTEMPTED TO SECURE THE CABIN EARLY IN THE EXPECTATIONS OF A BUMPY RIDE DOWN LOW, BUT HAD NO INDICATIONS THAT WE WERE APCHNG AN AREA OF SEVERE TURB UP AT ALT. THE CAPT STAYED IN PHONE CONTACT WITH THE 3 FLT ATTENDANTS THROUGH THE NIGHT AND INTO THE NEXT DAY TO ENSURE THAT THEY WERE ALL RIGHT AND RECEIVING THE HELP AND SUPPORT THEY NEEDED AND TO KEEP US ADVISED OF THEIR CONDITION. I DON'T FEEL THAT THE TURB PLOT SOFTWARE AND SYS IS ACCURATE IN SHOWING AREAS OF TURB, ESPECIALLY IN THE SOUTHERN US, AS IT IS FREQUENTLY INACCURATE. I WAS ALSO SURPRISED TO HEAR THAT THE INJURED FLT ATTENDANT WAS NOT IN HER SEAT, AS THE CAPT HAD INSTRUCTED THEM TO BE SEATED. THERE WAS POSSIBLY A COM DISCONNECT BTWN THE FLT ATTENDANTS IN NOT PASSING THE WORD ONTO THE OTHER FLT ATTENDANTS THAT THE CAPT WANTED THEM TO BE

SEATED. ALSO, IT SEEMS THAT ATC DOESN'T PASS ON RPTS OF EVEN LIGHT TURB TO AN ACFT CHKING IN ON FREQ UNLESS THAT ACFT SPECIFICALLY ASKS ABOUT THE RIDE AHEAD, WHICH WOULD HAVE ALERTED US TO THE BAD RIDE AHEAD AT ALT. OTHERWISE, ALL CONCERNED WERE HELPFUL AND PROFESSIONAL IN HANDLING THE SITUATION.

Synopsis

B737 FLT CREW REPORTS ENCOUNTERING UNREPORTED SEVERE TURBULENCE 80 NM SOUTH OF ABQ, DESCENDING THROUGH FL220. A FLIGHT ATTENDANT IS INJURED.

ACN: 735579

Time / Day

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

Place

Locale Reference.Airport : SAEZ.Airport
State Reference : FO
Altitude.MSL.Bound Lower : 4000
Altitude.MSL.Bound Upper : 5000

Environment

Weather Elements : Ice
Weather Elements : Rain
Weather Elements : Thunderstorm
Weather Elements : Turbulence
Weather Elements : Windshear
Weather Elements.Other
Light : Dusk

Aircraft : 1

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
ASRS Report : 735579

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 735583

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Inflight Encounter.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

