

ASRS Database Report Set

Parachutist / Aircraft Conflicts

Report Set Description.....	A sampling of reports involving parachuting activity and conflicts with aircraft.
Update Number.....	10.0
Date of Update	December 17, 2004
Number of Records in Report Set.....	50
Number of New Records in Report Set	35
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.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

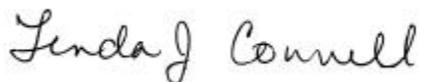
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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 may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or 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, Battelle Memorial Institute, 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.

ACN: 623275

Time / Day

Date : 200407
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : D10.TRACON
State Reference : TX
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : D10.TRACON
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Aircraft : 2

Controlling Facilities.TRACON : D10.TRACON
Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Intermediate Altitude
Flight Phase.Cruise : Enroute Altitude Change

Person : 1

Function.Flight Crew : First Officer
ASRS Report : 623275

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Person : 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airspace Structure
Problem Areas : FAA

Narrative

DSNDING ON BONHAM ARR IN DFW. ATC HAD CLRED US TO DSND TO 11000 FT. WX WAS EXCELLENT WITH GOOD VISIBILITY. DURING DSCNT, ATC CALLED OUT TFC NEAR BONHAM CIRCLING AND CLBING ON THE ARR. WE SAW THE TFC ABOUT 10 MILES OUT. IT TURNED OUT TO BE A TWIN OTTER CONDUCTING SKYDIVING OPS. THE CTLR CALLED OUT US AS TFC TO THE TWIN OTTER AND INFORMED THAT ACFT THAT WE WERE DSNDING TO 11000 FT. THE TWIN OTTER CONTINUED TO ORBIT AND CLB RIGHT IN THE MIDDLE OF THE ARR. NO ATTEMPTS WERE MADE BY THE TWIN OTTER TO TURN OFF THE ARR OR STOP ITS CLB. I INFORMED ATC THAT WE HAD TFC IN SIGHT AND THAT WE WERE NOT COMFORTABLE WITH THE SEPARATION. ATC TOLD US THAT IF WE WANTED WE COULD SLOW OUR DSCNT TO 11000 FT IN ORDER TO STAY CLEAR OF THE TFC. AT NO TIME DID ATC ASK THE TWIN OTTER TO STOP HIS CLB. WE LEVELED OFF AROUND 12000 FT, BUT THE TWIN OTTER CONTINUED HIS CLB AND HIS ORBIT ON THE ARR. AT NO TIME DID THE TWIN OTTER MANEUVER TO AVOID US. AFTER THE INITIAL TFC CALL, ATC MADE NO FURTHER ATTEMPT TO KEEP US CLEAR OF THE ACFT UNTIL WE QUESTION THEM AND THEN THEIR ATTEMPT AT SEPARATION WAS LIMITED TO WEAKLY TELLING US WE COULD SIMPLY SLOW OUR DSCNT. AFTER WE WERE CLEAR OF THE TFC I COMMENTED TO ATC THAT THE ARR INTO DFW WAS A BAD PLACE TO CONDUCT SKYDIVING OPS. THE CTLR TOLD US THAT IT WAS POLITICS AND THAT THE SKYDIVING COMPANY WAS THERE BEFORE THE ARR AND THAT THEY NEEDED TO MAKE MONEY. AT NO TIME DID THE CTLR SHOW ANY CONCERN FOR THE SAFETY OF OUR ACFT OR OUR PAX. WE DID NOT GET A TCAS RA BECAUSE OF OUR MANEUVERING. WE HAD THE ACFT IN SIGHT THE ENTIRE TIME AND AVOIDED IT. HOWEVER, I FEEL THAT THE SKYDIVING OP HAD NO REGARD FOR ACFT DSNDING ON THE ARR AND THAT ATC WAS CREATING AN EXTREMELY DANGEROUS SIT JUST SO THAT THE TWIN OTTER WAS IN NO WAY INCONVENIENCED PERFORMING ITS DROP. IN THE SAME SIT IF THE ACFT ON THE ARR DID NOT SEE THIS TWIN OTTER OR DID NOT REALIZE THAT DESPITE TFC CALLS FROM ATC THAT THIS ACFT WAS CONTINUING TO ORBIT ON THE ARR AND CLB, A MIDAIR COULD BE A DEFINITE POSSIBILITY.

Synopsis

A DFW APCH CTLR EXCHANGED TFC BETWEEN A B737 CREW AND A TWIN OTTER PLT CONDUCTING SKYDIVING OPS NEAR THE CTR OF THE BONHAM ARR AT 12000 FT.

ACN: 616626

Time / Day

Date : 200404
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : D73.Airport
State Reference : GA
Altitude.AGL.Single Value : 0

Aircraft : 1

Make Model Name : Light Transport, High Wing, 2 Turboprop Eng
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Person : 1

Function.Observation : Observer
ASRS Report : 616626

Person : 2

Function.Other Personnel.Other : PARACHUTE JUMPERS

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 35

Assessments

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

Narrative

DON'T KNOW ANYTHING ABOUT CASA 212 PLTS' RATINGS, ONLY COMMENT IS THEY LAND WHEN CHUTIST STILL IN AIR NEAR RWY. LOCATION D73. PARACHUTIST CROSSED RWY IN FRONT OF LNDG CASA (ABOUT 500 FT ESTIMATED). CASA 212 PLT PULLED UP CLEARING CHUTIST 35 FT OR SO. NORMAL LNDG AREA FOR CHUTIST ON WEST SIDE OF RWY. NOTE: THE JUMP PLANE GIVES

REQUIRED WARNINGS BUT THERE WERE 30 JUMPERS LNDG AT ABOUT SAME TIME.

Synopsis

RPTR ON GND WITNESSES NEAR MISS BETWEEN LNDG ACFT AND SKYDIVER ON RWY AT D73.

ACN: 616472

Time / Day

Date : 200404
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : D73.Airport
State Reference : GA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Sail Plane
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Person : 1

Function.Observation : Observer
ASRS Report : 616472

Person : 2

Function.Other Personnel.Other : PARACHUTE JUMPERS

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Ground Encounters : Person
Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

ON 4/SAT/2004 BETWEEN XA00-XD00, PARACHUTISTS WERE (ON TWO SEPARATE OCCASIONS) SEEN LNDG ON THE RWY SURFACE OF RWY 3/21. THIS IS NOT THE FIRST TIME THIS HAS HAPPENED. DURING THESE DAYS OF HEAVY PARACHUTE

TFC, SOMETIMES AS MANY AS 25-30 ARE RELEASED AT A TIME AND THEY LAND ALL OVER THE ARPT, CROSSING BACK AND FORTH OVER THE ACTIVE RWY ON THEIR DSCNTS. NO PARTICULAR DROP ZONE SEEMS TO BE OBSERVED, AS THEY JUST USE THE WHOLE ARPT SURFACE CREATING A HAZARD TO NORMAL ARPT TFC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ARPT IN QUESTION WAS THE WALTON COUNTY ARPT IN MONROE, GA (D73). THE RPTR INDICATED THAT THIS IS AN ONGOING PROB. AT TIMES THERE ARE 30 OR MORE JUMPERS AT A TIME. THEY LAND ON ALL SURFACES OF THE ARPT INCLUDING THE ACTIVE RWY WHEN THERE ARE ACFT, INCLUDING GLIDERS, LNDG. THE RPTR IS A GLIDER PLT AND HAS INDICATED THAT THEY ARE UNABLE TO GAR IF NEEDED TO AVOID HITTING A PARACHUTE JUMPER. THE RPTR ALSO INDICATED THAT THE JUMP ACFT RACES THE JUMPERS DOWN AND LANDS IN A DIVING STRAIGHT IN APCH THAT MAKES IT VERY DIFFICULT FOR OTHER ACFT TO SEE. THE RPTR INDICATED THAT THE JUMPERS ARE REQUIRED TO HAVE PERMISSION FROM THE CITY TO LAND ON THE FIELD AND THAT THEY DO NOT HAVE THIS PERMISSION. HE FEELS THAT IT IS JUST A MATTER OF TIME BEFORE SOMEONE IS KILLED AND WOULD LIKE THE FAA TO MONITOR THE SIT AT THIS ARPT TO HELP IMPROVE SAFETY.

Synopsis

A GLIDER PLT IS CONCERNED WITH THE NUMBER OF PARACHUTE JUMPERS THAT LAND ON THE ARPT SURFACE AT D73 WITH OTHER ACFT LNDG AT THE SAME TIME.

ACN: 615374

Time / Day

Date : 200404
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZDC.ARTCC
State Reference : FL
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TPA.TRACON
Make Model Name : Airbus Industrie Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Aircraft : 2

Controlling Facilities.TRACON : TPA.TRACON
Make Model Name : Light Transport
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Function.Controller : Approach
Function.Controller : Departure
ASRS Report : 615374

Person : 2

Function.Flight Crew : Captain

Person : 3

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Independent Detector.ATC Equipment : Conflict Alert
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500

Assessments

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

Narrative

ACFT X WAS BEING VECTORED WBOUND TO AVOID ARR TFC SBOUND INTO TPA. ACFT Y WAS NOT RADAR IDENTED, CLBING OVER ZPH ARPT ON FREQ FOR TA'S. AS ACFT Y PASSED ABOUT 11400 FT, TFC WAS ISSUED TO ACFT X. AT THAT TIME, ACFT X ADVISED HE WAS GETTING A TCAS RA AND WAS TAKING EVASIVE ACTION. ACFT X THEN CLBED TO 12400 FT, WHILE ACFT Y LEVELED OFF BELOW HIM. AFTER THEY PASSED, ACFT X ADVISED HE WAS RETURNING TO HIS ASSIGNED ALT AND HDG. ACFT Y COMPLETED HIS CLB TO 12500 FT. THIS SIT IS A PROB THAT HAS BEEN RPTED PREVIOUSLY NUMEROUS TIMES. THAT IS, JUMP ACFT CLBING THROUGH TFC OVERFLYING ON VECTORS OR ON THE FEDERAL AIRWAY. I BELIEVE THE ONLY REMEDY IS TO HAVE THE JUMP ACFT MOVE TO ANOTHER LOCATION, PREFERABLY TO A MUCH LESS CONGESTED AREA. IN MY OPINION, IT IS ONLY A MATTER OF TIME BEFORE A MIDAIR COLLISION OCCURS, BEFORE THIS DANGEROUS OP IS CORRECTED.

Synopsis

TPA TRACON CTLR EXPRESSED CONCERN REGARDING PARACHUTE ACFT CLBING THROUGH AIRWAY.

ACN: 615357

Time / Day

Date : 200404
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SDM.Airport
State Reference : CA
Altitude.MSL.Single Value : 4000

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : SDM.Tower
Make Model Name : Other
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Intermediate Altitude
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 615357

Person : 2

Function.Observation : Observer

Person : 3

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly.Other : ATC Proc/ Coord
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Other : See & Avoid
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Environmental Factor
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

APCHING BROWN FIELD (SDM) IN A JET, WE WERE ADVISED OF THE 3 PARACHUTE ZONES JUST E OF THE FIELD, AT LEAST ONE BEING 'HOT.' AT 5 MILES E WE WENT A LITTLE S OF THE CTRLINE OF RWY 26R, KNOWING OR ASSUMING THAT THE ONE S OF THE CTRLINE WOULD BE COLD (IT'S MILITARY AND NOT USED MUCH), BUT WE REALLY DID NOT KNOW FOR SURE. AT 3.5 MILES WE CORRECTED BACK TO THE CTRLINE AND NOTICED THE TWIN OTTER JUMP PLANE ABOVE US. THE TWR TREATS THESE JUMP AREAS AS THOUGH THEY ARE RESTR AREAS BUT THEY ARE NOT. GETTING IN AND OUT OF BROWN TO THE E SAFELY IS NOW IMPOSSIBLE. THE 3RD JUMP ZONE IS N OF THE CTRLINE. RWY 26R IS THE MAIN RWY USED BY TRANSIENTS JETS. IF WE HAVE A MIDAIR BETWEEN A JUMPER AND AN AIR PLANE WOULD THEY RECOGNIZE THE DANGER OF THIS SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT IS VERY CONCERNED WITH THIS NEW PROC. THE AFD INDICATED DROP ACTIVITY BUT THE ONE ON THE CTRLINE OF RWY 26R IS NEWLY ESTABLISHED WITHIN THE LAST 6 WEEKS, THE OTHER TWO HAVING BEEN WELL ESTABLISHED PRIOR TO THAT. A LEASE OPERATOR HAS ACQUIRED RENTAL RIGHTS AT THE ARPT AND LAND RIGHTS 3 MILES E FOR DROP RECOVERY EFFORTS. THE CLASS D AREA IS NOT 5 MILES OUT, BUT 3 NM OUT AT SDM. IT APPEARS TWR IS ACTING LIKE THE CTRLINE OF RWY 26R IS A PROHIBITED AREA AND DOES NOT COORD WELL WITH INBOUND ACFT, IE, NOT STOPPING THE PARACHUTE ACTIVITY DURING OTHER ACFT APCH PERIODS. TWR SIMPLY ADVISES THAT JUMP ZONE IS 'HOT.' RPTR IS CONCERNED THAT TRANSIENT ACFT MIGHT GET IN TROUBLE WITH PROC. HE IS LCL AND KNOWS THE AREA WELL, ALTHOUGH HE ADMITS HE CUT BACK TO CTRLINE TOO SOON. THE JUMP ACFT WAS ABOVE HIM, HE DID NOT KNOW IF IT WAS CLBING OR IN A DESCENT. HE DID NOT HEAR OR SEE ANYTHING THAT INDICATED JUMPERS WERE AWAY. THE JUMP ACFT CLB TO ABOUT 12000 FT.

Synopsis

INBOUND ACFT PLT VOICES CONCERN OVER THE NEWLY ESTABLISHED DROP AREA FOR PARACHUTE ACTIVITY 3 TO 4 NM E AND ON CTRLINE OF RWY 26R AT SDM, CA.

ACN: 615036

Time / Day

Date : 200404
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Intersection : BBALL
State Reference : AZ
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : P50.TRACON
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Aircraft : 2

Controlling Facilities.TRACON : P50.TRACON
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 615036

Person : 2

Function.Flight Crew : First Officer

Person : 3

Person : 4

Function.Controller : Approach

Person : 5

Function.Controller : Supervisor

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 12000
Miss Distance.Vertical : 2000

Assessments

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

Narrative

ON SUNSS 5 ARR LNDG PHX, GIVEN CLRNC TO CROSS BBALL AT 11000 FT AND 250 KTS. AROUND 15000 FT, ZAB GAVE TA OF VFR ACFT CLBING TO 12500 FT FOR PARACHUTE JUMP. TFC WAS RPTED AT 1-2 O'CLOCK POS AND 10 MI. AT APPROX 13000 FT MSL, RECEIVED TCAS TA, FOLLOWED IMMEDIATELY BY TCAS RA AND 'CLB, CLB.' TARGET APPEARED TO BE 1 O'CLOCK POS AND ABOUT 2 MI. I DON'T RECALL THE VERT SEPARATION, BUT IT WAS APPROX 2000 FT AT THAT TIME. I RESPONDED BY CLBING UNTIL THE RA WAS RESOLVED, THEN STARTED BACK DOWN TO ASSIGNED ALT. FO RPTED TO ATC THAT WE WERE RESPONDING TO AN RA. BY THE TIME WE LEVELED AT 11000 FT, WE WERE NEARLY 10 MI PAST BBALL ON THE ARR. I CONTACTED ZAB AFTER ARRIVING AT THE GATE. THE OPS MGR WAS VERY HELPFUL AND COURTEOUS, AND STATED THEY HAVE HAD OTHER INSTANCES OF CONFLICTS INVOLVING JUMP ACFT AND ACFT INBOUND ON THE ARR. MY COMMENT WAS WHY NOT AMEND OUR CLRNC TO LEVEL AT 14000 FT SO AS TO AVOID A TA OR RA AND PREVENT AGGRESSIVE MANEUVERING OF ACFT? IT WOULD ONLY BE NECESSARY WHEN JUMP ACFT ARE IN THE VICINITY. HE SAID WE WERE MORE THAN WELCOME TO LEVEL OFF AT A HIGHER ALT TO AVOID A CONFLICT, AS LONG AS WE COULD STILL MAKE OUR XING RESTR. ANOTHER SOLUTION MIGHT BE TO REQUIRE THE JUMP ACFT TO HAVE AN IFR FLT PLAN, OR AT LEAST TREAT THEM AS SUCH SO AS TO REQUIRE THE MINIMUM SEPARATION OF 5 MI OR 1000 FT. EVEN A SLIGHT TURN OFF THE ARR WOULD WORK WELL IN THAT SIT.

Synopsis

CL65 ARR TO PHX ON SUNSS 5 EXPRESSED CONCERN REGARDING PARACHUTE ACFT TFC NEAR DSCNT ROUTING.

