

An Analysis of Runway Incursion “Hot Spots” Incidents

With Deidentified Reports Excerpts

Prepared for

Mr. William Davis
Director, FAA Office of Runway Safety, ARI -1



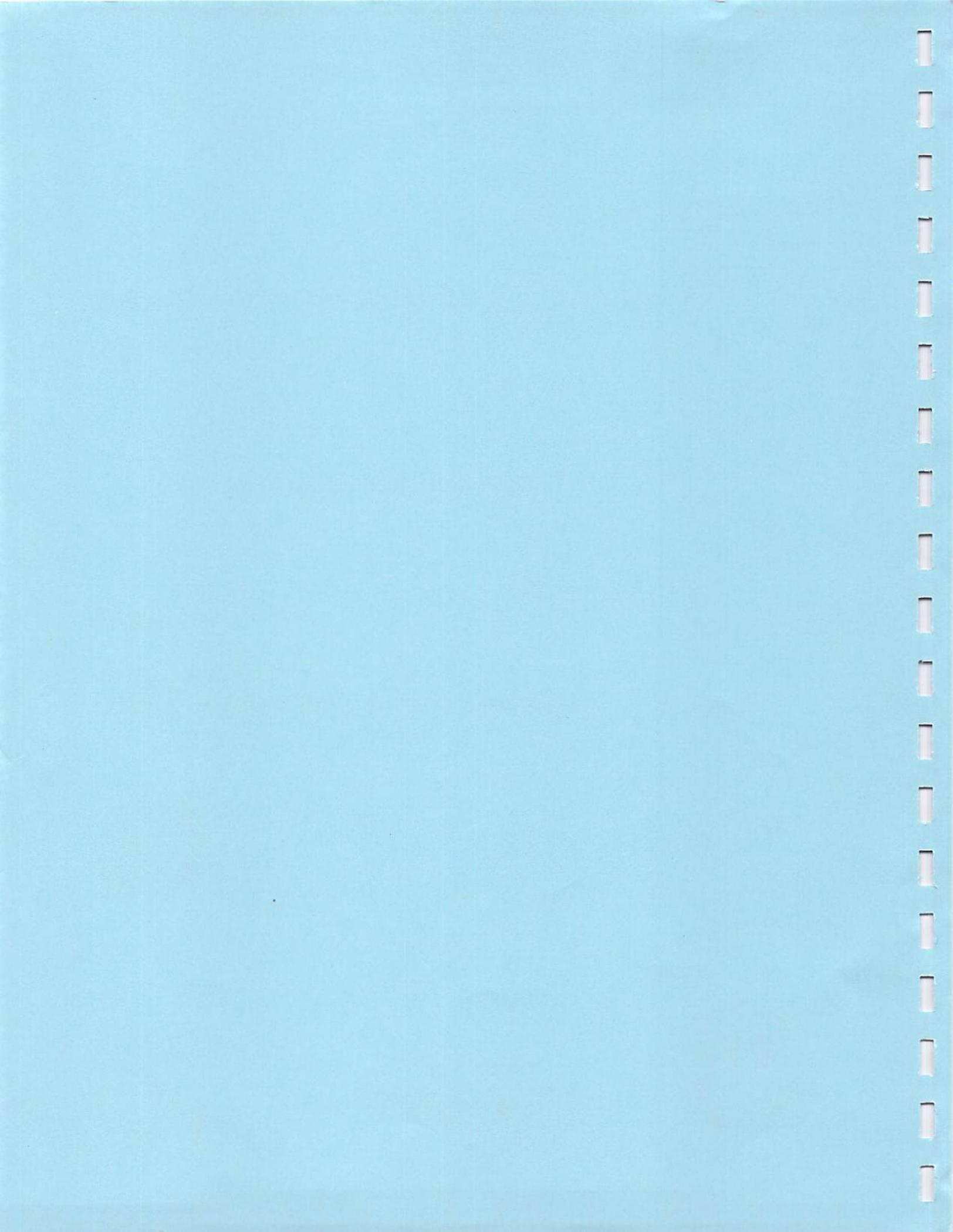
Volume 1



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Aviation Safety Reporting System
625 Ellis St. Suite 305 Mountain View California 94043





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AVIATION SAFETY REPORTING SYSTEM
AN ANALYSIS OF RUNWAY INCURSION "HOT SPOTS" INCIDENTS
OCTOBER 24, 2002

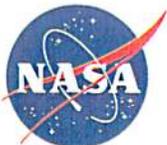
This analysis was accomplished at the request of Dr. Kim Cardosi, Volpe National Transportation Systems Center, in support of the FAA Office of Runway Safety.