WE WERE FLYING SUMU TO SAEZ. THE DISTANCE BTWN AIRFIELDS IS ABOUT 130 NM. THE WX AT SUMU WAS EXCELLENT. SAEZ SHOWED A RPT AT XA00Z OF SCATTERED CLOUDS. THE FORECAST FOR OUR SCHEDULED ARR CALLED FOR TEMPORARY CONDITIONS OF TRSA WITH STILL VMC. BEFORE TKOF WX AT SAEZ WAS CHKED AGAIN AND AT XB20Z THEY SHOWED WINDS AT 160 DEGS AT 6 KTS AND 4000 M IN TSTMS WITH A CEILING OF 10000 FT BROKEN. SINCE THE FLT WAS SHORT AND THERE WAS A POSSIBILITY OF WX AT DEST, I ENSURED THAT THE FLT ATTENDANTS AND PAX WERE SEATED FOR THE 25-30 MIN FLT. AFTER TKOF WE COULD SEE ON RADAR A CELL THAT HAD PASSED SAEZ AND ANOTHER WAS ABOUT 30 MI W OF SAEZ. CHKING THE WX SEVERAL MORE TIMES AND ATIS, SAEZ NEVER RPTED ANYTHING MORE THAN WINDS LESS THAN 10 KTS AND VMC. WE DEVIATED N OF COURSE AND WE COULD SEE ABOUT A 30 MI CLR AREA ON RADAR AT SAEZ EXTENDING FROM ABOUT 5 MI E OF THE FIELD TO ABOUT 20 MI W WHICH GAVE US A CLR AREA TO APCH THE FINAL APCH COURSE OF 108 DEGS FROM THE N (ROUGHLY PERPENDICULAR) TO THE FINAL APCH COURSE. APCH CLRED US TO THE IAF WHICH WE COULD NOT ACCEPT (IT WAS LOCATED UNDER A CELL). WE TOLD APCH THAT WE NEEDED ABOUT A 200 DEG HDG TO INTERCEPT THE FINAL APCH COURSE WHICH THEY APPROVED. WE WERE ON A DSCNT FROM 5000 FT TO 4000 FT WHEN WE STARTED TO PICK UP MODERATE TURB AND INTERMITTENT HVY RAIN. WE ELECTED THEN TO DISCONTINUE THE ARR AND TURN R TO A NORTHERLY HDG TO GET BACK IN THE CLR AREA. IN SO DOING, CONDITIONS RAPIDLY DETERIORATED WITH TURB GOING FROM MODERATE TO SEVERE FOR SEVERAL MINS AS WE CLBED AND TURNED OUT. THE PRECIP WAS OCCASIONALLY INTENSE WITH SOME HAIL. THE TURB AND PRECIP WERE SO INTENSE THAT IT WAS DIFFICULT TO COM AND TO SEE THE INSTS. THE PLANE OVERSPED AT LEAST ONCE DURING THE CLBOUT. WE LEVELED AT 16000 FT AND TOLD APCH THAT WE WERE DIVERTING TO SUMU. DURING THIS MANEUVER WE WERE FOLLOWING THE WINDSHEAR ESCAPE MANEUVER AND WE PUT THE IGNITION TO FLT. THE FLT ATTENDANTS ADVISED THAT NO ONE WAS INJURED BUT THAT AN AFT TOILET HAD COME LOOSE IN THE AFT L LAVATORY. THE PLANE FLEW WELL AND NO APPARENT PROBS. APCH AND LNDG AT SUMU WERE ROUTINE. POSTFLT INSPECTION REVEALED THAT THE RADOME HAD AN INDENTATION OF ABOUT 4 INCHES AT THE VERY FRONT AND PEELING AND CHIPPING. THE REST OF THE AIRPLANE APPEARED TO HAVE SOME MINOR DINGING FROM THE HAIL WE HAD ENCOUNTERED.

Synopsis

B767 FLT CREW ENCOUNTERS SEVERE TURBULENCE AND HAIL WHILE ON APPROACH TO RWY 11 AT SAEZ. FLT CREW DIVERTS TO SUMU FOR AN UNEVENTFUL LANDING IN VFR CONDITIONS.

ACN: 734907

Time / Day

Date : 2007047
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX

Environment

Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

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.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Controller : Non Radar
Qualification.Flight Attendant.Aircraft Qualified On : 5
Experience.Flight Attendant Time.Airline Total : 28
Experience.Flight Attendant Time.Total : 28
Experience.Flight Attendant Time.Type : 98
ASRS Report : 734907

Events

Anomaly.Cabin Event.Other
Anomaly.Inflight Encounter : Turbulence
Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Physical Injury

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I WAS PUTTING TRASH INTO THE CART. TURB PUSHED ME OVER ONTO THE OVEN HINGE CAUSING A GASH AND 1/2 DOLLAR SIZE BUMP/BRUISE OVER MY R EYE ON THE FOREHEAD.

Synopsis

MD80 FLIGHT ATTENDANT IS INJURED DURING A TURBULENCE ENCOUNTER WHILE PERFORMING HER DUTIES.

ACN: 734829

Time / Day

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

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Single Value : 11000

Environment

Weather Elements : Thunderstorm

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
Route In Use.Arrival.STAR : ZZZZZZ