ACN: 612789

Time / Day

Date : 200403
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 4A4.Airport
State Reference : GA
Altitude.AGL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Aircraft : 2

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Instruction : Instructor
ASRS Report : 612789

Person : 2

Function.Instruction : Trainee

Person : 3

Function.Oversight : PIC

Person : 4

Function.Other Personnel.Other : SKYDIVER

Events

Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED 4A4 ON AN INSTRUCTIONAL FLT AFTER A FULL-STOP TAXI BACK. WE TOOK OFF SEVERAL MINS AFTER A TWIN OTTER WITH PARACHUTE JUMPERS. WE DEPARTED THE TFC PATTERN ON L XWIND AND MADE A WIDE CLBING DOWNWIND ON COURSE TO FULTON COUNTY. ALL OF OUR INTENTIONS WERE ANNOUNCED APPROPRIATELY ON PUBLISHED CTAF. WE THEN HEARD '1 MIN UNTIL JUMPERS AWAY.' THIS WOULD HAVE BEEN PLENTY OF TIME FOR US TO BE OUT OF THE AREA. HOWEVER, LESS THAN 30 SECONDS LATER, WE OBSERVED PARACHUTES OPENING LESS THAN 1/3 MI AND WITHIN 2000 FT OF OUR ALT. WE MADE AN EVASIVE TURN TO AVOID JUMPERS. I BELIEVE THAT THE JUMPERS MAY HAVE ALREADY DEPARTED THEIR ACFT BEFORE THE 1 MIN WARNING. I ALSO DO NOT BELIEVE THAT THIS AMOUNT OF WARNING WAS ADEQUATE. A 5 MIN WARNING WOULD HAVE BEEN MORE ADEQUATE, OR EVEN JUST A 1 MIN WARNING BEFORE THE JUMPERS DEPARTED. WATCHING THE TWIN OTTER DEPART, I ALSO OBSERVED OCCUPANTS SITTING IN THE BACK DOORWAY OF THE ACFT THAT WAS PARTIALLY OPEN DURING TKOF. I DON'T KNOW WHAT PART OF THE FARMS THEY OPERATE UNDER, BUT PERHAPS I'M NOT FAMILIAR. I WOULD HATE TO SEE AN ACCIDENT RESULT FROM THESE PRACTICES.

Synopsis

PLT OF C172 ADVISES THAT SKYDIVERS WERE RELEASED IN THE VICINITY OF 4A4 WITHOUT PROVIDING TIMELY WARNINGS TO OTHER ACFT.

ACN: 609537

Time / Day

Date : 200402
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : L65.Airport
State Reference : CA
Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 609537

Person : 2

Person : 3

Function.Observation : Passenger

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0

Assessments

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

Situations

Chart.Sectional : Los Angeles
Chart.Terminal Area : Los Angeles

Narrative

I WAS ON HDG OF 035 DEGS AT 7500 FT PAST THE N END OF LAKE ELSINORE. I WAS AWARE OF PARACHUTE ACTIVITY AT S END OF ELSINORE, BUT DID NOT NOTICE SYMBOL FOR PARACHUTE ACTIVITY AT PERRIS VALLEY, L65. IT IS MORE OBVIOUS ON THE LOS ANGELES AREA, NOT SO ON SECTIONAL I WAS USING. I FIRST SAW THE CHUTES AT 10 O'CLOCK POS, MY ALT, 1000 FT. WHEN WELL PAST, I MADE A 90 DEG L TURN TO SHOW MY PAX. ABOUT 1 MIN LATER, THE JUMP PLANE (A TWIN, HIGH WING) OVERTOOK ME ON THE R SIDE -- PERHAPS 200 FT AWAY, THEN BROKE R AND DSNDDED. HE MAY HAVE BEEN DSNDING WHEN HE PASSED ME. IF THE CHART MARKING FOR PARACHUTE WAS MOVED BELOW THE ARPT CIRCLE, IT WOULD BE MUCH CLRER.

Synopsis

C182 PLT SHOWS PAX PARACHUTE SKYDIVING ACTIVITY AND IS OVERTAKEN BY THE PERCEIVED JUMP PLANE DSNDING TOWARDS A LNDG STRIP.

ACN: 607697

Time / Day

Date : 200402
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : E60.Airport
State Reference : AZ
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model Name : Shorts SC7 Skyvan 3/3M
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 607697

Person : 2

Function.Observation : Passenger

Person : 3

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly : Loss Of Aircraft Control
Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other : Company Review
Consequence.Other : Maintenance Action

Assessments

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

Narrative

ON AN IFR FLT PLAN, I MISSED ALT AND HDG ASSIGNMENTS WHILE DROPPING SKYDIVERS OVER ARPT. I WAS DISTR WITH MECHANICAL OPERATING DIFFICULTIES AND POSSIBLY HYPOXIC. 1) STUCK FULL THROTTLE #2 ENG. 2) ALT ERROR. 3) OXYGEN SYS INADEQUACIES. 4) DELAYS ABOVE 17500 FT MSL. IMPLEMENTED CORRECTIONS AS FOLLOWS: 1) REPAIRING MECHANICAL DEFECTS. 2) RECALIBRATING ALTIMETER. 3) A MORE EFFECTIVE OXYGEN BREATHING SYS WILL BE UTILIZED IN THE FUTURE. 4) DELAYS WILL BE ANTICIPATED. 5) DECLARE AN EMER.

Synopsis

PLT OF SC7 ON PARACHUTE DROP MISSION AT FL230 HAS ALTDEVS AND HDG DEVS EXACERBATED BY OXYGEN DEPRIVATION AND MECHANICAL DIFFICULTIES.

ACN: 604118

Time / Day

Date : 200401
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : X26.Airport
State Reference : FL
Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Make Model Name : Citation Excel
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105

Person : 1

Function.Flight Crew : First Officer
ASRS Report : 604118

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Flight Crew : Single Pilot

Person : 4

Function.Controller : Radar

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 50

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

THIS NMAC EVENT OCCURRED WHILE ON A VECTOR DSCNT TO FPR ARPT. JUST N OF THE VRB VOR, WE SAW A HIGH WING ACFT, PROBABLY A TWIN OTTER 'APPEAR' OFF THE NOSE IN A CLB. NO EVASIVE ACTION WAS TAKEN AS WE WERE ALREADY BEHIND OR BELOW THE OTHER ACFT. OUR LOCATION WAS APPROX 200 FT HORIZ, 50 FT VERT. SEVERAL MINS LATER WE HEARD A PARACHUTE JUMP ACFT. 'JUMPERS AWAY OVER SEBASTIAN ARPT AT 13000 FT.' WE SUSPECT THIS WAS OUR SUBJECT ACFT AS WE NOTICED THE JUMP DOOR WAS OPEN WHEN IT PASSED BY. OUR TCAS SYS WAS WORKING PERFECTLY YET WE HAD NO VISUAL OR AURAL WARNING. WE WERE 'HEAD OUT' DURING THE DSCNT BUT THE SUBJECT ACFT WAS OBSCURED BY THE NOSE UNTIL IT APPEARED OFF OUR NOSE. THIS EVENT COULD HAVE BEEN AVOIDED BY TCAS -- ASSUMING THE OTHER ACFT HAD AN OPERABLE XPONDER. ADDITIONALLY, THE APCH CTLR SAID NOTHING BUT DID VERIFY THE JUMP PLANE'S CALL SIGN. JUMP ACFT SHOULD BE BETTER CTLED OVER BUSY APCH CORRIDORS OF FLORIDA'S EAST COAST -- AND TURN YOUR XPONDER ON.

Synopsis

A CE-560XL FLT CREW HAS AN NMAC WITH A TWIN OTTER SKYDIVE PLANE.

ACN: 603113

Time / Day

Date : 200312
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Caravan 1 208A
Operating Under FAR Part.Other : 105

Aircraft : 2

Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 603113

Person : 2

Function.Instruction : Instructor

Person : 3

Function.Observation : Observer

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other : MIDAIR COLLISION
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Aircraft Damaged
Consequence.Other : Maintenance Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 0

Assessments

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative

OUR CARAVAN 208 COLLIDED WITH A CESSNA 172 ON SHORT FINAL TO AN UNCTLED ARPT RWY, AT APPROX 150 FT AGL. I WAS RETURNING FROM A SKYDIVE DROP FROM 13500 FT MSL, WAS IN CONTACT WITH APCH CTL ON OUR ASSIGNED DISCRETE XPONDER CODE UNTIL I SIGNED OFF FROM APCH AT ABOUT 3500 FT MSL. I JOINED THE DOWNWIND, FLEW A BASE AND FINAL MAKING BROADCASTS ON POS AND INTENTION AT EACH LEG. I HAD A VISUAL ON A PIPER PAWNEE GLIDER TOW PLANE ENTERING THE DOWNWIND FROM UPWIND AND COMMUNICATED WITH HIM MY POS AND FLT PATH. NO OTHER ACFT MADE RADIO CALLS ON THE FREQ WHILE I WAS MONITORING DURING MY APCH. MY GPS RECEIVES TFC DISPLAY FROM OUR GPS DATALINK MODE S XPONDER. WHILE THERE WERE MULTIPLE TARGETS IN THE VICINITY, NO TARGETS APPEARED ON THE FINAL APCH PATH TO RWY 36 AS I MADE MY BASE, AND BASE TO FINAL TURNS. COLLISION IMPACT OCCURRED AT APPROX 150 FT AGL ON SHORT FINAL TO RWY 36. WIND WAS 20-25 KTS FROM 360 DEGS. BOTH ACFT WERE ABLE TO LAND IMMEDIATELY AFTER THE COLLISION WITH MINOR DAMAGE TO BOTH ACFT, NO INJURIES. I FEEL THAT THE OTHER ACFT HAD ESTABLISHED A WIDE TFC PATTERN TO THE ARPT, AS HE STATED THAT HE HAD CALLED A 1 MI FINAL RADIO CALL. SINCE I NEVER HEARD THIS CALL, AND HE DID NOT RESPOND TO MY CALLS, EITHER HE WAS BROADCASTING ON THE WRONG FREQ OR WAS DISTR BY HIS STUDENT, POSSIBLY GIVING INSTRUCTION. THIS PUT HIM BELOW MY TFC INFO DISPLAY AND BELOW MY OPTICAL SCAN MIXING IN WITH TERRAIN VISUALLY. I DO NOT KNOW WHY HE DID NOT OBSERVE A CARAVAN ON BASE AND FINAL, OR WHY HE DID NOT RESPOND TO MY RADIO CALLS. A WITNESS, A GLIDER SCHOOL INSTRUCTOR ATP/CFI ON THE GND CLOSE TO THE LNDG RWY SAID MY DOWNWIND, APCH, AND FINAL LOOKED LIKE A NORMAL APCH. HE DID NOT OBSERVE THE CESSNA 172 BELOW ME UNTIL AFTER THE COLLISION TOOK PLACE. I FLY APPROX 150 PLUS APCHS TO THE ARPT MONTHLY. I FREQUENTLY SEE ACFT FLY DOWNWIND AND BASE LEGS TO FINAL OVER 2 1/2 TO 3 MI AWAY FROM THE ARPT, WHICH I CONSIDER UNSAFE FOR ENG FAILURE AND VISIBILITY REASONS. MOST OF THESE WIDE PATTERNS ARE FLOWN BY FLT SCHOOL ACFT THAT COME FROM NEARBY ARPT, WHICH ARE LARGER WITH A CLASS D CTL TWR OP AIRSPACE. THEY ARE USED TO LARGE WIDE TFC PATTERNS TO A MUCH LARGER ARPT WITH TWR ASSISTED TFC SEPARATION.

Synopsis

C208 COLLIDES WITH A C172 ON FINAL TO ZZZ.

ACN: 601917

Time / Day

Date : 200311
Day : Sat
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : King Air 100 A/B
Operating Under FAR Part.Other : 105
Flight Phase.Landing : Roll

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 601917

Person : 2

Function.Other Personnel : Vehicle Driver

Events

Anomaly.Conflict : Ground Critical
Anomaly.Ground Encounters : FOD
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other : Maintenance Action

Assessments

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

Narrative

RETURNING TO ZZZ TO LAND AFTER A SKYDIVE DROP, A GLIDER TOW WAS IN PROGRESS. A PICK-UP TRUCK WILL TOW A GLIDER UP TO APPROX 800-1000 FT MSL, THE GLIDER WILL RELEASE FROM THE ROPE AND THE ROPE FALLS BACK TO THE GND USUALLY ALONG SIDE AND SOMETIMES ACROSS THE NORMALLY ACTIVE RWY 8. WHILE ON THE 45 DEGS TO DOWNWIND, THE 'DOWN AND CLR' WAS

BROADCAST ON THE UNICOM BY THE PERSON DRIVING THE TRUCK. I CONTINUED ON MY APCH, TURNING BASE THEN FINAL AND LNDG. PASSING APPROX THE PAINTED 26 AND THE DISPLACED THRESHOLD (AN ADDITIONAL 2000 FT), I HEARD A BANG, THEN ALMOST IMMEDIATELY SAW A ROPE HIT THE WINDSHIELD AND PROCEED UP AND OUT OF VIEW OVER THE TOP OF THE ACFT. I SHUT DOWN THE ACFT TO HAVE A LOOK AT ANY POSSIBLE DAMAGE FOR I WAS UNSURE ABOUT THE ACTUAL PATH THE ROPE TOOK. THE MAIN PROB I CAN SEE IS THE BREAK IN COM BTWN THE TRUCK DRIVER AND THE PERSON DEALING WITH THE ROPE. ONLY THE TRUCK DRIVER HAD A HANDHELD RADIO AND NO INSTANT INFO PERTAINING TO THE POS OF THE ROPE. THE ROPE WAS DOWN BUT NOT CLR AND TAXIING BY IN BETA/REVERSE KICKED IT UP OVER THE ACFT AND INTO THE R PROP. I WAS UNDER THE FALSE IMPRESSION THAT THE ROPE WAS NO FACTOR AND CONTINUED ON INTO A DANGEROUS SIT WHEN I SHOULD HAVE PAID MORE ATTN TO THE TRUCK, PEOPLE AND THEIR ACTION IN RELATION TO THE ROPE. BUT DEALING WITH THE AUTO-TOW FOR EVERY WEEKEND OVER 3 YRS, I BELIEVED WHAT I HEARD. NO ADDITIONAL CALL WAS EVER MADE CORRECTING THE INITIAL 'DOWN AND CLR.'

Synopsis

PLT OF BE10 RETURNING TO ZZZ FOLLOWING A SKYDIVE MISSION ENCOUNTERS GLIDER TOW ROPE ACROSS RWY 8 ON LNDG ROLLOUT.

ACN: 601646

Time / Day

Date : 200312

Day : Tue

Place

Locale Reference.Airport : HDH.Airport

State Reference : HI

Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : Mixed

Light : Daylight

Aircraft : 1

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Flight Phase.Climbout : Initial

Flight Phase.Climbout : Intermediate Altitude

Aircraft : 2

Controlling Facilities.ARTCC : ZHN.ARTCC

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part.Other : 105

Flight Phase.Cruise : Holding

Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot

ASRS Report : 601646

Person : 2

Person : 3

Function.Other Personnel.Other : Skydivers

Events

Anomaly.Inflight Encounter : Skydivers

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Unable

Assessments

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative

WE TOOK OFF ON RWY 8 WITH A GLIDER IN TOW. WE DEPARTED THE TFC PATTERN WITH A R TURNOUT AND THEN PROCEEDED TO CROSS OVER THE RWY AT 1500 FT, HEADING N. AS WE CROSSED OVER THE RWY, I NOTICED SEVERAL PARACHUTES ABOVE US. THE SKYDIVERS APPARENTLY EXITED THEIR ACFT PRIOR TO REACHING THE DROP ZONE AT THE END OF RWY 8. MANY OF THE SKYDIVERS DID NOT MAKE IT TO THE DROP ZONE AND LANDED AROUND THE ARPT. THIS IS A HAZARDOUS SIT. HAVING A SKYDIVER OPEN HIS PARACHUTE ABOVE YOU COULD RESULT IN A COLLISION WITH AN ACFT. THIS IS ESPECIALLY TRUE IF THE SKYDIVER HAS A CANOPY MALFUNCTION OR OPENS HIS PARACHUTE LOWER THAN USUAL. TO HELP PREVENT A POTENTIALLY HAZARDOUS SIT, I SPOKE WITH THE PLTS OF THE JUMPSHIPS AND ASKED THEM TO CAUTION THE JUMPERS.

Synopsis

CESSNA PLT, WITH A GLIDER UNDER TOW, ENCOUNTERED SKYDIVERS ABOVE HIS ACFT.

ACN: 599918

Time / Day

Date : 200311
Day : Thu
Local Time Of Day : 1201 To 1800

Place

State Reference : FL
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Instruction : Instructor
ASRS Report : 599918

Person : 2

Function.Flight Crew : Single Pilot
Function.Instruction : Trainee

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT WAS SIGNED OFF FOR A SOLO XCOUNTRY, FPR-X14-PHK-FPR. THE STUDENT COMES FROM ANOTHER COUNTRY AND ENGLISH IS NOT HIS FIRST LANGUAGE. HE WAS ENRTE FROM X14 TO PHK AND IN THE VICINITY OF AIRGLADES ARPT. THIS ARPT HAS PARACHUTE JUMPING FROM TIME TO TIME. THE STUDENT WAS AWARE OF THIS AND MADE A RADIO CALL ANNOUNCING HIS INTENTIONS OF OVER-FLYING THE FIELD AT 2500 FT EBOUND. HOWEVER, APPARENTLY THE PLT OF THE JUMPER PLANE HEARD THE RADIO CALL AND ANNOUNCED THAT JUMPERS WERE ALREADY IN THE AIR AND THAT THE STUDENT SHOULD STAY CLR OF THE ARPT. THE STUDENT DID NOT UNDERSTAND OR EVEN EXPECT A MESSAGE AIMED AT HIM AT THIS MOMENT. HE SAID THAT HE HEARD SOMEONE SAY SOMETHING, BUT HE DID NOT UNDERSTAND IT. HE RPTED TO ME THAT HE THOUGHT THE MESSAGE WAS FOR ANOTHER PLT, SINCE HE WAS NOT EXPECTING ANY TYPE OF CLRNC. AS HE APCHED THE ARPT, HE SAID AT A CERTAIN POINT HE SAW A PARACHUTE JUMPER OFF TO HIS R AND BELOW HIM. HE MADE A QUICK TURN TO AVOID THE PERSON. HE COULD NOT REALLY GIVE ME AN IDEA OF HOW CLOSE HE CAME TO THE JUMPER, OR THE PARACHUTE, BUT HE DID SAY THAT THE JUMPER WAS THE ONLY ONE THAT HE SAW. THE EVENT SHOOK UP MY STUDENT AND HE DECIDED TO RETURN BACK TO FPR, INSTEAD OF LNDG AT PHK. THE STUDENT WILL BE GETTING MORE TIME WITH DUAL XCOUNTRY PRACTICE, AND HE WILL BE TAKING MORE LANGUAGE CLASSES TO GET HIM UP TO SPD WITH ENGLISH.

Synopsis

A PA28 CFI RPTED THAT HIS STUDENT, ON A SOLO XCOUNTRY, HAD A CLOSE ENCOUNTER WITH A PARACHUTE JUMPER NEAR X14.

ACN: 598684

Time / Day

Date : 200311
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : P08.Airport
State Reference : AZ

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Takeoff
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 598684

Person : 2

Function.Other Personnel.Other : Fellow Contract Pilot

Person : 3

Function.Other Personnel.Other : Company Manifest Personnel

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Maintenance Action

Assessments

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

Narrative

I FLY FOR A SKYDIVE OP IN THE UNITED STATES. WE (ACFT AND PLTS) ARE LEASED OUT TO OTHER DROP ZONES FROM TIME TO TIME. AS PART OF THE AGREEMENT AND DUE TO TIME AND PRACTICALITY, WE DELEGATE THE PIC DUTY OF ENSURING THE PARACHUTISTS RESERVE RE-PACKS ARE WITHIN DATE TO THE

MANIFEST PEOPLE AT THE DROP ZONE. ON NOV/SAT/03, I FLEW AT A DROP ZONE ON A 1-DAY CONTRACT. THE NEXT DAY A FELLOW PLT FLEW THE SAME CONTRACT AND CAME TO FIND OUT THAT SEVERAL JUMPERS' RESERVE PARACHUTE RE-PACK DATES WERE OVERDUE. I AM SURE THAT I HAD SOME OF THESE JUMPERS ON MY ACFT. IT IS IMPOSSIBLE FOR THE PIC TO CHK EVERY JUMPER'S RESERVE RE-PACK DATE, AS WE USUALLY FLY ALL DAY (LITERALLY -- HOT FUELING EVERY 2 HRS) WITH 23 PEOPLE ON EACH LOAD (TWIN OTTER). WE HAVE TO RELY ON THE DROP ZONE MANIFEST PERSONNEL TO CHK THAT THE RESERVE RE-PACK IS NOT OUT OF DATE WHEN EACH JUMPER CHKS IN AT THE BEGINNING OF THE DAY. MOST DROP ZONES ARE GREAT ABOUT THIS, BUT SOME PEOPLE SLIP THROUGH THE CRACKS.

Synopsis

PLT OF DHC6 CONTRACT SKYDIVE OP DISCOVERS THAT HIS PRIOR DAY'S JUMP GROUP HAD SEVERAL RESERVE PARACHUTES WITH RE-PACK PERIODS THAT WERE OUT OF DATE.

ACN: 598683

Time / Day

Date : 200311
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : LIT.VORTAC
State Reference : AR
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : LIT.TRACON
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 598683

Person : 2

Function.Controller : Departure

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

I WAS THE PLT OF A CESSNA 182 WITH 2 SKYDIVERS, THE ACFT OWNER AND HIS FRIEND. I TOOK OFF FROM THE GRASS STRIP NEAR XA00 CENTRAL TIME. I CONTACTED LITTLE ROCK APCH ONCE AIRBORNE AND RECEIVED A SQUAWK AND

A VECTOR TO CLB. AFTER REACHING 5000 FT MSL, THE CTLR STATED THAT I MAY CLB WHENEVER I LIKE AND TO HOLD MY JUMPERS AND RPT WHEN READY. I REPLIED 'WILL RPT WHEN READY.' I THEN MADE A CIRCLING CLB ABOVE OUR DROP ZONE AS THE JUMPERS READIED TO EXIT THE AIRPLANE. I THOUGHT THAT I HAD MADE THE PROCEDURAL 1-MIN CALL AND LET THE JUMPERS DIVE FROM THE PLANE. I THEN CALLED APCH AND STATED 'DIVERS AWAY.' THE CTLR REPLIED BACK THAT HE HAD TOLD ME TO HOLD MY JUMPERS AND RPT WHEN READY. HE ALSO STATED THAT IF I HAD MADE THE CALL THAT THEY WERE READY, HE WOULD HAVE TOLD ME TO KEEP THE JUMPERS DUE TO TFC. I FELT SICK REALIZING THE MISTAKE THAT I HAD MADE, COULD HAVE COST SOMEONE THEIR LIFE. THE CTLR STATED THAT ONCE ON THE GND, I NEEDED TO CONTACT THE CTL FACILITY AND ASK FOR THE SUPVR. THANKFULLY, NO ACCIDENT OCCURRED. HAD I REALIZED THAT I HAD NEVER MADE THE CALL, AND TFC WAS PRESENT, I NEVER WOULD HAVE LET THEM OPEN THE DOOR. MY OWN SAFETY, AS WELL AS THE SAFETY OF OTHERS, IS ALWAYS A GREAT CONCERN TO ME, ESPECIALLY WHEN IT COMES TO AN AIRPLANE. I SPOKE WITH THE OWNER OF THE AIRPLANE, AND WE PLACED A PLACARD INSIDE THE PLANE THAT READS 'RPT 1-MIN BEFORE DOOR IS OPENED' TO ENSURE THE CALL WILL BE MADE. ALSO, THE THOUGHT OF LOSING THE LICENSE THAT I HAVE WORKED SO HARD AND SPENT SO MUCH MONEY FOR, THE DREAMS OF WHAT I HOPE TO BECOME, AND MOST OF ALL, A FRIEND, SERVES AS A REMINDER OF WHAT CAN HAPPEN WHEN SAFETY IS COMPROMISED.

Synopsis

INEXPERIENCED PLT OF C182 SKYDIVE DROP ACFT FAILS TO ADVISE ATC PRIOR TO INITIATING DROP IN LIT TRACON AIRSPACE.

ACN: 598440

Time / Day

Date : 200311
Day : Tue
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : NHK.TRACON
Make Model Name : Sundowner 23
Operating Under FAR Part : Part 91
Flight Phase.Climbout.Other : 290

Aircraft : 2

Controlling Facilities.TRACON : NHK.TRACON
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 598440

Person : 2

Person : 3

Function.Controller : Approach

Person : 4

Function.Controller : Supervisor

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Conflict : NMAC
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.ATC Equipment.Other ATC Equipment : Radar Mode C
Independent Detector.Other.ControllerA : 2

Independent Detector.Other.ControllerB : 3
Independent Detector.Other.Flight CrewB : 1
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 25

Assessments

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

Narrative

DEPARTED OXB ON AN IFR FLT PLAN IN A BE23 (BEECH SUNDOWNER), FILED AS DIRECT SBY, DIRECT BAL, DIRECT MTN. I HAD RECEIVED A STANDARD BRIEFING APPROX TWO HRS PRIOR TO THE FLT, AND, AS WAS NOTED IN THE BRIEFING, HAZE WAS SIGNIFICANT, WITH REPORTED CONDITIONS AT OXB OF 5 MILES. SIMILAR CONDITIONS PREVAILED ENRTE, THAT'S WHY I FILED. THE WX WAS ADVERTISED AS VFR, BUT I'D SAY IT WAS MARGINAL, GIVEN THE HAZE AND THE TIME OF DAY (IT WAS APCHING SUNSET, SO THINGS SEEMED MORE HAZY, WITH THE SUN LOW ON THE HORIZON). THE CTLR (NHK) SEEMED TO BE HAVING A HARD TIME KEEPING TRACK OF THE ACFT LOCATIONS, AND ASKED NUMEROUS PLTS TO CONFIRM POSITIONS, IDENT, ETC. I WAS ASKED TO MAKE TWO POSITION RPTS DURING THIS SHORT FLT: A) UPON CROSSING SBY (4000 FT), AND B) 20 MILES NW OF SBY. THESE SEEMED LIKE STRANGE REQUESTS, SINCE I SHOULD HAVE BEEN WITHIN HIS RADAR COVERAGE AREA. I'VE FLOWN IN THIS AREA PREVIOUSLY, AND NEVER HAVE I HEARD SUCH UNCERTAINLY AS TO WHO'S WHERE IN THE AIR. AFTER CLBING TO 6000 FT PAST SBY, A SINGLE-ENGINE ACFT POPPED UP FROM UNDER THE R WING AT APPROX 2 O'CLOCK AND TURNED L INTO MY FLT PATH AT MY ALT APPROX HALF A MILE AHEAD. AS THE DISTANCE CLOSED RAPIDLY, WHILE I WAS TRYING TO DECIDE ON WHAT EVASIVE ACTION TO TAKE (CLIMB OR DESCEND), WHAT APPEARED TO BE A BODY EXITED THE ACFT WEARING A DARK GRAY/BLACK JUMPSUIT. THE JUMPSUIT WAS NOTICEABLY WRINKLED, BUT THE SHOES WERE WELL ACCESSORIZED (THAT'S HOW CLOSE WE GOT). NEVER DID LOOK DOWN, THOUGH, TO SEE IF A CHUTE OPENED, INSTEAD, MY PAX AND I FOCUSED ON THE ACFT IN AN ATTEMPT TO GET OUT OF THE WAY. AFTER JETTISONING THE BODY, THE ACFT MADE A SHARP DESCENDING SPIRAL TURN AND CROSSED UNDERNEATH US, DEPARTING TOWARD THE SE, APPARENTLY OBLIVIOUS TO THE ENTIRE ENCOUNTER. I WAS TOO FOCUSED ON THE FALLING OBJECT TO TAKE MUCH NOTICE OF THE ACFT TYPE, I THINK IT WAS A HIGH WING. AFTERWARDS, I CALLED NHK AND NOTIFIED THEM THAT I HAD TO TAKE SOME EVASIVE ACTION TO AVOID A SKYDIVER, TO WHICH THE NHK CTLR RESPONDED, 'YOU'RE NEAR BENNETT, THEY DO THAT OVER THERE.' BENNETT (1N5) IS LOCATED ON THE EDGE OF SBY'S CLASS D AIRSPACE AND THE SURROUNDING CLASS E AIRSPACE (WHICH I BELIEVE NHK TRACON OWNS). I'M NOT SURE WHOM THE PLT OF THE JUMP ACFT WAS COMMUNICATING WITH, IF ANYONE. ADDITIONALLY, BENNETT AIRFIELD IS NOT MARKED WITH THE PARACHUTE SYMBOLOGY ON THE SECTIONAL, HOWEVER IT WOULD BE HELPFUL TO ADD IT, SINCE 'THAT'S WHAT THEY DO OVER THERE.' I HAD THE VFR SECTIONAL OPEN AND, HAD THE PARACHUTE LOGO BEEN THERE, I MIGHT JUST HAVE TAKEN NOTICE AND BEEN EXTRA CAUTIOUS IN THAT AREA. WHILE UNDERSTANDING THAT SEE-AND-AVOID IS A PLT'S RESPONSIBILITY, EVEN WHILE

ON AN IFR FLT PLAN, I DO BELIEVE NHK TRACON COULD HAVE BEEN MORE ATTENTIVE AND ISSUED A TFC ADVISORY.

Synopsis

B23 PLT ON IFR FLT PLAN AT 6000 FT IN CONTACT WITH NHK APCH CONTROL HAS A NEAR MISS WITH A HIGH WING ACFT DROPPING A SKYDIVER.

ACN: 597665

Time / Day

Date : 200310
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : X07.Airport
State Reference : FL
Altitude.MSL.Single Value : 2500

Environment

Light : Daylight

Aircraft : 1

Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

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

Aircraft : 3

Controlling Facilities.TRACON : TPA.TRACON
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 597665

Person : 2

Person : 3

Person : 4

Function.Observation : Passenger
Function.Other Personnel.Other : Jumpers

Person : 5

Function.Other Personnel : FSS Specialist

Events

Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Other : PLT WARNING
Miss Distance.Horizontal : 10
Miss Distance.Vertical : 0

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

DURING A SOLO VFR XCOUNTRY TO LAKE WALES, AFTER CONTACTING WINTER HAVEN CTAF TO ALERT TFC THAT I WAS PASSING OVERHEAD, I TUNED IN LAKE WALES' CTAF. I LISTENED FOR ANY COMS, BUT ONLY HEARD NEW SMYRNA TFC, SO I XMITTED A COM WITH MY LOCATION AND REQUESTED TA'S. I WAS TOLD BY ST PETERSBURG FSS WHEN I RECEIVED MY STANDARD WX BRIEFING BEFORE THE FLT THAT THERE WERE PARACHUTE ACTIVITIES IN THE AREA, BUT I DID NOT KNOW THE EXTENT OF THE ACTIVITY. I DID THIS SEVERAL TIMES WITH NO RESPONSES. I LOST TRACK OF WHERE THE LAKES WALES ARPT WAS, AND WHEN I WAS ABOUT TO OVERPASS THE ARPT I RECEIVED A FRANTIC RADIO CALL FROM WHICH I BELIEVE WAS ANOTHER PLT. HE SAID TO TURN L IMMEDIATELY WHICH I DID DUE TO PARACHUTERS. I IMMEDIATELY COMPLIED, AND SAW THAT THERE WERE JUMPERS OUT. BELIEVING THAT THIS WAS ONLY A ONE TIME JUMP FOR A WHILE, I PROCEEDED TO CIRCLE THE FIELD TO ENTER THE TFC PATTERN IN A PREFERRED ENTRY INTO AN UNCTLED FIELD. I STATED MY INTENTIONS OVER THE CTAF FREQ TO CROSS MID FIELD TO ENTER A PREFERRED ENTRY INTO THE L DOWNWIND. I CROSSED MID FIELD AND CAME AROUND TO ENTER THE L DOWNWIND LEG FOR RWY 26. ON THAT LEG, I RECEIVED ANOTHER CALL TELLING ME TO IMMEDIATELY TURN R FOR I ALMOST HIT SOMETHING OR SOMEONE. AFTER REMOVING MYSELF FROM THE TFC PATTERN, I DECIDED FOR SAFETY REASONS TO LEAVE THE ARPT, SO I RETURNED TO MELBOURNE NOT COMPLETING MY SOLO XCOUNTRY. I DID NOT KNOW HOW TO REACT TO THE SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT WAS GIVING RPTS ON THE LISTED CTAF FREQ OF 122.8. HE WAS ALSO MONITORING 123.0 AS LISTED ON THE SECTIONAL CHART. THE PLT HEARD NO RPTS FROM THE JUMP PLT. ONLY WHEN A PLT IN AN ACFT ON THE GND RADIOED A COLLISION WARNING DID THE PLT TAKE EVASIVE ACTION. HE WAS TOLD LATER THAT HE ALMOST HIT THE SKYDIVERS ONLY BY A MATTER OF FEET. HE DID NOT ACTUALLY SEE THE SKYDIVERS.

Synopsis

PA28 PLT CAME WITHIN FEET OF HITTING SKYDIVERS JUMPING AT X07. THE PA-28 PLT WAS BROADCASTING AND LISTENING ON X07 CTAF (122 PT 8) AND ALSO LISTENING ON 123 PT 0 AS LISTED ON THE SECTIONAL CHART. THE JUMP PLT APPARENTLY WAS TALKING TO TPA APCH AS REQUIRED BY FAR 105, ON 120 PT 65.

ACN: 596937

Time / Day

Date : 200310
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 3TE.Airport
State Reference : MI
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : D21.TRACON
Make Model Name : Cessna 310/T310C
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 596937

Person : 2

Function.Oversight : PIC

Person : 3

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly.Other : POSITION REPORTING
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 750
Miss Distance.Vertical : 0

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

FLYING AT 3000 FT N OF TECUMSEH ARPT MONITORING DETROIT APCH, I HEAR APCH TALKING TO A PLANE CALLING TFC AT 4 MI SBOUND AT 2700 FT. I ASSUMED I WAS THE TFC AND STARTED LOOKING FOR THIS OTHER PLANE. WHILE LOOKING I SPOTTED SEVERAL PARACHUTE CANOPIES TO THE S AND W AND ALTERED COURSE TO THE E. LATER I HEARD A PLANE ASK APCH IF THEY WERE TALKING TO THE PLANE NEAR THE ARPT. THEY SAID NO. THE PLANE THEN SAID HE WAS GOING TO FOLLOW THAT PLANE FOR A WHILE. I CONTINUED ON A SE HEADING TO ALMOST MONROE, MI, WHEN I NOTICED A LARGE TURBOPROP TWIN AT MY 8 O'CLOCK POS, VERY CLOSE. I BROADCAST ON APCH THAT I HAD THE JUMP PLANE OFF MY WING TO ESTABLISH COM. THE OTHER PLT EXPRESSED HIS DISPLEASURE AT ME FLYING OVER AN ARPT 'WITHOUT TALKING TO ANYONE.' I EXPLAINED THAT WHEN I SAW THE JUMPERS I ALTERED COURSE AND I WAS SORRY. BOTH PLANES RESUMED NORMAL NAV. 1) I WAS MONITORING APCH BUT HEARD NO CALLS ABOUT PARACHUTING. 2) THE JUMP PLANE WAS VERY CLOSE TO MY ALT 500-1000 FT AWAY WITH NO COM BTWN US.