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 5000
ASRS Report : 734829

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 4000
ASRS Report : 734830

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency

Assessments

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

Narrative

ENRTE TO ZZZ1 WE WERE ON THE ARR. ON DSCNT WE WERE GIVEN HOLD OVER FIX 1 BUT PRIOR TO ENTERING THE HOLD WE WERE CLRED ON COURSE. THEN GIVEN A HOLD OVER FIX 2 WHERE WE DID 1 TURN IN MODERATE TURB AND ATC OFFERED A HOLD AT FIX 1, AFTER 1 TURN IN THE HOLD AND DSNDING TO FIND SMOOTH AIR ATC DIRECTED US TO HOLD AT FIX 3. WE PROCEEDED ON TO HOLD AT FIX 3 AND AFTER 1 TURN AT THAT LOCATION THERE WAS CONVECTIVE ACTIVITY WITH BUILDUPS AND MODERATE TURB. ATC THEN APPROVED A HOLD OVER FIX 4 AFTER DSNDING TO 11000 FT WE WERE CLRED DIRECT. UPON REACHING FIX 4 THERE WAS A TSTM ABOUT 1 MI TO THE R OF THE VOR, WE WERE CLRED FOR R TURNS WHICH WOULD FLY US RIGHT INTO THE CELL. WE ASKED FOR L TURNS AND THAT WAS NOT APPROVED FOR AIRSPACE LIMITS. WE PROCEEDED PAST THE VOR BECAUSE WE TOLD ATC WE COULD NOT ACCEPT A HOLD AT THAT LOCATION WITH R TURNS. HE TOLD US TO TURN DIRECT FIX 4 OR TO DECLARE AN EMER AND SQUAWK 7700. WE DECLARED AN EMER AND SQUAWKED 7700. AND TOLD THEM WE WERE GOING TO DIVERT TO ZZZ2. WE WERE THEN CLRED TO CONTINUE A L TURN TO HDG 090 DEGS AND CLRED ON TO ZZZ. THEN SHORTLY AFTER CLRED DIRECT FIX 5 AND TO RETURN TO PREVIOUS XPONDER CODE. REMAINDER OF APCH AND LNDG UNEVENTFUL. THERE WAS CONVECTIVE ACTIVITY THROUGHOUT AND A LARGE AMOUNT OF CONGESTION ON THE FREQ AND WE WERE UNABLE TO COMMUNICATE WITH ATC IN A TIMELY MANNER TO INFORM THEM THAT FIX 4 WOULD NOT BE AN ADEQUATE FACILITY TO HOLD AT. ATC WAS VERY BUSY AND QUITE HELPFUL BUT THE AMOUNT OF FREQ CONGESTION, ATC WORKLOAD AND PLT WORKLOAD RESULTED IN COMS IN A LESS THAN TIMELY MANNER. IN ORDER TO MAINTAIN THE SAFETY OF THE FLT AND PAX WE HAD TO DECLARE AN EMER TO AVOID FLYING INTO CONVECTIVE WX.

Synopsis

AN EMER IS DECLARED AT ATC'S SUGGESTION WHEN A B757 CREW IS UNABLE TO ACCEPT THE FIFTH HOLDING CLRNC OFFERED BECAUSE OF THE LOCATION'S PROX TO CONVECTIVE WX.

ACN: 733820

Time / Day

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

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 34000

Environment

Weather Elements : Ice
Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
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 : 733820

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Weather

Narrative

AIRBORNE APPROX 40 MINS ESTABLISHED IN LEVEL CRUISE FLT OVER ZZZZ IN SOUTH AMERICA OUR WX RADAR FAILED. WE NOTED ISOLATED TSTMS BUILDING AROUND OUR DEP STATION AND HVY WX WAS BUILDING AT THE TIME FURTHER UP N ALONG OUR RTE OF FLT. WE WOULD NOT BE ABLE TO STAY CLR OF TSTMS WITHOUT A WX RADAR. I DECLARED AN EMER WITH ALL ATC AGENCIES SO WE

MAY RETURN TO SLVR VISUALLY CLR OF CLOUDS AND ISOLATED TSTMS. NEW YORK RADIO VIA HF PASSED ALONG OUR INFO TO COMPANY AND ATC PASSED ALONG OUR INFO BACK TO SLVR ACR OPS. WX WAS BUILDING RAPIDLY AROUND THE STATION SO I ELECTED TO LAND OVERWT. I LOGGED THE OVERWT LNDG.

Synopsis

A B757 PILOT RETURNED TO HIS SOUTH AMERICAN DEP ARPT FOR AN OVERWT LNDG FOLLOWING RADAR FAILURE IN TSTMS AND WITH HEAVY WX BUILDING ALONG HIS RTE.