Synopsis

A C310 PLT AT 3000 FT IS CRITICIZED BY A SKYDIVER ACFT FOR GETTING TOO CLOSE TO THE ARPT WITHOUT ANY COM CALLS WHERE HE WAS DROPPING SKYDIVERS AT 3TE, MI.

ACN: 596759

Time / Day

Date : 200310
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORE.Airport
State Reference : MA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 596759

Person : 2

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS TAXIING TO RWY 32 WHILE A TWIN OTTER USED FOR PARACHUTE JUMPING WAS ON FINAL, HAVING ANNOUNCED IT, AND POSSIBLY, ALTHOUGH THE TRANSMISSION WAS NOT READABLE, ANNOUNCED LNDG IN THE GRASS, WHICH USUALLY MEANS THE NE SIDE OF RWY 32 (TO THE R). I STOPPED AT THE HOLD LINES AND OBSERVED THAT THE OTTER SEEMED TO BE HEADING STRAIGHT TOWARD ME. SINCE THE DISPLACED THRESHOLD IS SO FAR DOWN THE RWY, I DIDN'T THINK HE SHOULD BE SO LOW AND THAT POSSIBLY HE EITHER HAD A FAILED ENG OR WAS TRYING TO LAND BEFORE THE THRESHOLD TO SAVE TAXI TIME GOING BACK FOR ANOTHER TAKEOFF. TO AVOID A COLLISION I TAXIED AHEAD AND TO MY L SO AS TO BE UNDERNEATH HIS TRACK AS FAR AS POSSIBLE. THE OTTER BANKED TO HIS L AND MAY HAVE LANDED ON THE RWY (I DIDN'T SEE THE LNDG SINCE I WAS HEADED THE OTHER WAY). THERE WAS NO TIME TO COMMUNICATE ON THE RADIO. CONTRIBUTING FACTORS TO THIS CLOSE APCH ARE THE HABIT OF LNDG IN THE GRASS ON THE SAME SIDE OF THE RWY AS THE TAXIWAY AND THE CLOSE PROX OF THE HOLD LINES TO THE RWY.

Synopsis

PA28 EXPERIENCED POSSIBLE RWY INCURSION TO AVOID LNDG PARACHUTE ACFT OPERATING ON GRASS STRIP.

ACN: 596029

Time / Day

Date : 200310
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : MI
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 596029

Person : 2

Function.Other Personnel.Other : Skydiver

Person : 3

Function.Other Personnel.Other : Arpt Official

Person : 4

Function.Other Personnel.Other : Board Of Directors

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Other : Rejects The Allegation
Consequence.Other : Company Review

Assessments

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

Narrative

THE PLT WAS FLYING SKYDIVERS IN A CESSNA 182 AT AN ESTABLISHED DROP ZONE LOCATED AT RAY COMMUNITY ARPT IN RAY, MI, ON OCT/FRI/03. AT THE

TIME JUMP OPS WERE INITIATED, THERE WAS A BROKEN TO OVCST LAYER AT APPROX 6000 FT AGL (APPROX 6600 FT MSL). THE FIRST SKYDIVING LOAD LEFT THE GND AT APPROX XA30 LCL TIME (EDT), AND THE JUMPERS WERE RELEASED BELOW THE LAYER AT APPROX 5500 FT AGL. THE JUMPERS LANDED WITHOUT INCIDENT, AND A NORMAL ACFT DSCNT WAS MADE. ON THE DSCNT, THE PLT NOTED THAT THE BROKEN TO OVCST LAYER WAS THINNING AND BREAKING UP TO THE S OF THE AIRFIELD. THE PLT LANDED AND BRIEFLY SHUT THE ACFT DOWN WHILE THE NEXT LOAD WAS PREPARED. THE PLT DEPARTED WITH THE SECOND LOAD AT APPROX XB10 LCL TIME, AND A NORMAL CLBOUT WAS EXECUTED TO THE S OF THE AIRFIELD. WHILE S OF THE AIRFIELD, THE PLT NOTED THAT THE CLOUD LAYER HAD BECOME SCATTERED AND EXECUTED A VFR CLB ABOVE THE ALT OF THE LAYER, WHICH WAS THINNING AND MOVING TO THE N, BUT WAS STILL PRESENT DIRECTLY OVER THE AIRFIELD. AS THE PREVAILING WINDS WERE SOUTHERLY, AND THE EXIT POINT FOR THE JUMPERS WAS SELECTED TO BE APPROX 3/4 MI S OF THE AIRFIELD. AS THE ACFT CLBED TO ALT, THE EDGE OF THE CLOUD LAYER HAD CONTINUED TO MOVE N, AND THE PLT, UPON APCHING THE JUMP ALT OF 10600 FT MSL, DETERMINED THAT THE PARACHUTE JUMP COULD BE ACCOMPLISHED AT THE DESIGNATED EXIT LOCATION WHICH WAS BY THEN SUFFICIENTLY CLR OF THE CLOUDS TO ASSURE COMPLIANCE WITH FAR PART 105. AT THIS TIME, HOWEVER, A THIN LAYER STILL EXISTED AT APPROX 6000-7000 FT AGL DIRECTLY OVER THE AIRFIELD. WHILE FLYING OVER THE AIRFIELD, THE ARPT ENVIRONS AND SURROUNDING GND FEATURES WERE CLRLY VISIBLE THROUGH BREAKS IN THE LAYERS, AND THE LAYER WAS COMPRISED PRIMARILY OF THIN AREAS THROUGH WHICH THE GND WAS VISIBLE. THE JUMPERS WERE RELEASED AT THE DESIGNATED EXIT POINT, S OF THE LAYER WHICH WAS IMMEDIATELY OVER THE ARPT, AT APPROX 10600 FT MSL. THE PLT WITNESSED THE JUMPERS IN FREEFALL, CLR OF CLOUDS BY SUFFICIENT MARGINS, AND EXECUTED A NORMAL DSCNT TO THE S OF THE AIRFIELD. THE JUMPERS LANDED WITHOUT INCIDENT AT THE DESIGNATED LNDG AREA ON THE AIRFIELD. THE PLT ALSO LANDED UNEVENTFULLY. AT ALL TIMES, THIS JUMP WAS EXECUTED IN COMPLIANCE WITH FAR PARTS 91 AND 105. A THIRD SKYDIVING LOAD WAS PICKED UP, AND WAS TAKEN TO 10600 FT IN CLR CONDITIONS. THE CLOUD LAYER, BY THIS TIME (APPROX XA45 EDT) HAD COMPLETELY DISSIPATED OVER THE FIELD. THE THIRD LOAD WAS EXECUTED UNEVENTFULLY, AND JUMPING OPS TERMINATED AT APPROX XA20 EDT. THE NEXT DAY, OCT/SAT/03, AT APPROX XA00 EDT, THE PLT WAS APCHED BY A LCL ARPT OFFICIAL WHO INDICATED THAT SOMEONE HAD RPTED TO HIM THAT JUMPERS WERE OBSERVED JUMPING THROUGH CLOUDS ON OCT/FRI/03. THE PLT DISCUSSED THE SIT WITH THE ARPT OFFICIAL, WHO INDICATED THAT THE WIFE OF ONE OF THE LCL HANGAR OWNERS WAS ON THE FIELD AND SAW JUMPERS UNDER CANOPY, BUT INDICATED THAT SHE COULD NOT SEE THE AIRPLANE. SHE HAD APPARENTLY THEREFORE CONCLUDED THAT THE JUMPERS HAD JUMPED THROUGH THE CLOUD LAYER. THE PLT EXPLAINED THE CLOUD SIT, AS DESCRIBED ABOVE, TO THE ARPT OFFICIAL WHO THEN LEFT WITHOUT COMMENT. THE PLT THEN ATTENDED A MEETING OF THE ARPT BOARD OF DIRECTORS ON OCT/MON/03, TO DISCUSS CERTAIN BUSINESS ITEMS UNRELATED TO THIS ALLEGED ISSUE. DURING THIS MEETING, CERTAIN INDIVIDUALS INSINUATED THAT, EVEN THOUGH THEY HAD NOT PERSONALLY WITNESSED THE ALLEGED VIOLATION, THEY INTENDED TO PHONE THE LCL FSDO TO FILE A RPT WITH THE FAA. THIS RPT IS BEING FILED THROUGH THE ASRS SYS TO ASSURE THE SIT IS PROPERLY DOCUMENTED IN THE EVENT FURTHER DISCUSSION IS WARRANTED.

Synopsis

GND OBSERVERS ALLEGE PLT OF C182 SKYDIVER DROP VEHICLE DISCHARGED
PARACHUTISTS OVER AND THROUGH CLOUDS CONTRARY TO FAR 105 PT 29. RPTR
DENIES DOING SO.

ACN: 595746

Time / Day

Date : 200310
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : WA
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : Marginal
Weather Elements : Fog
Light : Daylight

Aircraft : 1

Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 119
Operating Under FAR Part.Other : 105

Aircraft : 2

Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 595746

Person : 2

Function.Observation : Passenger

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other : Low Vis Op
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

WE HAD LOW FOG MOST OF THE DAY AT OUR ARPT. AT ABOUT 1600 FT THE FOG DISSIPATED AND WE HAD MOSTLY CLR SKIES. I WAS ABLE TO GET 3 FLTS IN TO 5000 FT MSL DROPPING SKYDIVERS. THE FLT IN QUESTION ACCORDED AT ABOUT 1700 FT. I WAS IN CLR SKIES WHEN I DROPPED A SKYDIVER FROM 5000 FT. AS HE DSNDDED THE FOG STARTED TO REFORM OVER THE ARPT. HE MAY HAVE HAD LESS THAN 3 MI VISIBILITY AS HE DSNDDED THROUGH 1000 FT. I WAS ABLE TO LAND IN VFR CONDITIONS. THE FOG CONTINUED TO THICKEN AS THE TEMP DROPPED. THE RAPID REFORMING OF THIS FOG WAS NOT FORECAST AND SKIES WERE FORECASTED TO STAY CLR.

Synopsis

A C182 CFI DROPS SEVERAL SKYDIVERS INTO FOG AND LOW VISIBILITY CONDITIONS AT 5000 FT MSL ABOVE AN ARPT WITH AN 1800 FT ELEVATION AT 2W1, WA.

ACN: 595574

Time / Day

Date : 200310

Day : Sat

Place

Locale Reference.Airport : P08.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Make Model Name : Pilatus Porter PC6

Operating Under FAR Part.Other : 105

Flight Phase.Ground : Parked

Person : 1

Function.Flight Crew : Single Pilot

ASRS Report : 595574

Person : 2

Function.Other Personnel.Other : Inspector

Person : 3

Function.Other Personnel.Other : Owner

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Consequence.Other : Maintenance Action

Maintenance Factors

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative

DURING AN FAA RAMP CHK IT WAS DISCOVERED THAT SOME OF THE RESERVE PARACHUTES INCLUDING THE PLTS EMER PARACHUTE WERE PAST DUE FOR A REPACK. CONTRIBUTING FACTORS INCLUDED COMPLACENT ACTIONS BY THE PLT AND DROP ZONE OWNER IN DETERMINING THE STATUS OF PARACHUTES. IN THE FUTURE I WILL CHK THE PLT PARACHUTE AND REGULARLY ASK THE DROP ZONE OWNER THE STATUS OF THE PARACHUTES.

Synopsis

PLT AND OWNER OF SKYDIVING OP LEARN THEIR RESERVE PARACHUTE REPACKS ARE OUT OF DATE. UNFORTUNATELY, THE INFORMER WAS AN FAA INSPECTOR PERFORMING A RAMP CHK.

ACN: 594390

Time / Day

Date : 200309
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 14000
Altitude.MSL.Bound Upper : 15200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Cessna Stationair/Turbo Stationair 7/8
Operating Under FAR Part : Part 119
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 594390

Person : 2

Function.Observation : Air Carrier Inspector
Function.Other Personnel.Other : FAA Inspector

Person : 3

Function.Other Personnel.Other : Jumpers

Person : 4

Function.Other Personnel.Other : Air Boss

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Assigned Or Threatened Penalties
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Airspace Structure
Problem Areas : Company
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

THIS IS IN REF TO THE VIOLATION I INCURRED DURING THE AIRSHOW AT ZZZ ARPT. THE VIOLATION WAS FOR DEVIATING FROM FAR PART 91.211(A)(2)(3). THE FAA ACI WHO WAS THE ENFORCING OFFICIAL WAS MR X. THE ACFT BEING FLOWN WAS A CESSNA 207 AND LEASED FOR SKYDIVING. DURING THIS DAY THE CONDITIONS WERE VMC, 'CLR AND A MILLION,' WITH WINDS OUT OF THE W AT 8-10 KTS ON THE GND AND 30-40 KTS OUT OF THE N AT ALT. THE FLT WAS SCHEDULED TO BEGIN AT XA00 AND THE 'JUMP' WAS TO OCCUR AFTER. PRIOR TO LEAVING THE GND THE ACI SPENT OVER 20 MINS INSPECTING OUR ACFT AND 10 MORE MINS DISCUSSING THE DISCREPANCIES, AND FINALLY CLRED THE ACFT FOR FLT. I LAUNCHED WITH 4 SKYDIVERS FOR 16500 FT MSL, THE PREARRANGED JUMP ALT. DURING THE CLBOUT THE PRO JUMPER AND I DECIDED 14000 FT MSL WAS HIGH ENOUGH. DURING THE PROCESS OF CLBOUT AND AFTER REACHING 14000 FT I HAD NOTICED CONSIDERABLE UPDRAFT AND DOWNDRAFT ACTIVITY. ONCE I HAD REACHED 14000 FT MSL I REDUCED PWR TO 20 INCHES OF MANIFOLD PRESSURE (MP) AND 2400 RPM'S. THIS WAS APPROX 10 MINS PRIOR TO THE SCHEDULED LAUNCH TIME. 5 MINS PRIOR TO LAUNCH, WE WERE TOLD TO DELAY AND PLAN THE JUMP FOR 12 MINS LATER FOR INCOMING ACFT. DURING THIS DELAY I WAS STILL EXPERIENCING THE SAME UPDRAFTS. AT THE TIME OF THE DELAY CALL I WAS ASKED BY THE AIR BOSS TO RPT MY ALT AS THE JUMPERS EXITED THE ACFT. AFTER THE 7 MIN DELAY, AND THE JUMPERS CREATING AN AFT CTR OF GRAVITY, RESULTING IN CONSTANT PITCH CHANGES, I LAUNCHED THE JUMPERS AND ONCE AGAIN THE AIR BOSS REQUESTED, 'THE FAA WOULD LIKE TO KNOW YOUR ALT, SAY ALT.' I WAS SQUAWKING 1200 AND IN CLASS E AIRSPACE. WHEN ASKED, I WAS HONEST AND FORTHRIGHT, I RESPONDED WITH 15200 FT MSL. I DSNDED TO THE S AND DID A LOW PASS ALONG RWY 8-26, FROM THE E TO THE W. AFTER LNDG ON RWY 30 AND RETURNING TO THE PARKING AREA I WAS GREETED BY THE ACI. HE FIRST ASKED ME, 'WHAT ALT WERE YOU AT WHEN YOU RELEASED THE JUMPERS?' ONCE AGAIN, I TOLD HIM THE TRUTH, 15200 FT MSL. HE RESPONDED BY ASKING ME, 'DOES YOUR ACFT HAVE OXYGEN?' I TOLD HIM IT DID NOT. HE THEN ASKED, 'WHAT ALT DO YOU NEED OXYGEN?' I RESPONDED WITH, '14000 FT MSL AND ABOVE.' HE THEN ASKED FOR MY TICKET, AND TOLD ME 'I TRY TO HAVE SELECTIVE HEARING, BUT I AM REQUIRED TO DO THIS BY LAW.' IN ADDITION I WOULD LIKE TO BRING ONE MORE POINT TO BEAR REGARDING HIS INQUIRY AS TO THE PRESENCE OF OXYGEN ON THE ACFT. DURING HIS 20 MIN INSPECTION HE SCRUTINIZED ALL PARTS OF THE ACFT INCLUDING, BUT NOT LIMITED TO, THE INTERIOR, THE COCKPIT, AND THE FORE AND AFT BAGGAGE COMPARTMENTS. PRIOR TO THE JUMP, HE WAS AWARE OF 2 THINGS, THE ACFT DID NOT HAVE OXYGEN AND THE SCHEDULED JUMP ALT OF 16500 FT MSL. HE STILL ALLOWED THE JUMP TO COMMENCE AND REQUESTED AN ALT CONFIRMATION. I AM A SAFE PLT, AND I HAVE NEVER HAD A VIOLATION BEFORE. THIS INCIDENT WAS INADVERTENT, AND I WAS NOT INTENTIONALLY TRYING TO BREAK A FAR. IN THE CONDITIONS PRESENT, THE UPDRAFTS COMPOUNDED BY THE CONSTANT MOVEMENTS OF THE JUMPERS, I WAS UNABLE TO MAINTAIN THE JUMP ALT OF 14000 FT MSL. I AM FIRST AND FOREMOST CONCERNED WITH FLYING THE PLANE AND KEEPING MY PAX SAFE. THE C207 HAS

A HISTORY OF FLAT SPINS CAUSED BY AFT CTR OF GRAVITY. DURING JUMP RUNS, I AM CONCERNED WITH MAINTAINING THE ACFT'S AIRSPD, AND STAYING AWAY FROM THOSE POTENTIALLY DANGEROUS STALL/SPIN SCENARIOS. BY THE TIME THE DELAY HAD TAKEN PLACE AND THE JUMPERS WERE OUT THE DOOR I REALIZED I WAS TOO HIGH, AND BEGAN TO DSND IMMEDIATELY. I BROKE THE RULE. HOWEVER, I FEEL THESE ISSUES MITIGATE THE CIRCUMSTANCES HIGHLY. I AM REQUESTING A FULL INVESTIGATION OF THE INADVERTENT VIOLATION, AND MR X'S ACTIONS.

Synopsis

A C207 SKYDIVING PLT IS CITED AND HIS 'TICKET' LIFTED AFTER A LCL FAA ACI CITES A VIOLATION REFERED TO HIS FLT ABOVE 14000 FT WITHOUT OXYGEN PRIOR TO THE JUMPERS LEAVING HIS ACFT OVER ZZZ, US.

ACN: 589927

Time / Day

Date : 200307
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SDM.Airport
State Reference : CA
Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Make Model Name : MU-2 Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff

Aircraft : 2

Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Approach

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 589927

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Observation : Passenger

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

BEFORE TAXI TO RWY 26R, PLT CALLED TFC (JUMP ACFT WAS ONLY OTHER ACFT PRESENT AT THE TIME OF THE CONFLICT), STATED INTENTIONS TO DEPART RWY 26R, R DOWNWIND TO THE N. THE JUMP ACFT RESPONDED BY ASKING THE MU2 TO 'MAKE AN EARLY R TURNOUT. JUMPERS WERE OVER THE ARPT.' AFTER THE JUMP ACFT CLRED RWY 26R, THE MU2 RESTATED INTENTIONS AND INITIATED THE TKOF ROLL. AFTER APPROX 2000 FT, THE MU2 ROTATED AND WHILE RETRACTING THE LNDG GEAR, THE PAX IN THE R SEAT POINTED AT THE 12 O'CLOCK POS. AT THAT POINT, THE PIC SAW A SKYDIVER AT 12 O'CLOCK POS, AND SLIGHTLY ABOVE MU2 ALT. THE PLT IMMEDIATELY STARTED A R TURN TO AVOID SKYDIVER, ONLY TO SPOT AN ADDITIONAL SKYDIVER 30 DEGS R OF CTRLINE AT THE MU2'S ALT. THE PLT THEN INCREASED THE RATE OF TURN TO AVOID THE SECOND SKYDIVER. AFTER CLRING THE SKYDIVERS AND CLBING INTO THE R DOWNWIND, THE PLT OF THE MU2 ASKED THE JUMP ACFT IF IT WAS NORMAL FOR SKYDIVERS TO JUMP OVER THE RWY IN USE AT NIGHT. THE JUMP ACFT PLT RESPONDED BY STATING 'YOU KNOW...THEY DON'T HAVE MOTORS.' MU2 PLT RESPONDED BY DESCRIBING HOW CLOSE HE HAD COME TO A COLLISION WITH SKYDIVERS. FLT CONTINUED WITHOUT FURTHER INCIDENT. NOTE: 1) JUMPERS WERE APPARENTLY MIL, 2) JUMP ACFT WAS A TWIN OTTER, 3) ARPT WAS NOTAMED FOR JUMPERS OVER THE ARPT, BUT DID NOT CLOSE ARPT OR STATE THEY WOULD BE JUMPING ONTO THE RWYS 26R OR 26L.

Synopsis

MU2 PLT DESCRIBED CLOSE ENCOUNTER WITH SKYDIVERS AT SDM ARPT.

ACN: 588522

Time / Day

Date : 200307
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SAN.Airport
State Reference : CA
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : SCT.TRACON
Controlling Facilities.Tower : SAN.Tower
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.TRACON : SCT.TRACON
Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : First Officer
ASRS Report : 588522

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Person : 4

Function.Controller : Approach

Person : 5

Function.Controller : Local

Person : 6

Function.Controller : Ground

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Incursion : Landing Without Clearance
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Independent Detector.ATC Equipment.Other ATC Equipment : Radar/Mode C
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.ControllerB : 5
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

WHILE BEING GIVEN A VECTOR BY APCH TO THE LOC RWY 27 FINAL APCH COURSE, APCH CTLR POINTED OUT 10 O'CLOCK POS TFC (DH TWIN OTTER) 1.5-2 MI (SAME DIRECTION). THE TFC WAS SPOTTED BY THE CAPT AND MYSELF, TO OUR SURPRISE WHILE LOOKING AT THE TFC APPROX 7-10 SKYDIVERS EXITED THE ACFT. WE HEARD NO CALL FROM THE JUMP ACFT, NOR WERE WE ALERTED BY APCH CTL, WHEN AT THE TIME WAS EXTREMELY BUSY. THE CAPT KEPT A CONCERNED VISUAL ON THE JUMPERS AND THE JUMP ACFT AS IT MADE ITS RAPID DSCNT, I CONTINUED FLYING THE ACFT AND LISTENING TO HOW BUSY ATC WAS. ONCE THE CAPT WAS COMFORTABLE THAT THERE WAS NO CONFLICT, HE RETURNED HIS ATTN BACK INSIDE THE ACFT. I DO NOT REMEMBER HEARING ANY HDOF TO TWR, BUT BECAUSE OF THE PREVIOUS DISTR WE DID NOT SWITCH TO TWR. WE LANDED UNEVENTFULLY AND DURING TAXI OFF THE ACTIVE RWY, WE DISCOVERED THAT WE WERE STILL ON APCH CTL. I CONTACTED TWR TELLING HIM WE WERE EXITING THE RWY AND TWR HANDED US OFF TO GND CTL WITH NO QUESTIONS. ONCE ON GND CTL WE WERE CLRED INTO OUR GATE. IN RETROSPECT I FEEL WHEN THE CAPT WAS WATCHING THE JUMPERS AND ACFT WE SHOULD BOTH QUICKLY BRIEF WHO IS TO HANDLE THE RADIO OR BACK EACH OTHER UP ON THE RADIO. WE SHOULD HAVE ALSO EXPECTED SOMETHING OR RADIO CALL FROM THE JUMP ACFT ABOUT THE PLANNED JUMP. IN ADDITION, WE SHOULD HAVE QUESTIONED ATC ABOUT THE JUMP ACFT (EVEN THOUGH HE WAS EXTREMELY BUSY) AND ASKED FOR A HDOF TO TWR.

Synopsis

B737 CREW ON APCH TO SAN FAIL TO OBTAIN LNDG CLRNC. CREW BECAME DISTR WHEN A DH6 RELEASED JUMPERS NEAR THEIR FLT PATH.

ACN: 588061

Time / Day

Date : 200307
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Controlling Facilities.TRACON : TPA.TRACON
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 119
Operating Under FAR Part.Other : 105
Flight Phase.Climbout : Intermediate Altitude

Aircraft : 2

Controlling Facilities.TRACON : TPA.TRACON
Make Model Name : Baron 55/Cochise
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 588061

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Approach

Person : 4

Function.Controller : Radar

Events

Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 30

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

I WAS FLYING PARACHUTISTS OUT OF X49. AT 2000 FT, I SAID 'TPA APCH, ACFT X OFF OF X49 2000 FT FOR 10000 FT WITH JUMPERS.' NORMALLY A SQUAWK CODE IS ASSIGNED. CTLR ACKNOWLEDGED, ASKED FOR ACFT TYPE. I DO NOT RECALL IF HE SAID 'RADAR CONTACT.' I SHOULD HAVE ASKED FOR A SQUAWK CODE, BUT I KNEW HE HAD ME ON MODE C BECAUSE HE DID 1 OR 2 CALLS TO ME. AT 7000 FT I WAS IN A CLB, NBOUND. THE CTLR SAID, 'ACFT X TFC OFF YOUR L WING, SBOUND ON AIRWAY.' I SAID, 'LOOKING.' ABOUT 20 SECONDS LATER, I SAID, 'NO CONTACT.' HE REPEATED HIS PREVIOUS CALL. ABOUT 5 SECONDS AFTER THAT, I LOOKED TO MY 12 O'CLOCK POS, AND SAW A BARON BANKING TO THE R TO AVOID ME. I COULD READ PART OF HIS TAIL NUMBER. I SAID TO CTLR 'TFC DEFINITELY IN SIGHT.' I THEN ASKED HIM IF HE WAS IN CONTACT WITH THE TFC. HE REPLIED THAT THE TFC WAS IFR ON AN AIRWAY HANDLED BY ZMA. I SAID 'THAT WAS VERY CLOSE.' HE REPLIED: 'WELL, YOU ARE ON A BUSY AIRWAY!' 1) I BELIEVE I SHOULD HAVE ASKED FOR SQUAWK CODE. 2) I FAILED TO SEE TFC. 3) CTLR SHOULD HAVE CALLED TFC MUCH SOONER. 4) CTLR CALLED TFC AT MY 9 O'CLOCK POS RATHER THAN 12 O'CLOCK POS. 5) ZMA SHOULD HAVE VECTORED THE IFR TFC AWAY. 6) CTLR SHOULD HAVE SAID 'TFC ALERT.' FACTORS: I MAY HAVE JUST TURNED N, CONFUSING THE CTLR. THE CTLR WAS NOT BUSY, IN MY OPINION. A SECOND JUMP PLANE (JUMP #1) WAS ABOVE ME, CARRYING JUMPERS. I WAS NEAR A BUSY VOR.

Synopsis

C182 WITH JUMPERS ABOARD EXPERIENCED NMAC WITH IFR ENRTE BE55.

ACN: 587881

Time / Day

Date : 200212
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : BYP.VORTAC
State Reference : TX
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZFW.ARTCC
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.ARTCC : ZFW.ARTCC
Make Model Name : Caravan 1 208A
Operating Under FAR Part : Part 119
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Person : 1

Function.Controller : Radar
ASRS Report : 587881

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Other Anomaly.Other : DFW Star And Parachute Jump Zone Confliction
Independent Detector.ATC Equipment : Conflict Alert
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Investigated

Miss Distance.Horizontal : 15000

Miss Distance.Vertical : 500

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airspace Structure

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Situations

ATC Facility.Procedure Or Policy : ZFW.ARTCC

Narrative

SECTOR SATURATION, NUMEROUS TFC ALERT SITS, AND FREQ CONGESTION. ISSUED B757 DIRECT COVIE, WHICH CLRS JUMP AREA. DID NOT RECALL SWITCHING B757 TO APCH. CA ACTIVATED ON C208 JUMP ACFT OUTSIDE OF AREA RETURNING TO DROP PARAJUMPERS AT 14500 FT. ISSUED TURN TO AVOID B757 NOT ON FREQ, THEN ADVISED C208 OF TFC AND ADVISED TO MAKE A HARD L TURN AND RETURN TO AREA. C208 DID TURN HARD AND AVOIDED B757 BY 2 1/2 TO 3 MI. B757'S TCAS MUST HAVE ACTIVATED, BECAUSE HE CLBED. TOOK OVER SECTOR WITH 3 NO ACTIVE JUMP ACFT, THEN GOT BUSY AND DID NOT HAVE CHANCE TO CHANGE 15-20 ARRS TO ALTERNATE STAR TO AVOID JUMP AREA. JUMP AREA ON MAIN ARR FIX IS UNSAFE. ARR MUST BE CHANGED OR ALTERNATE ARR MUST BE MANDATED WHEN JUMP ACTIVITY PRE-CALL COMES IN. THIS SIT HAS BEEN ON-GOING AND WILL EVENTUALLY LEAD TO A MAJOR ACCIDENT IF NOT ADDRESSED.

Synopsis

ZFW CTLR EXPERIENCED TCAS RA WITH DFW ACR ARR AND PARACHUTE JUMP ACFT.

ACN: 584920

Time / Day

Date : 200306
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RMG.Airport
State Reference : GA
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Make Model Name : Twin Otter DHC-6
Operating Under FAR Part.Other : 105

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 584920

Person : 2

Function.Observation : Passenger

Person : 3

Function.Observation : Observer
Function.Other Personnel.Other : Inspector

Events

Anomaly.Inflight Encounter : Skydivers
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ON JUN/SAT/03 I WAS DROPPING SKYDIVERS OVER 4A4 FROM 15000 FT MSL. SKY CONDITIONS WERE +10 SM VISIBILITY, DAYLIGHT XA30 AND CUMULUS CLOUDS WERE SCATTERED WITH BASES AT 4000 FT AGL. AN FAA INSPECTOR SAID HE WITNESSED SKYDIVERS GOING THROUGH CLOUD UNDER PARACHUTE AND IN FREE FALL. AT NO TIME DID I PLACE MY JUMPERS IN A POS WHERE THEY WOULD FALL THROUGH CLOUD. LESS THAN 6 JUMPERS UNDER PARACHUTE WENT THROUGH CLOUD BY THEIR OWN INTENTIONS. THE INSPECTOR ALSO ASKED TO SEE MY SUPPLEMENTAL OXYGEN TANK AND I WAS UNABLE TO PROVIDE ONE THIS PARTICULAR AFTERNOON. LASTLY, MY PLT CERTIFICATE WAS NOT IN THE ACFT, BUT IN MY CAR, 100 YARDS AWAY. I DID PRODUCE MY CERTIFICATE ON DEMAND. IN ORDER TO CORRECT THESE ISSUES, I HAVE PLACED POSTERS AROUND THE DROP ZONE, WARNING JUMPERS OF THE PENALTIES TO THEM AND MYSELF IF THEY GO THROUGH CLOUD AND DISOBEY VFR CLOUD CLRNC REQUIREMENTS. I NOW KEEP A COPY OF MY MEDICAL AND AIRMEN CERTIFICATE IN EVERY ACFT I FLY AND I HAVE HAD MY COMPANY PROVIDE ME WITH A SECOND OXYGEN TANK SUCH THAT THERE WILL ALWAYS BE SUPPLEMENTAL OXYGEN AVAILABLE FOR MY ACFT WHEN FLYING JUMPERS ABOVE 14000 FT MSL.

Synopsis

A JUMP PLT IS APCHED BY AN FAA INSPECTOR THAT WITNESSED SKYDIVERS GO THROUGH CLOUDS. THE PLT DIDN'T HAVE HIS CERTIFICATE OR MEDICAL WITH HIM, NOR REQUIRED SUPPLEMENTAL OXYGEN.

ACN: 579467

Time / Day

Date : 200304
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : E60.Airport
State Reference : AZ
Altitude.MSL.Single Value : 14500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model Name : Shorts SC7 Skyvan 3/3M
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model Name : Bonanza 33
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 579467

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other : Jump Alerts
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : Y Reported Charts
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 1500

Assessments

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

Narrative

AFTER DROPPING SKYDIVERS, I CALLED ZAB IN THE DSCNT AND HE RPTED TFC 1/4 MI E OF THE ARPT EBOUND. A DISCUSSION FOLLOWED AFTER THE PLT OF THE EBOUND BONANZA RPTED SKYDIVERS ABOVE HIS ALT, 1/4 MI AT HIS 12 O'CLOCK POS. ZAB QUESTIONED WHETHER I HAD HEARD HIS TFC RPTS. I REPLIED I HAD OVERHEARD HIM WORKING TFC WITH ANOTHER JUMP ACFT. ZAB STATED THAT HE CALLED BOTH JUMP ACFT. I NEVER REPLIED TO ANY TFC RPT AND ONLY OVERHEARD CONVERSATION THAT I BELIEVED SPECIFIC TO THE OTHER JUMP ACFT'S POS. ZAB DID NOT RPT ANY SPECIFIC TFC TO ME WHEN I MADE MY 2 MIN CALL. REMEDY: RESTRICT AIRSPACE AROUND INTENSE ACTIVITY DROP ZONES IN THE INTEREST OF PUBLIC SAFETY. REQUIRE READBACK TO VERIFY WHO IS ACTUALLY PARTICIPATING IN YOUR CONVERSATION. I BELIEVE THIS IS ALREADY IN PLACE. I'M NOT TRYING TO POINT A FINGER AT A CTRLR OR ANOTHER PLT HERE. I BELIEVE ALL PARTIES INVOLVED SHARE SOME PERCENTAGE OF RESPONSIBILITY. THE POINT IS: PLTS AND CTRLRS ARE PEOPLE WHO DEAL WITH VARIABLE WORKLOADS. HIGH WORKLOAD AND DIVISION OF ATTN SHOULD NOT SUBJECT LIFE AND PROPERTY TO RISK.

Synopsis

PREMATURE RELEASE OF SKYDIVERS FROM A SHORTS SC7 WHOSE 'LOAD' FALLS ONE QUARTER MI IN FRONT AND ABOVE A BONANZA TRANSITING THE CLASS E AIRSPACE NEAR E60, AZ.