ACN: 729525

Time / Day

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

Place

Locale Reference.Airport : ALS.Airport
State Reference : CO
Altitude.MSL.Single Value : 34000

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Observation : Company Check Pilot
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 221
Experience.Flight Time.Total : 10088
Experience.Flight Time.Type : 3686
ASRS Report : 729525

Person : 2

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

Person : 3

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter.Other
Independent Detector.Aircraft Equipment : TCAS
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative

IN LEVEL CRUISE AT FL340 RECEIVED TCAS ALERT FOLLOWED BY TCAS CLIMB RA FOR AN AIRCRAFT BELOW US AT FL332 AND CLIMBING. COPILOT DISCONNECTED AUTOPLT AND AUTOTHROTTLE AND BEGAN TO CLIMB; I ADVISED ATC THAT WE WERE CLIMBING IN RESPONSE TO RA. AT FL342 WARNING ENDED, WE ADVISED ATC AND RETURNED TO FL340. AFTER EVENT NOTICED ACFT AT FL330 CONTINUING TO CLIMB AND DESCEND FROM FL333 TO FL330. MOUNTAIN WAVE CONDITIONS WERE PRESENT.

Synopsis

A B737-500 AT FL340 HAD A TCAS RA EVENT WITH AN ACFT AT FL332 CLBING IN MOUNTAIN WAVE CONDITIONS.

ACN: 724392

Time / Day

Date : 200701
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : Citation X
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB 5

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 8800
Experience.Flight Time.Type : 800
ASRS Report : 724392

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Turbulence
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

DEPARTING RWY 24 AT TEB AT XA30 LCL TIME IN A CITATION X WITH 3 PAX AND 2 CREW. WIND WAS 320 DEGS AT 23 KTS, GUSTING TO 41 KTS. SID FOR RWY 24 IS RWY HDG TO 1500 FT MSL, TURN RIGHT HDG 280 DEGS, 4.5 DME TEB, CLB TO 2000 FT MSL. A GULFSTREAM IV WAS AHEAD OF US IN THE CLB AND WE HEARD NY DEP TALKING TO THEM BECAUSE OF THEIR APPARENT ALT BUST ABOVE 1500 FT. THEY SAID IT WAS BECAUSE OF SEVERE UPDRAFT. AT THAT MOMENT WE TOO, BUSTED THE 1500 FT ALT RESTR BECAUSE OF SEVERE TURB AND UPDRAFTS. WE REGAINED VERTICAL CTL AT 1900 FT AND WENT BACK DOWN TO 1500 FT. THE CTLR ASKED US WHY WE HAD BUSTED THE ALT, AND WHEN WE TOLD HIM, HE SAID THE G4 AHEAD OF US EXPERIENCED THE SAME THING. THE CTLR THEN SAID HE WOULD ASK HIS SUPVR WHAT HE WANED TO DO ABOUT IT. WE WERE HANDED OVER TO DEP WITH NO FURTHER MENTION OF THE INCIDENT.

Synopsis

CE750 CREW EXPERIENCED SEVERE UPDRAFTS ON TEB 5 DEP FROM TEB AND EXCEEDS ALT RESTR.

ACN: 723895

Time / Day

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

Place

Locale Reference.Airport : EGLC.Airport
State Reference : FO
Altitude.MSL.Bound Lower : 10000
Altitude.MSL.Bound Upper : 11000

Environment

Weather Elements : Turbulence
Weather Elements : Windshear

Aircraft : 1

Controlling Facilities.ARTCC : EGTT.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Holding
Route In Use.Arrival : Holding Pattern

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
Experience.Flight Time.Last 90 Days : 135
Experience.Flight Time.Total : 12460
Experience.Flight Time.Type : 1160
ASRS Report : 723895

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 17000
Experience.Flight Time.Type : 3000
ASRS Report : 724357

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 12200

Experience.Flight Time.Type : 1600
ASRS Report : 724358

Person : 4

Affiliation.Government : Foreign
Function.Controller : Radar

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 3
Resolutive Action.Controller : Issued New Clearance
Resolutive Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : Aircraft
Problem Areas : Weather