ACN: 579406

Time / Day

Date : 200304
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 5000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Intermediate Altitude
Flight Phase.Landing : Roll

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 579406

Person : 2

Function.Controller : Approach

Person : 3

Function.Other Personnel.Other : Company Owner

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other : Fuel Exhaustion
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other : Advised Other Co Acft As To Position

Assessments

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

Narrative

THIS IS BEING WRITTEN IN CONCERN TO THE INCIDENT INVOLVING THE C182, OPERATED FOR SKYDIVING MAKING AN EMER LNDG OFF FIELD. WHEN I ARRIVED AT ZZZ, I NOTICED THAT ALL 3 AIRPLANES WERE ON THE RAMP READY TO GO. I DID NOT FIND THIS STRANGE IN ANY WAY. I ENDED UP GOING INSIDE THE HANGAR FOR ABOUT 3 HRS WITH SOME NEW PLTS THAT WANTED TO FLY FOR THIS OP AND SAT IN ON AN INSTRUCTOR. HE WAS THERE TO LAY OUT THE SOP'S AND SAFETY GUIDELINES OF THE OP TO THE NEW PLTS. THE OWNER CAME OVER AND MOTIONED THAT WE HAD A TANDEM LOAD READY TO GO AND FOR ME TO START UP THE AIRPLANE. I DID A WALKAROUND ON IT. SINCE THE OWNER ALWAYS PREFLTS THE AIRPLANES, I DID NOT FIND IT NECESSARY TO SPEND THE TIME TO DIP THE FUEL TANKS, WHICH GENERALLY I WOULD DO, BUT HE TOLD ME THAT IT WAS ALREADY DONE. I STARTED UP THE PLANE AND TAXIED TO THE END OF RWY 3 AND DID MY RUN-UP. AFTER ALL WAS WELL, I DEPARTED AND MADE MY WAY TO 11500 FT MSL. AT THIS ALT I DROPPED 4 SKYDIVERS. I THEN MADE L DSNDRING TURNS ALL THE WAY DOWN TO PATTERN ALT. WHEN I LANDED AND PULLED UP TO THE HANGAR, A SKYDIVER MOTIONED TO ME TO KEEP THE ENG RUNNING BECAUSE THERE WAS ANOTHER TANDEM READY TO GO. I ASKED HIM TO ASK THE OWNER IF THIS WAS GOING TO BE THE SECOND OR THIRD LOAD ON THESE TANKS. SINCE I WAS IN THAT MEETING, I DIDN'T KNOW IF THIS PLANE HAD FLOWN BEFORE I HAD COME OUT OR NOT. HE SAID THAT THERE WAS ONLY 1 LOAD OUT OF THEM. I SORT OF QUESTIONED THAT, SO I RADIOED THE OTHER PLT SITTING ON THE GND AND ASKED HIM THE SAME THING. I FIGURED HE WOULD KNOW SINCE HE WAS FLYING WHILE I WAS IN THE MEETING. I TOOK BOTH OF THEIR WORDS FOR IT. I DEPARTED ONCE AGAIN FOR 11500 FT MSL. AFTER I GOT TO ALT AND DROPPED OFF 4 MORE PAX, I AGAIN MADE MY WAY DOWN. THIS TIME THOUGH, AT AROUND 5000 FT MSL, I HEARD THE ENG START TO SPUTTER AND THEN WIND DOWN. AFTER A BRIEF MOMENT OF DISBELIEF, I STARTED BRAINSTORMING AND USING MY CHKLIST. THE FIRST THING I DID WAS PULL OUT THE CARB HEAT. I THEN THOUGHT ABOUT THE FUEL AND HOW THE GRAVITY TANKS WORK. I TURNED THE FUEL SELECTOR VALVE FROM 'BOTH' TO 'L' AND STARTED BANKING THE PLANE TO THE R. AFTER A FEW SECONDS I TRIED STARTING THE ENG AND NOTHING HAPPENED. I THEN RETURNED TO STRAIGHT AND LEVEL TO KEEP MY BEST GLIDE SPD. AFTER ANOTHER BRIEF MOMENT, I TRIED THE R BANK AND START PROC AGAIN AND STILL NOTHING. ABOUT THIS TIME I WAS AT ABOUT 3500 FT MSL AND LOOKING FOR FIELDS TO LAND. APCH CAME ON AND WAS ABOUT TO GIVE ME A FREQ CHANGE. I STOPPED HIS COMMAND AND TOLD HIM THAT I HAVE HAD AN ENG FAILURE AND WAS GOING TO TRY TO MAKE IT BACK TO ZZZ. HE CAME BACK WITH WINDS AND THE PRESSURE. AFTER ABOUT 10-15 SECONDS, I REALIZED THAT, WITH MY HEADWINDS AND ALT, I DIDN'T HAVE THE TIME TO MAKE IT BACK. I TOLD APCH THAT I WOULDN'T BE ABLE TO MAKE ZZZ AND WOULD HAVE TO PUT IT DOWN ON A FIELD. ALSO, THAT I WOULD NEED ZZZ TO TELL MY COMPANY TFC OF MY SIT. WHEN I SWITCHED FREQS, I GOT A HOLD OF COMPANY AND TOLD HIM MY SIT AND POS FROM THE ARPT. AFTER THAT, I SET MYSELF UP FOR A BASE TO FINAL LEG AT A NICELY CLRED FIELD THAT WAS INTO THE WIND. I BROUGHT THE PLANE IN FOR LNDG. AS I GOT CLOSE TO THE GND, I DUMPED THE FLAPS AND LET IT SETTLE TO THE GND. WHEN THE ACFT CAME TO A HALT, I CHKED MY EXTREMITIES TO SEE IF THEY WERE STILL ATTACHED. I SHUT DOWN THE PWR AND EXITED THE ACFT. MY BELIEF TO WHAT REALLY CAUSED THIS PROB WAS MISMANAGEMENT OF FUEL, BY LETTING 1 TANK GET LOWER THAN THE OTHER, OR A LACK OF FUEL TO BEGIN WITH. TO PREVENT THIS REOCCURENCE FROM

HAPPENING AGAIN, I WILL MAKE SURE I NEVER BECOME COMPLACENT AGAIN ON MY FUEL. ALSO, I WILL NEED TO START MAKING MORE R-HAND BANKING TURNS TO KEEP THE FUEL FLOW EVEN. CALLBACK FROM RPTR REVEALED THE FOLLOWING INFO: THE RPTR EXPLAINED THAT WHEN THE C182 WAS BANKED L, THE R TANK FED THE CARB, THUS USING ALMOST ALL OF THE FUEL IN THE R TANK, LEAVING, '-BUT A SMIDGEN-' THERE WERE ABOUT 4.5 GALS IN THE L TANK, BUT SINCE THE CARB HAD BEEN 'DRAINED DRY,' THE ENG REFUSED THE AIR START ATTEMPT. THE FUEL GAUGES WERE INOP AND HAD BEEN FOR QUITE A WHILE, THUS THE NEED TO DRIP THE TANKS. RPTR SURMISED THAT THE OWNER/MGR HAD DONE THE ANNUAL INSPECTION 2 DAYS PRIOR TO THIS FLT AND HAD FILLED THE TANKS, THEN PERFORMED A NUMBER OF ENG RUN UPS, DEPLETING THE TOTAL AMOUNT OF FUEL WITHOUT REPLENISHING THE TANKS. NO PREVIOUS LOADS HAD BEEN FLOWN PRIOR TO THE RPTR'S. AS FAR AS THE RPTR KNOWS, THE C182 IS THE ONLY ACFT HE HAS FLOWN THAT HAS THIS GRAVITY TANK FEED SYS. THE ACFT WAS A 1962 MODEL. THE FAA CAME OUT THE NEXT DAY AND DID NOT MAKE AN ISSUE OF THE INCIDENT.

Synopsis

A C182 SKYDIVING PLT PERFORMS AN EMER OFF ARPT LNDG WHEN HIS ENG FAILS FROM FUEL EXHAUSTION 5 MI SW OF ZZZ, US.

ACN: 578369

Time / Day

Date : 200304
Day : Sun
Local Time Of Day : 0601 To 1200

Place

State Reference : HI
Altitude.MSL.Bound Lower : 9000
Altitude.MSL.Bound Upper : 14000

Environment

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

Aircraft : 1

Make Model Name : King Air C90 E90
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Intermediate Altitude

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 578369

Events

Anomaly.Airspace Violation : Entry
Anomaly.Inflight Encounter : Weather
Anomaly.Inflight Encounter.Other : Clouds
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

AFTER SEARCHING FOR A CLR SPACE TO DROP SKYDIVERS, WX HAD CLOSED IN WITH A FLOOR OF 13500 FT. THE ONLY PLACE I COULD FIND TO DSND VFR WAS OVER ARMY RESTR AIRSPACE R3110AB&C. AFTER DSCNT, A SAFE LNDG WAS MADE WITH SKYDIVERS STILL IN THE ACFT. IN THE FUTURE, BEFORE CLBING OUT FOR JUMP RUN, THERE WILL NEED TO BE BETTER PLACES TO DSND THAT ARE NOT OVER RESTR AIRSPACE.

Synopsis

B90 PLT ENTERS RESTR AREA DURING DSCNT IN IMC.

ACN: 577001

Time / Day

Date : 200303
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LPC.Airport
State Reference : CA
Altitude.AGL.Bound Lower : 600
Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Cessna Stationair/Turbo Stationair 6
Operating Under FAR Part.Other : 105
Flight Phase.Cruise : Level
Flight Phase.Descent : Intermediate Altitude

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 577001

Person : 2

Function.Observation : Passenger
Function.Other Personnel.Other : Skydiver

Events

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

Assessments

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

Narrative

THE MARINE LAYER OF CLOUDS HAD BEEN MOVING IN AND OUT OVER THE ARPT ALL DAY. AT APPROX XA00 LCL TIME, A LOAD OF SKYDIVERS WERE RELEASED FROM THE ACFT. AFTER A 'BORDERLINE' DECISION TO ALLOW THEM TO JUMP (DUE TO CLOUD CLRNC REQUIREMENTS, SKYDIVERS MUST MAINTAIN 2000 FT HORIZ DISTANCE FROM CLOUDS). THE SKYDIVERS MEANDERED TOO CLOSE TO THE CLOUDS FOR SAFETY, EVEN THOUGH THEIR LNDG SITE WAS NOT CLOUDED

OVER. THE PLT'S DECISION TO ALLOW THE SKYDIVERS TO JUMP SHOULD HAVE BEEN CONSIDERED MORE CAREFULLY, AS WELL AS THE SKYDIVERS USING POOR JUDGEMENT TO CONTINUE WITH THE SKYDIVE. THE SKYDIVERS WERE ALSO FOUND TO HAVE NOT KNOWN THE REGS VERY WELL. CONTRIBUTING FACTORS WERE THE INEXPERIENCE OF THE PLT IN SKYDIVING OPS, AND THE IGNORANCE OF THE PLT AND SKYDIVERS WITH REGARDS TO THE SIT AND CLOUD CLRNC REQUIREMENTS. THE MARINE LAYER'S RAPID MOVEMENTS WERE ALSO A CONTRIBUTING FACTOR. CORRECTIVE ACTIONS SHOULD BE THE ABSOLUTE EDUCATION OF SKYDIVING PLTS AND SKYDIVERS ON CLOUD CLRNC REQUIREMENTS. THIS MAY BE BETTER ACCOMPLISHED THROUGH WRITTEN TESTING (A SHORT WRITTEN TEST ADMINISTERED TO THE PLTS AND SKYDIVERS BY THE OPERATOR OF THE JUMPING OP).

Synopsis

A SKYDIVE PLT LETS SKYDIVERS JUMP WITHOUT THE REQUIRED CLOUD DISTANCE REQUIREMENTS.

ACN: 575465

Time / Day

Date : 200302
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : X51.Airport
State Reference : FL
Altitude.MSL.Single Value : 2000

Aircraft : 1

Make Model Name : HS 125 Series 700
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 105
Flight Phase.Descent : Approach

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 575465

Person : 2

Function.Flight Crew : First Officer

Person : 3

Function.Controller : Approach

Person : 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Other Anomaly.Other : TFC Pattern Proc-Radar Vectoring
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

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

Narrative

DURING AN IFR FLT FROM PBI TO X51 (AN UNCTLED ARPT), THE FINAL CTLR WAS HOMESTEAD AFB APCH. USING A SERIES OF VECTOR HDGS AND CTLED DSCNTS, THE ACFT WAS POSITIONED SE OF THE ARPT ON A NW HDG AT 2000 FT. THE ACTIVE RWY WAS RWY 18, USING A R-HAND TFC PATTERN. AT 5 MI FROM THE ARPT, THE CTLR POINTED OUT THE ARPT'S LOCATION AT '12 O'CLOCK, 5 MI,' AND ADVISED 'A PARACHUTE JUMP PLANE WAS CLBING OVERHEAD THE ARPT AT 5600 FT.' AT 4.6 MI FROM THE ARPT (ACCORDING TO OUR FMS), THE PNF SPOTTED THE ARPT AND OBSERVED WE HAD BEEN VECTORED TO A L DOWNWIND. WITH JUMPING ACTIVITY IN THE AREA, WE ELECTED NOT TO OVERFLY THE ARPT, CANCELLED THE IFR FLT PLAN, AND INITIATED A STEEP R TURN TO VACATE THE AREA. WE RE-ENTERED THE TFC PATTERN AND MADE AN UNEVENTFUL LNDG SPACED BEHIND A NON-RADIO AERONCA CHAMPION AND A CESSNA WITH WHICH WE HAD BEEN COMMUNICATING. ALTHOUGH THERE WAS NO CONFLICT WITH OTHER ACFT OR PARACHUTE JUMPERS, THE APCH CTLR HAD VECTORED US TO A L DOWNWIND ENTRY AT AN ARPT USING A R-HAND PATTERN, AND HAD NOT ADVISED US OF ACTIVE PARACHUTING UNTIL WE WERE WITHIN 5 MI OF THE ARPT'S DROP ZONE.

Synopsis

A CORPORATE HAWKER 125 PIC ELECTS TO TURN AWAY FROM HIS DEST ARPT FROM THE SE AND RE-ENTER THE TFC PATTERN FROM THE SW WHEN ADVISED OF A JUMP PLANE IN A CLB OVER HIS ARPT AT X51, FL.

ACN: 572076

Time / Day

Date : 200301

Day : Sat

Place

Locale Reference.Airport : HDH.Airport

State Reference : HI

Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Make Model Name : King Air C90 E90

Operating Under FAR Part.Other : 105

Flight Phase.Other : Jump Run

Person : 1

Function.Flight Crew : Single Pilot

ASRS Report : 572076

Person : 2

Function.Observation : Passenger

Function.Other Personnel.Other : Jumpmaster

Events

Anomaly.Inflight Encounter : Skydivers

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other : Skydivers Pass Thru Clouds

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Company

Problem Areas : Passenger Human Performance

Problem Areas : Weather

Narrative

DURING THE MORNING, THE OWNER OF OUR DROP ZONE SENT A LOAD OF SKYDIVERS DOWN TO THE HANGAR. I DID NOT FEEL THE WX WAS SAFE TO TAKE OFF IN. AFTER 10 MINS, OWNER CALLED DOWN TO ASK ME WHY WE HAD NOT TAKEN OFF YET. I TOLD HIM THE WX WAS TOO BAD AND I SHOULD WAIT A FEW MINS TO SEE IF IT CLRS. HE TOLD ME I HAVE TO GO FLY. I TOLD HIM NO, SO HE

SAID I WAS FIRED. AFTER ABOUT 1/2 HR, THE OTHER PART-OWNER OF THE DROP ZONE TOLD ME I WAS NOT FIRED, AND ASKED ME TO FLY IF I COULD. SINCE IT HAD CLERED UP ENOUGH TO JUMP, I TOOK OFF. FIRST LOAD WAS UNEVENTFUL, BUT SECOND LOAD, THE JUMPERS GOT OUT AND FELL THROUGH THE CLOUDS. HAWAII IS KNOWN FOR THE LEGAL 'HOLES' (4000 FT) BTWN THE CLOUDS TO OPEN AND CLOSE RATHER RAPIDLY. BEFORE TURNING ON JUMP RUN, THERE APPEARED TO BE A LEGAL OPEN AREA TO JUMP INTO, BUT AS IT IS IMPOSSIBLE TO SEE BELOW YOU ON JUMP RUN IN A KING AIR, YOU MUST RELY ON THE JUMP MASTER (SKYDIVER SPOTTING THE LOAD). AFTER THEY LEFT THE ACFT, I REALIZED THEY WERE GOING TO GO THROUGH THE CLOUDS. I BELIEVE THAT THE PROB IS MOSTLY RELATED TO FEELING MY JOB IS IN JEOPARDY BY THE OWNER. ALTHOUGH I TRULY BELIEVE THE BIGGEST CAUSE OF JUMPERS GOING THROUGH THE CLOUDS IS THE JUMPERS THEMSELVES. IN A LARGER PLANE LIKE THE KING AIR, IT IS NEARLY IMPOSSIBLE TO SEE BELOW YOU ONCE YOU HAVE TURNED ONTO JUMP RUN. BY THE TIME YOU FLY DOWN TO THE DROP SIT, CONDITIONS CAN CHANGE, AND YOU ARE RELYING ON THE JUMPER NOT TO VIOLATE YOU. MORE RESPONSIBILITY NEEDS TO BE PLACED ON THE SKYDIVER TO PREVENT THIS FROM HAPPENING. THE PLT CAN DO HIS BEST TO FLY SAFELY, BUT WHEN A JUMPER GETS OUT, HE IS FLYING HIS BODY AND HIS CANOPY SOMETIMES MORE THAN 5 MI. IT SEEMS UNBELIEVABLE THAT THE PLT IS RESPONSIBLE ONCE THE JUMPER LEAVES THE ACFT.

Synopsis

SKYDIVERS JUMP THROUGH CLOUDS.

ACN: 567296

Time / Day

Date : 200212
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : TGE.VOR
State Reference : AL
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : CSG.TRACON
Controlling Facilities.TRACON : MGM.TRACON
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

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

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 567296

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Approach

Person : 4

Function.Controller : Approach

Person : 5

Function.Other Personnel : FSS Specialist

Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0

Assessments

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

Narrative

IFR FLT FROM M16 TO AVO TO TAKE MY DAUGHTER BACK TO COLLEGE. FLT PLAN, WX AND NOTAMS OBTAINED FROM GREENWOOD FSS ON MORNING FLT. ON V56 PAST MONTGOMERY, WE HAD BEEN CLRED DOWN TO 5000 FT BY MGM APCH. APCHING THE TGE VOR, I WAS SHOCKED TO SEE 3 SKYDIVERS DROP PAST US AT APPROX 50-100 FT AWAY. I IMMEDIATELY ASKED MGM APCH IF THEY WERE AWARE OF SKYDIVERS IN THE AREA. THE CTLR STATED HE WAS NOT. I INFORMED HIM THAT SEVERAL HAD JUST DROPPED PAST US. HE THEN REPLIED WE SHOULD HAVE BEEN PASSED TO COLUMBUS APCH. I INFORMED HIM I WOULD CONTACT COLUMBUS APCH. AS SOON AS I CHANGED FREQ TO COLUMBUS APCH, I HEARD A CALL 'JUMPERS AWAY.' I CHKED IN WITH COLUMBUS AND NOTHING WAS SAID BY THE CTLR OR MYSELF. NEITHER MY WIFE (WHO HAS 20 YRS OF EXPERIENCE OF LISTENING TO THE RADIO AND IS VERY GOOD AT CATCHING CALLS AND RECORDING CLRNCs) NOR MYSELF HEARD THE MONTGOMERY CTLR CALL US TO CHANGE FREQ TO COLUMBUS. I FIND IT INTERESTING WHEN I CONTACTED HIM THAT HE DIDN'T SAY, 'I CHANGED YOU TO COLUMBUS, BUT YOU SHOULD HAVE BEEN SWITCHED TO COLUMBUS.' IN THE PREFLT BRIEFING, THERE WAS NO MENTION OF SKYDIVERS IN THE TUSKEGEE AREA. THE COLUMBUS FACILITY WAS APPARENTLY AWARE OF THE SKYDIVERS, BUT MONTGOMERY WAS APPARENTLY NOT AWARE. THIS SEEMS TO BE THE AREA NEAR WHERE COLUMBUS AND MONTGOMERY CHANGE OVER AND BOTH SHOULD BE AWARE OF THE NOTAM WHICH I ASSUME WAS MADE. I SINCERELY HOPE THAT I DIDN'T MISS A CALL. I WOULD BE VERY INTERESTED IN LISTENING TO THE TAPES TO SEE IF A CALL WAS MADE AND NOT HEARD OR STEPPED ON BY OTHER XMISSIONS. IT SHOULD BE NOTED THIS WAS A VERY BUSY DAY FOR ATC AND THERE WERE 4 OF US WITH VERY SIMILAR CALLS, SO I MADE AN EXTRA EFFORT TO HEAR THE CALLS. OTHER CONTRIBUTING FACTORS WERE A BREAKDOWN IN THE NOTAM SYS, MONTGOMERY NOT BEING AWARE OF THE JUMPERS, AN APPARENT LATE CALL BY THE ACFT CARRYING THE JUMPERS, THE TRANSPORT ACFT NOT CLRING THE AREA AND APPARENTLY NOT BEING IN CONTACT WITH COLUMBUS APCH EARLY ENOUGH TO BE WARNED THAT ANOTHER ACFT ON AN IFR FLT PLAN UNDER RADAR CONTACT WAS IN THE AREA.

Synopsis

SMA PLT, ON AN IFR FLT PLAN, CAME WITHIN 50-100 FT OF 3 FALLING SKYDIVERS IN CSG CLASS E AIRSPACE.

ACN: 565327

Time / Day

Date : 200211
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LAL.Tower
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 565327

Person : 2

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other : Eng Failure Due To Fuel Starvation.
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Eng Quit
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other : Glided To Dest Arpt

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

IT IS A SKYDIVE OP IN LAKELAND. WITH FULL TANKS, YOU CAN DO 5 RUN-UPS TO 10500 FT. ON THE 5TH RUN, ON DSCNT, I RAN OUT OF GAS AND GLIDED IT IN TO THE FIELD. NO ONE WAS ON BOARD, BUT ME. NO INJURIES. IT WAS A MISMANAGED FUEL SIT.

Synopsis

A C182 PLT GLIDED TO DEST ARPT AFTER ENG FAILED DUE TO FUEL STARVATION.

ACN: 564506

Time / Day

Date : 200210
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OWA.Airport
State Reference : MN
Altitude.AGL.Single Value : 4000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 564506

Person : 2

Function.Controller : Radar

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I ALLOWED A SKYDIVE TO BE MADE INTO WHAT MAY BE CATEGORIZED AS CONGESTED AIRSPACE. NO ONE WAS INJURED AND NO PROPERTY WAS DAMAGED. I ALSO DID THIS WHILE NOT IN CONTACT WITH THE LCL ATC (IN OUR AREA THAT WOULD BE ZMP). I ALLOWED A GROUP OF 4 SKYDIVERS TO TALK ME INTO FLYING OVER AN AREA AWAY FROM OUR NORMAL DROP ZONE SO THEY COULD JUMP INTO A LCL BEACH. AS EVENTS UNFOLDED OVER THE COURSE OF THE FOLLOWING WK, I REALIZED I DID SO IN VIOLATION OF THOSE FARs IN

PART 105 PERTAINING TO PARACHUTE ACTIVITIES. THIS IS QUITE CLRLY A CASE OF POOR JUDGEMENT AND LACK OF UNDERSTANDING OF THE REGS.

Synopsis

C182 SKYDIVE OP PLT IS COAXED TO DROP SKYDIVERS OVER A BEACH WITHOUT PRIOR FAA APPROVAL COORD IN ZMP AIRSPACE.

ACN: 563798

Time / Day

Date : 200210
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 307.Airport
State Reference : CA
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : Cheetah, Tiger, Traveler
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part.Other : 119
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 563798

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Radar

Person : 4

Function.Other Personnel.Other : SKDIVERS

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Skydivers
Anomaly.Other Anomaly.Other : ATC FAULTY COM
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0

Assessments

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

Narrative

WHILE CRUISING AT 6500 FT IN A STAGGERED DSCNT INTO THE BAY AREA, I HAD AN NMAC WITH 2 PARACHUTISTS JUMPING IN TANDEM. I BELIEVE THE PARACHUTISTS DROPPED WITHIN 500-600 FT OF MY ACFT, DIRECTLY IN FRONT OF THE NOSE. BELOW IS THE SEQUENCE OF EVENTS: BEFORE DEPARTING ON THE FLT, I GOT A TELEPHONE WX BRIEFING (I REQUESTED A 'STANDARD BRIEFING' WHICH SHOULD INCLUDE PERTINENT NOTAMS) FROM FSS. THERE WAS NO MENTION OF ANY NOTAMS FOR PARACHUTE ACTIVITY OR DROP ZONES ON MY RTE OF FLT. WE DEPARTED ON SCHEDULE AND THE FLT WAS UNEVENTFUL TO THAT POINT. AS IS MY NORMAL PRACTICE, I WAS USING ATC FLT FOLLOWING. (WE WERE FLYING VFR.) I WAS AWARE THAT THEY DID PARACHUTE JUMPING AROUND HOLLISTER AND SALINAS ARPTS, AND ON THE ATC FREQ I HEARD ZOA (OR PERHAPS IT WAS BAY APCH AT THAT POINT, DON'T REMEMBER) TALKING TO A JUMP PLT WHO WAS RELEASING JUMPERS, BUT OF COURSE I HAD NO IDEA WHERE HE WAS, AS THE CTLR COVERS A LARGE AREA. I WASN'T PARTICULARLY WORRIED SINCE, IN THE PAST, ANY TIME I HAD FLOWN THROUGH AN AREA WHERE JUMPS WERE TAKING PLACE I HAD BEEN MADE AWARE OF THEM BY NOTAM, AND ATC HAD ALWAYS ADVISED ME WELL IN ADVANCE SO COULD AVOID THE DROP AREA. ANYWAY, THE ATC CTLR RADIOED, AND WHAT I HEARD WAS, 'GRUMMAN XXX, PARACHUTE JUMP 12 O'CLOCK POS (UNREADABLE WORDS FOLLOWING).' (I LATER DEDUCED THAT THE UNREADABLE WORDS MUST HAVE BEEN '1 MI' OR SOMETHING CLOSE TO THAT.) AT THIS POINT I WAS 8 OR 9 MI S OF HOLLISTER ARPT, WHICH WAS INSIGHT. BELIEVING THAT THE DROP WAS PROBABLY RIGHT OVER THE ARPT, AND HAVING NOT HEARD THE '1 MI' PART OF THE ATC MESSAGE, I IMMEDIATELY RADIOED BACK AND ASKED, 'IS THAT RIGHT OVER THE HOLLISTER ARPT?' SHE REPLIED, 'IT'S 7 MI S FO THE ARPT.' ON HEARING THAT I IMMEDIATELY BEGAN A SHARP R TURN, BUT JUST AS I BEGAN TURNING THE WHEEL, THE 2 PARACHUTISTS (STRAPPED TOGETHER) TELL PAST OUR NOSE. I TURNED NEARLY 90 DEGS TO THE R AND FLEW A COUPLE OF MI E BEFORE HEADING BACK TO THE N, TO AVOID ANY OTHER JUMPERS WHO COULD POTENTIALLY BE OR HAVE BEEN RELEASED. I HAVE THOUGHT A LOT ABOUT THIS SEQUENCE OF EVENTS, ASKING MYSELF WHAT I COULD HAVE/SHOULD HAVE DONE DIFFERENTLY. I CAN'T REALLY THINK OF ANYTHING, NOR COULD THE ATP-RATED PLT WHO WAS MY PAX IN THE R SEAT. (I KNOW THAT, IN THE FUTURE, I'LL AVOID FLYING THROUGH THAT PARTICULAR GEOGRAPHIC AREA ON NICE WKEND DAYS.) I PLACE SOME BLAME ON THE FLT BRIEFER FOR NOT GIVING ME THE NOTAM THAT PROBABLY EXISTED FOR THAT AREA, AND EVEN MORE WITH THE ATC CTLR (WHO DIDN'T APPEAR TO BE ALL THAT BUSY, UNLESS SHE WAS WORKING OTHER FREQS TOO) FOR NOT GIVING ME MORE WARNING. AND, OF COURSE, IF I HAD CLRLY UNDERSTOOD OR BEEN ABLE TO HEAR THE FIRST RADIO CALL, I'D HAVE HAD 5 OR 7 EXTRA SECONDS TO TURN AWAY. (I KNOW, IT'S THE PLT'S RESPONSIBILITY TO SEE AND AVOID, BUT IT'S MIGHTY HARD TO SEE AND AVOID PEOPLE DROPPING FROM 5000 FT ABOVE YOU.)

Synopsis

GRUMMAN TIGER PLT HAS NMAC WITH SKYDIVERS DURING VFR CRUISE.

ACN: 563557

Time / Day

Date : 200210
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 15G.Airport
State Reference : OH
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : CAK.TRACON
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.TRACON : CAK.TRACON
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 563557

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Approach

Person : 4

Function.Other Personnel.Other : SKYDIVER

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 500

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

DEST ARPT (15G) WAS IN SIGHT. VFR CONDITIONS. CANCELED IFR ABOUT 7 MI S OF 15G. SWITCHED TO ADVISORY FREQ FOR 15G TO GET READY TO ANNOUNCE 5 MI TO THE S, INBOUND, ETC. PASSED TO THE W OF AND WAS NOW TO THE N OF HILTY FIELD. ALL OF A SUDDEN THERE WERE SKYDIVERS OPENING THEIR PARACHUTES ALL AROUND THE ACFT. I DOVE TO TRY TO STAY UNDER THEM, AND TURNED WESTWARD AWAY FROM THEM. AT THAT POINT, MORE SKYDIVERS OPENED IN THE WESTERN DIRECTION. I CONTINUED TO DIVE TO TRY TO AVOID THEM. LUCKILY, THEY ALL MUST HAVE SEEN ME AS WELL, AND STARTED OPENING THEIR PARACHUTES HIGHER IN THE AIR. YES, MOST PLTS ARE AWARE THAT THERE IS SKYDIVING ACTIVITY IN THE AREA. HOWEVER, WHEN YOU DIVERT AROUND THE DROP ZONE, YOU DO NOT EXPECT TO SEE SKYDIVERS, ESPECIALLY WHEN THEY ARE SUPPOSED TO BE IN CONTACT WITH CAK (AKRON CANTON) APCH. THERE IS NO DOUBT IN MY MIND THAT THE PLT OF THE JUMP ACFT WAS INFORMED BY CAK THAT THERE WAS ANOTHER ACFT IN THE AREA, AND THAT WAITING LESS THAN 2 MINS WOULD ALLEVIATE A DANGEROUS SIT. THIS ALSO IS A RECURRING PROB WITH THE NDB RWY 3 APCH INTO WADSWORTH. THE DROP ZONE IS JUST OFF TO THE SIDE OF THE APCH INTO WADSWORTH (3G3) AND SKYDIVERS DRIFT INTO THE FINAL APCH PATCH. STAY AWAY FROM THE DROP ZONE. I AM CERTAIN THAT I WILL, BUT DUE TO THEIR PROX TO 2 LCL ARPTS, I AM SURE THIS WILL ONLY WORK FOR THOSE WHO HAVE HAD A CLOSE CALL. THE JUMP ACFT IS REQUIRED TO STAY IN CONTACT WITH CAK APCH DURING JUMPING ACTIVITIES. IF THE JUMP ACFT PLT WOULD ASK APCH IF IT SEES ACFT IN THE AREA BEFORE DROPPING JUMPERS, THIS COULD POSSIBLY AVOID DISASTER.

Synopsis

A C172 PLT FOUND HIMSELF TRYING TO AVOID SKYDIVERS AS HE PREPARED TO LAND AT AN ARPT 5 MI N OF THE DROP AREA.

ACN: 562819

Time / Day

Date : 200210
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OAR.Airport
State Reference : CA
Altitude.MSL.Bound Lower : 3000
Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MRY.TRACON
Make Model Name : Cessna Stationair/Turbo Stationair 6
Operating Under FAR Part : Part 91

Person : 1

Function.Flight Crew : Single Pilot
Function.Oversight : PIC
ASRS Report : 562819

Person : 2

Function.Observation : Passenger
Function.Other Personnel.Other : SKYDIVER

Person : 3

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

MARINE LAYER WAS SLOWLY BREAKING UP AND HIGHLY VARIABLE WITH LOTS OF HOLES, PROBABLY 50% COVERAGE FROM 2500-3000 FT OR SO. A NUMBER OF US ON THE GND THOUGHT THAT THE HOLES LOOKED LARGE ENOUGH, AND FROM 9000 FT DROP ALT, IT LOOKED LIKE THERE WERE LARGE ENOUGH HOLES. BUT AFTER THE DIVERS LEFT THE JUMP PLANE, EITHER THE HOLES CLOSED UP OR THEY JUMPED LATER THAN I HAD ANTICIPATED. THEY NEVER WENT THROUGH A CLOUD, BUT THEY WERE PROBABLY CLOSER THAN THEY SHOULD HAVE BEEN. WE SHOULD HAVE DELAYED FOR BETTER CONDITIONS.

Synopsis

C206 PLT INADVERTENTLY DROPPED SKYDIVERS THROUGH CLOUDS.

ACN: 562497

Time / Day

Date : 200210
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : E80.Airport
State Reference : NM
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff

Aircraft : 2

Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Instruction : Instructor
ASRS Report : 562497

Person : 2

Function.Instruction : Trainee

Person : 3

Function.Flight Crew : Single Pilot

Person : 4

Function.Observation : Passenger
Function.Other Personnel.Other : JUMPERS

Events

Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other : SEE AND AVOID
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400

Assessments

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

Narrative

LCL NOTAM PUBLISHED CONCERNING PARACHUTE JUMPING AT BELEN-ALEXANDER ARPT ON WKENDS. NOTICES WERE DISTRIBUTED TO FBO'S IN ALBUQUERQUE AREA DEPICTING DROP ZONE TO BE E OF THE RWY 3/21. THIS ARPT IS USED HEAVILY FOR STUDENT TRAINING. WHILE PRACTICING TOUCH-AND-GO LNDGS WITH PRE-SOLO FLT STUDENT ON RWY 3, JUMP ACFT WAS HEARD TO ANNOUNCE 'JUMPERS IN THE AIR.' FOLLOWING A TOUCH-AND-GO LNDG, SHORTLY AFTER LIFTOFF, MULTIPLE PARACHUTISTS WERE OBSERVED TO THE W AND IMMEDIATELY OVER THE RWY AT APPROX 500 FT AGL. MY ALT WAS ABOUT 100 FT AGL. I CONTINUED THE TKOF STRAIGHT AHEAD, PASSING BENEATH THE PARACHUTISTS. THERE IS A DROP ZONE LOCATED 3 MI S OF THE BELEN-ALEXANDER ARPT THAT DOES NOT CONFLICT WITH ACFT TFC. LATELY ON WKENDS, THE SKYDIVING COMPANY HAS BEEN JUMPING ONTO THE ARPT. THIS PRESENTS A HAZARD TO ACFT AND TO PARACHUTISTS. WHEN THE DROP ZONE ON THE ARPT IS IN USE, UPON HEARING THE CALL 'JUMPERS IN THE AIR,' ACFT IN THE TFC PATTERN SHOULD EXIT THE PATTERN BY THE MOST DIRECT RTE. IN THIS INSTANCE, DUE TO THE HIGH COCKPIT WORKLOAD BROUGHT ABOUT BY STUDENT INSTRUCTION, I WAS UNAWARE OF THE TIME LAPSE BTWN THE CALL OF 'JUMPERS IN THE AIR' AND EXECUTION OF THE TOUCH-AND-GO LNDG. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR REALIZED THAT HE SHOULD HAVE MADE FULL STOP LNDG AFTER HIS STUDENT TOOK OFF AND THEY THEN NOTICED THAT THEY WERE CLBING OUT UNDER THE DSNDRG SKYDIVERS. HE STATED THAT HE DID DISCUSS THIS MATTER WITH THE JUMP ACFT PLT THAT NORMALLY FLY THE SKYDIVERS AND LEARNED THAT THERE WAS ANOTHER ACFT AND PLT CONDUCTING THE OPS ON THE DAY OF THIS INCIDENT. THE SPECIAL NOTAM CALLED FOR THE JUMPERS TO LAND ON THE ARPT 300 FT SE OF THE RWY AND THAT IT WAS A CONTEST TO SEE HOW MANY JUMPS COULD BE MADE IN A SPECIFIED TIME AND WOULD NOT BE CONDUCTED ON A CONTINUOUS BASIS. APPROX 1 OR 2 PER YR.