Narrative

APCHING EGLL WE WERE TOLD TO HOLD AT OCKHAM. 10 MIN DELAY. I WAS NOTIFYING THE FLT ATTENDANTS TO BE SEATED, THAT WE WERE GOING TO HOLD, AND THERE MIGHT BE SEVERE TURB. THE CREW HAD ENTERED THE HOLD. THE WINDS WERE OUT OF THE W AT 122 KTS AT 11000 FT. THE ACFT AUTOPLT HAD TROUBLE HOLDING THE HOLD. ATC ADVISED US THAT WE WERE GETTING OUT OF THE HOLDING AIRSPACE, TO PROCEED DIRECT OCKHAM. WE TURN BACK TO OCKHAM AND REENTERED THE HOLD FOR ABOUT A HALF TURN, THEN GOT DIRECT OCKHAM THEN TURN TO A 360 DEG HDG FOR VECTORS FOR THE RWY 27L LOC. THE ACFT SEEM TO HAVE TROUBLE WITH THE STRONG WIND HOLDING THE HOLD.

Synopsis

B777 CREW RPTS THE INABILITY OF THE AUTOPLT TO REMAIN IN HOLDING AIRSPACE WHILE HOLDING AT OCK IN 125 KT XWIND.

ACN: 721842

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Weather Elements : Ice
Weather Elements : Snow
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Cessna 180 Skywagon
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 2500
ASRS Report : 721842

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Inflight Encounter.Other
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I WAS ON A VFR FLT IN MY C180. CHKED WX AND LOOKED AT THE LATEST RADAR PLOT BEFORE LEAVING. ALTHOUGH MARGINAL IT SEEMED REASONABLE. CEILINGS OF 1500 FT AND VISIBILITY 7-8 MI. I MONITORED THE ZZZ, ZZZ1 AND ZZZ2 AWOS XMISSIONS WHEN I WAS ABLE TO RECEIVE THEM. ALL WERE RPTING CEILING OF 3500 FT AND VISIBILITY OF 10 MI. THE WX BTWN MY POS AND ZZZ2 DEGRADED AND I DIVERTED TO ZZZ3. I WAS APPROX 15 MI FROM ZZZ WHEN THE NEXT AWOS RPT FROM THERE RPTED 3/4 MI VISIBILITY AND LIGHT SNOW. AT THIS POINT I TURNED AROUND AND HEADED BACK TO ZZZ4, BEHIND ME. THIS ALSO WENT TO LESS THAN 1 MI AND LIGHT SNOW. I WAS DOWN TO APPROX 900 FT AGL AT THIS POINT. I THEN DECIDED TO CALL ZZZ APCH FOR A WX UPDATE. SAME VISIBILITY WAS RPTED. I ELECTED TO CONTINUE INTO THE CLASS D AIRSPACE AFTER DECLARING AN EMER. I HAD THE GND IN SIGHT BUT AS IT WAS BECOMING DARK I THOUGHT A LNDG AT THE ZZZ4 ARPT WAS PREFERABLE TO LNDG ON A ROAD/FIELD. THAT WAS A VIABLE OPTION AS I KNOW THE AREA INTIMATELY AND HAD A GPS MOVING MAP, THE ILS AND VOR TUNED AND IDENTED, ETC. I WAS UNABLE TO CLB TO THE MEA'S FOR THAT AREA AS MODERATE ICING WAS RPTED IN THE CLOUDS ABOVE 10000 FT. I BELIEVE THE MEA'S ON THAT SECTION OF THE ENRTE AREA ARE 9000-10000 FT. LOOKING BACK ON THIS EVENT I REALIZE THE WX WAS NOT GOOD ENOUGH TO ATTEMPT THE FLT. IF I WERE IN THE SAME SITUATION AGAIN I WOULD CALL APCH AND ASK FOR A CONTACT APCH. THE EVENT ENDED WELL CONSIDERING HOW I HAD BOXED MYSELF INTO A CORNER. I LANDED IN SNOW WITH THE RWY IN SIGHT AT APPROX 1 MI. IN THE FUTURE I WILL NOT FLY IN SUCH MARGINAL CONDITIONS.

Synopsis

TRAPPED BY CLOSING IN WX AND LOWERING FREEZING LEVELS, C180 PLT DECLARES EMER TO LAND SAFELY.