Synopsis

C172 STUDENT TRAINING FLT ENCOUNTERS SKYDIVERS DURING TOUCH-AND-GO TKOF CLB AT E80 ARPT.

ACN: 561669

Time / Day

Date : 200209
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STS.Airport
State Reference : CA
Altitude.MSL.Single Value : 2600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : Beech Jet 400
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Aircraft : 2

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Aircraft : 3

Make Model Name : PA-44 Seminole Turbo Seminole
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 561669

Person : 2

Function.Flight Crew : First Officer

Person : 3

Function.Flight Crew : Single Pilot

Person : 4

Function.Flight Crew : Single Pilot

Person : 5

Function.Observation : Passenger
Function.Other Personnel.Other : SKYDIVERS

Person : 6

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other : SEE AND AVOID. CTLR HANDLING
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.Other : FOLLOWED TCAS RA GUIDANCE
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 500

Assessments

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

Narrative

A CESSNA 182 FULL OF SKYDIVERS WAS CLRED FOR TKOF ON RWY 19 BY STS TWR. APPROX 5 MINS LATER, WE WERE CLRED FOR FREES 5 DEP. WE WERE CLRED TO TAKE OFF ON RWY 19. WE WERE CLRED TO 3000 FT. AFTER TKOF, WE CONTACTED ZOA. WE WERE IN RADAR CONTACT. CTLR CLRED US TO 4000 FT. WE RECEIVED A TCASII RESOLUTION OF AN ACFT AT 12 O'CLOCK POS, 400 FT ABOVE US. WE WERE AT 2600 FT MSL CLBING. WE RECEIVED A CLB ADVISORY AND REACTED BY TURNING 45 DEGS TO L AND CLBED. IF WE HAD NOT REACTED, WE WOULD HAVE HIT THE C182 FULL OF SKYDIVERS. UNKNOWN TO US AND NOT CALLED OUT BY THE CTLR WAS A PIPER SEMINOLE. BY REACTING TO OUR TCASII CALLOUTS, WE ALMOST HIT ANOTHER ACFT. ZOA DID NOT ADVISE US OF THIS ACFT UNTIL THEY LOST RADAR SEPARATION. THIS ACFT WAS ABOVE US. AS WE REACTED TO THE FIRST SIT, WE WERE RECEIVING CALLOUTS TO DSND. SIMULTANEOUSLY, CTR WAS TALKING TO EVERYONE, BUT DID NOT PROVIDE ADEQUATE SEPARATION BTWN IFR AND VFR TFC. ALSO, WHY WAS THE C182 FLYING EXACTLY ON THE FREES 5 DEP? THIS COULD HAVE BEEN AVOIDED IF CTR WOULD HAVE VECTORED US S OF STS. TFC CTLR WAS OVERLOADED WITH VFR ACFT.

Synopsis

BE40 CREW AND A C182 HAD A LESS THAN LEGAL SEPARATION IN ZOA CLASS E AIRSPACE.

ACN: 561382

Time / Day

Date : 200209
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : C83.Airport
State Reference : CA
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Shorts SC7 Skyvan 3/3M
Operating Under FAR Part : Part 119
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Cessna 150
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 561382

Person : 2

Function.Instruction : Instructor

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other : RWY IN USE SELECTION AND TFC PATTERN PROC
Anomaly.Other Spatial Deviation : Uncontrolled Traffic Pattern Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100

Assessments

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

Narrative

SIMULTANEOUS LNDGS, AT PERPENDICULAR RWYS AT THE SAME TIME. I WAS DSNDING RAPIDLY IN THE PATTERN AFTER DROPPING SKYDIVERS. I RPTED SAME ON UNICOM IN DOWNWIND BASE AND FINAL. OTHER ACFT RPTED DOWNWIND TO PERPENDICULAR RWY AND WE SPOKE ABOUT OUR POS. AS I TURNED BASE TO FINAL, I VISUALLY LOCATED 2ND ACFT AT MY 12 O'CLOCK POS AND BEGAN TO WIDEN MY TURN TO THE L (MY L) AND I CALLED TO HIM MY POS AT 2 O'CLOCK POS RELATIVE TO HIS ACFT AS I TURNED BEHIND HIM TO AVOID A POTENTIAL MIDAIR COLLISION. HE DID NOT APPEAR TO ALTER HIS FLT PATH FROM HIS DOWNWIND HEADING. HIS FLT APPEARED TO BE A TRAINING FLT. HE SOUNDED LIKE THE CFI. I REACTED ACCORDING TO WHAT APPEARED. HE DID NOT HAVE ME IN SIGHT AND HE NEVER RPTED SUCH. MY BASE LEG WAS INTO THE EARLY EVENING SUNLIGHT. THE WEEKEND BOOGIE HAD A CURRENT NOTAM ON FILE FOR INTENSE SKYDIVING ACTIVITY FOR THE WEEKEND AT BYRON (C83) ARPT. THE GENTLEMAN VERBALIZED SARCASM AND INSINUATED THREATS TOWARDS ME ON UNICOM FREQ. I WILL CONTINUE TO TALK, LISTEN AND LOOK OUT MY WINDSHIELD AS MUCH AS POSSIBLE. I WILL CONTINUE TO BE A COURTEOUS PLT WHENEVER POSSIBLE, IN SPITE OF WHAT WOULD SEEM TO OTHERS, UNUSUAL FLT ATTITUDES IN RELATION TO CLBING AND DSNDING ACFT FOR SKYDIVING OPS.

Synopsis

NMAC BTWN A SKYDIVER SHORTS SKY VAN AND A TRAINING C150 IN THE TFC PATTERNS FOR 2 INTERSECTING RWYS AT BYRON, C-83, CA.

ACN: 560092

Time / Day

Date : 200209
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : MO
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Holding

Aircraft : 2

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

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 560092

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Consequence.FAA : Investigated
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 300

Assessments

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

Narrative

WE WERE BEING VECTORED FOR APCH INTO SULLIVAN, MO (UUV). UNDER ZKC CTL, DIRECTED TO HOLD FOR DEPARTING AND ARRIVING TFC. HOLD CLRNC WAS DIRECT TO UUV NDB AND HOLD ON 246 DEG RADIAL UNTIL ADVISED. UUV IS LOCATED ON ARPT UUV. WHILE ENTERING HOLD APPROX 1/4 MI OUT, A COMMANDER ANNOUNCES 10 MINS TILL JUMPERS AWAY. I REFRESHED ATC'S MEMORY AND INFORMED THEM WE WERE OVER ARPT HOLDING IMC AT 3000 FT MSL. PLANE DROPPED JUMPERS AND 5 MINS LATER PASSED UNDERNEATH US FROM 9 TO 3 O'CLOCK POS, BTWN LAYERS. INQUIRED ATC OF TFC AND THEY DENIED SEEING TFC. JUMPERS WOULD HAVE BEEN IMC FROM 4000 FT MSL THROUGH 2000 FT MSL WHICH IS THE ALT I BROKE OUT OF ON APCH IN RWY 24. THIS WAS RPTED TO STL FSDO. CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID HE HELD OVER UUV AT 3000 FT IN CONDITIONS HE CONSIDERED IFR. HE HEARD A PLT ON THE FREQ RPT TO ZKC THAT JUMPERS WOULD BE AWAY IN 10 MINS. HE REMINDED THE CTR CTLR THAT HE WAS IN A HOLDING PATTERN OVER UUV. THE JUMP PLANE PLT CAME ON THE FREQ AND SAID IT SHOULD NOT BE A PROB. A FEW MINS LATER HE WAS PASSED VERY CLOSELY BY A TWIN ENG JUMP PLANE VFR LNDG UUV. THE NEXT DAY THE PA28 PLT SAID HE RPTED THE INCIDENT TO THE FAA.

Synopsis

PA28 ON IFR FLT PLAN HOLDING OVER UUV AT 3000 FT ENCOUNTERED A JUMP ACFT RETURNING TO THE ARPT.

ACN: 557837

Time / Day

Date : 200208
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : IL
Altitude.MSL.Single Value : 2900

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : T75.TRACON
Make Model Name : Cessna Stationair/Turbo Stationair 6
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
ASRS Report : 557837

Person : 2

Function.Other Personnel.Other : JUMPER

Person : 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : APCH CTL REQUIREMENT
Anomaly.Other Anomaly.Other : NOTIFICATION TIMES
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

I WAS ENGAGED BY MR X, A PARACHUTE JUMPER, TO TAKE HIM TO THE GATEWAY RACE TRACK WHICH IS BASICALLY 5 MI E OF THE ST LOUIS ARCH. IT IS INSIDE

THE CLASS B AIRSPACE BUT BELOW IT. WHEN I CONTACTED APCH ON 124.2, I WAS TOLD BY THE CTLR THAT I SHOULD CONTACT THEM BY TELEPHONE AFTER LNDG. I ASKED FOR PERMISSION TO CLB TO 5500 FT WHICH WAS DENIED DUE TO TFC. THE CTLR APPROVED THE JUMPER THROWING A WIND DRIFT INDICATOR AT 2500 FT. WE LATER DEPLOYED THE JUMPERS FROM 2900 FT AFTER GIVING THE CTLR A 1 MIN PRIOR NOTICE. THE JUMP OCCURRED AT APPROX XA58. AFTER LNDG, I CALLED ST LOUIS TRACON. THEY INFORMED ME AT THAT TIME THAT I SHOULD HAVE CALLED THEM 1 HR PRIOR TO JUMPING WHICH I HAD NOT DONE.

Synopsis

THE PLT OF A C206 IS ADMONISHED BY APCH CTLR FOR NOT CONTACTING APCH CTL 1 HR PRIOR TO THE SCHEDULED JUMP WHILE ACFT WAS 10 MI E OF TROY VOR NEAR STL, MO.

ACN: 557167

Time / Day

Date : 200208
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OWA.Airport
State Reference : MN

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Vacating Altitude

Aircraft : 2

Controlling Facilities.ARTCC : ZMP.ARTCC
Make Model Name : DC-9 Undifferentiated or Other Model
Operating Under FAR Part : Part 121

Person : 1

Function.Controller : Radar
ASRS Report : 557167

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other : PARACHUTE JUMPING
Independent Detector.ATC Equipment : Conflict Alert
Independent Detector.ATC Equipment.Other ATC Equipment : RADAR
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Investigated
Miss Distance.Horizontal : 6000
Miss Distance.Vertical : 400

Assessments

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

Narrative

PARACHUTE JUMPING AT OWA CONFLICTS WITH KASPR 2 ARR INTO MSP.
CONCESSIONS ARE MADE AND WE WORK AROUND THEM AS MUCH AS POSSIBLE.
HOWEVER, THE ACFT ADDS MUCH COMPLEXITY TO AN ALREADY BUSY ARR. THIS
ACFT HAS NOT MAINTAINED THE ALT HE HAS AGREED ON OR THE POS HE HAS
AGREED ON AND THAT CAN COMPROMISE A SECTOR.

Synopsis

ARTCC ZMP RADAR CTRLR HAS CONCERNS ABOUT PARACHUTE OPS BEING
CONDUCTED IN THE VICINITY OF THE BUSY KASPR 2 ARR INTO MSP.

ACN: 556640

Time / Day

Date : 200208
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude

Aircraft : 2

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model Name : Beechcraft Twin Turboprop Jet Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Function.Flight Crew : First Officer
ASRS Report : 556640

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Separated Traffic
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 300

Assessments

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

Narrative

WHILE BEING TURNED SW, OFF OF THE ARR ON VECTORS HEADED W AT 10000 FT, WE WERE GIVEN NOTICE OF VFR TFC CLBING SBOUND. I BELIEVE THE CTLR SAID 'YOU DO HAVE THAT TFC CLBING VFR AT 1 O'CLOCK POS, DON'T YOU?' ALMOST IMMEDIATELY WE HAD A TCASII ALERT CALLING 'TFC, TFC.' I LOOKED AT THE TCASII SCREEN TO SEE THE TFC INDEED CLBING TOWARD US. IT IMMEDIATELY TURNED FROM YELLOW TO RED AT WHICH TIME THE TCASII RA CALLED FOR US TO DSND. THE CAPT BEGAN A DSCNT AND I CALLED TO ATC 'ACR X DSNDING, RA.' I LOOKED AT TCASII TO SEE TO MY SURPRISE THAT THE TFC WAS CLBING THROUGH 9500 FT. THE CAPT BEGAN TO TURN WHILE DSNDING. TCASII CALLED 'INCREASE DSCNT RATE' AND ATC CALLED FOR US TO TURN R. I MISUNDERSTOOD THE HDG AS THE TCASII AURAL WARNING DROWNED OUT THE ATC VOICE COMMAND. ATC CORRECTED MY HDG READBACK, BUT THE CAPT HAD ALREADY HEARD THE CORRECT HDG, TOLD ME SO, AND WAS TURNING TO IT. WHILE IN A DSNDING R BANK, I LOOKED UP AND THROUGH THE CAPT'S WINDSCREEN AND 'DV' WINDOW SAW A KING AIR 90 WITH THE DOOR REMOVED PASS BY R TO L. MY ESTIMATE WAS 1/4 - 1/2 MI AND A FEW HUNDRED FT SEPARATION. AFTER CONFLICT RESOLUTION, THE CAPT BEGAN A CLB TO THE PREVIOUSLY ASSIGNED ALT. VERY SHORTLY THEREAFTER, ATC GAVE US VECTORS AND A DSCNT TOWARD SJC. ATC DID NOT INFORM US OF THE VFR TFC UNTIL IT WAS ALMOST TOO LATE. ATC ADVISED US ONLY ONCE OF THE TFC -- WHEN HE QUESTIONED US IF WE HAD THEM IN SIGHT. IT IS THE OPINION OF THE CAPT AND I THAT WITHOUT TCASII IT WOULD HAVE BEEN A MIDAIR COLLISION.

Synopsis

MD SUPER 80 FLC TOOK EVASIVE ACTION BY DSNDING AND TURNING IN RESPONSE TO A TCASII RA OF A KING AIR ACFT.

ACN: 556510

Time / Day

Date : 200208
Day : Thu
Local Time Of Day : 0601 To 1200

Place

State Reference : CA
Altitude.MSL.Bound Lower : 4600
Altitude.MSL.Bound Upper : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : O90.TRACON
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.TRACON : O90.TRACON
Make Model Name : King Air C90 E90
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Vacating Altitude

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 556510

Person : 2

Function.Flight Crew : First Officer

Person : 3

Function.Flight Crew : Single Pilot

Person : 4

Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : NO TFC ADVISORY
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2500
Miss Distance.Vertical : 400

Assessments

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

Narrative

WE WERE FILED STL-SJC FLT PLAN TO SJC VIA THE EL NIDO ARR (HYP.HYP5

Synopsis

THE PIC OF AN MD80 AT 10000 FT HAS A POTENTIAL CONFLICT WITH A KING AIR BE90 WHICH WAS ABOUT TO EXIT THE SKYDIVERS STANDING IN THE DOOR, 33 NM SE OF SJC, CA.

ACN: 554115

Time / Day

Date : 200207
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : D73.Airport
State Reference : GA
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.ARTCC : ZTL.ARTCC
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 554115

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Function.Controller : Approach

Person : 4

Function.Other Personnel : FSS Specialist

Person : 5

Function.Other Personnel.Other : SKYDIVERS

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly.Other : PLT PLANNING
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 5000
Miss Distance.Vertical : 800

Assessments

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

Narrative

WHILE I STARTED FROM JZI ON AN IFR FLT PLAN TO PDK, I CANCELED THE IFR E OF AGS AND PROCEEDED TO PDK VFR WITH RADAR FLT FOLLOWING. I WAS HANDED OFF TO ATLANTA APCH ON 119.3 AND CONTINUED MY DIRECT FLT TO PDK. AT APPROX 6 MI OUTSIDE THE ATL CLASS B AIRSPACE, I ENCOUNTERED SEVERAL SKYDIVERS ABOVE AND TO THE FRONT OF ME. I TURNED L 90 DEGS UNTIL CLR OF THEM AND THEN RESUMED MY COURSE TO PDK. I ADVISED ATL APCH OF THEM AND HE REPLIED THAT HE WAS 'NOT ADVISED.' WHILE THE ARPT DIRECTOR MENTIONS THE SKYDIVING ACTIVITY, THERE ARE NO NOTAMS ISSUED, AND THE JUMP PLANE WAS NOT TALKING TO APCH CTL. THIS ACTIVITY WOULD BE MUCH SAFER IF THE JUMP PLANE WAS TALKING TO ATL APCH.

Synopsis

POTENTIAL CONFLICT EXPERIENCED BY AN SK76 SPIRIT HELI PLT AND SEVERAL SKYDIVERS 2 NM E OF D73, GA.