Report Selection Criteria & Analysis Methodology

- *The analysis set was limited to runway incursion incidents that occurred between January 1, 2000 and June 30, 2002.*
- *The runway incursion incidents included incidents involving either hold line transgressions or actual runway penetrations.*
- *The runway incursion incidents were limited to the top 20 busiest U.S. air carrier airports based on the FAA Administrator's Fact Book, February 2002 edition.*
- *The occurrence of a runway incursion was based on the NASA ASRS definition: "The ASRS defines a runway incursion as an incident that involved the erroneous or improper occupation of a runway or its immediate environs by an aircraft or other vehicle so as to pose a potential collision hazard to other aircraft that could be using the runway, even if no such other aircraft were actually present."*
- *A coding instrument was developed by the ASRS staff to identify Runway Incursion "Hot Spots" Locations, Types of Runway Incursions, and Types of Aircraft Involved, Types of Operators Involved and Contributory Human Factors.*
- *"Hot Spots" locations were defined as the specific location on the airport where the hold line transgression or runway incursion occurred.*
- *The analysis set was limited to ASRS reports that received full-form analysis.*

From January 1, 2000 to June 30, 2002, a total of 1,639 runway incursion incidents were entered into the ASRS database. Those incidents included runway incursions that involved hold line transgressions or unauthorized penetrations of an active runway. The ASRS analyst team coded a total of 363 runway incursion incidents that met the scoping criteria. The following data is derived from those 363 runway incursion incidents.

- The 363 runway incursion incidents comprise 0.3 percent of the total full-form reports in the ASRS database. Full-form reports receive full analysis processing and include the reporter's narrative as part of the database record. There are a total of 108,064 full-form reports in the ASRS database.





AVIATION SAFETY REPORTING SYSTEM
AN ANALYSIS OF RUNWAY INCURSION "HOT SPOTS" INCIDENTS

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- Of the 363 runway incursion incidents, approximately thirty-two percent (113) of the runway incursion incidents involved aircraft that crossed the hold line only. Another 31% (111) involved aircraft that penetrated or occupied an active runway without authorization. During seven percent (25) of the incidents, an aircraft crossed an active runway with another aircraft on takeoff roll.
- Seventy-two percent (262) of the runway incursion incidents were analyzed as pilot deviations. Twenty-four percent (87) of the runway incursion incidents were analyzed as controller errors. These determinations were based on the reporter's narrative and the ASRS analyst's expert assessment.
- A conflict between two aircraft occurred during 50% (182) of the runway incursion incidents. During 26% (94) of the runway incursion incidents a conflict between aircraft did not occur. Those non-conflict incidents involved aircraft that either crossed a hold line or penetrated a runway where another aircraft was not involved. The remaining 24% (87) of the runway incursion incidents lacked sufficient information in the report to determine if a conflict between aircraft had occurred.
- STL (30 incidents), BOS (29 incidents), DFW (28 incidents), TEB (24 incidents), ORD (23 incidents), CLE (25 incidents), & LAX (20 incidents) were the top runway incursion "Hot Spots" airports.
- Thirty percent (9) of the runway incursion incidents involved Runway 12L at STL; twenty-nine percent (8) of the runway incursion incidents involved Runway 18L at DFW; thirty-eight percent (11) of the runway incursion incidents involved Runway 4L at BOS; thirty-three percent (8) of the runway incursion incidents involved Runway 19 at TEB; forty-three percent (10) of the runway incursion incidents involved Runway 28 at CLE; seventy-five percent (15) of the runway incursion incidents involved Runway 25R at LAX; & seventy-three percent (11) of the runway incursion incidents involved Runway 28L at SFO.





- Approximately 32% (116) of the runway incursions involved conflicts that occurred between two air carrier aircraft. Eight percent (30) of the runway incursions involved conflicts that occurred between an air carrier aircraft and a general aviation aircraft.
- Runway incursions occurred at an intersecting runway & taxiway location in over 75% (270) of the incidents. Runway incursion incidents occurred at the intersection of two runways in 12% (43) of the incidents.
- B737 series aircraft were the transgressor aircraft in 15% (54) of the runway incursion incidents. MD80 series aircraft were the transgressor aircraft in 12% (45) of the runway incursion incidents. B727 series aircraft were the transgressor aircraft in 7% (24) of the runway incursion incidents.
- Fifty-eight percent (210) of the incidents occurred during daylight conditions. Twenty-one percent (76) occurred during nighttime conditions.

Human Factors Contributory Citations

- The following human factors were cited or assessed as contributory to the runway incursion incidents. Citation categories are not mutually exclusive. Therefore, a single incident may be coded by an analyst as involving more than one citation, i.e., an incident could include pilot confusion, lack of positional awareness, and complacency, etc. Pilot confusion was cited during 39% (140) of the runway incursion incidents; Readback/Hearback was cited in 32% (116) of the runway incursion incidents; Lack of Positional Awareness was cited in 10% (105) of the runway incursion incidents; and Pilot Distraction was cited in 10% (104) of the runway incursion incidents.





"Hot Spots" Locations Analysis

Where location information was provided in the reporter's narrative, the specific location of each runway incursion was subsequently plotted by an ASRS analyst on the airport diagram charts. The following observations were noted in the analysis of the runway incursion incidents:

- Two hundred and seventy runway incursion incidents occurred at the intersection of a runway and a taxiway. Of those 270 incidents, 128 runway incursion incidents occurred at the intersection of a 90-degree taxiway & a runway; thirty-one runway incursion incidents occurred at the intersection of a runway & a high-speed taxiway.
- Fifty-nine runway incursion incidents occurred at the intersection of two runways.
- One hundred and thirty-one runway incursion incidents occurred in the vicinity of either the approach end or the departure end of a runway.

Project Footnotes

We have enclosed the data charts, the 363 deidentified incidents that were the basis of the study, a copy of the coding instrument used in the study, and the "Hot Spots" airport location charts, and narrative validations of where the runway incursions occurred.

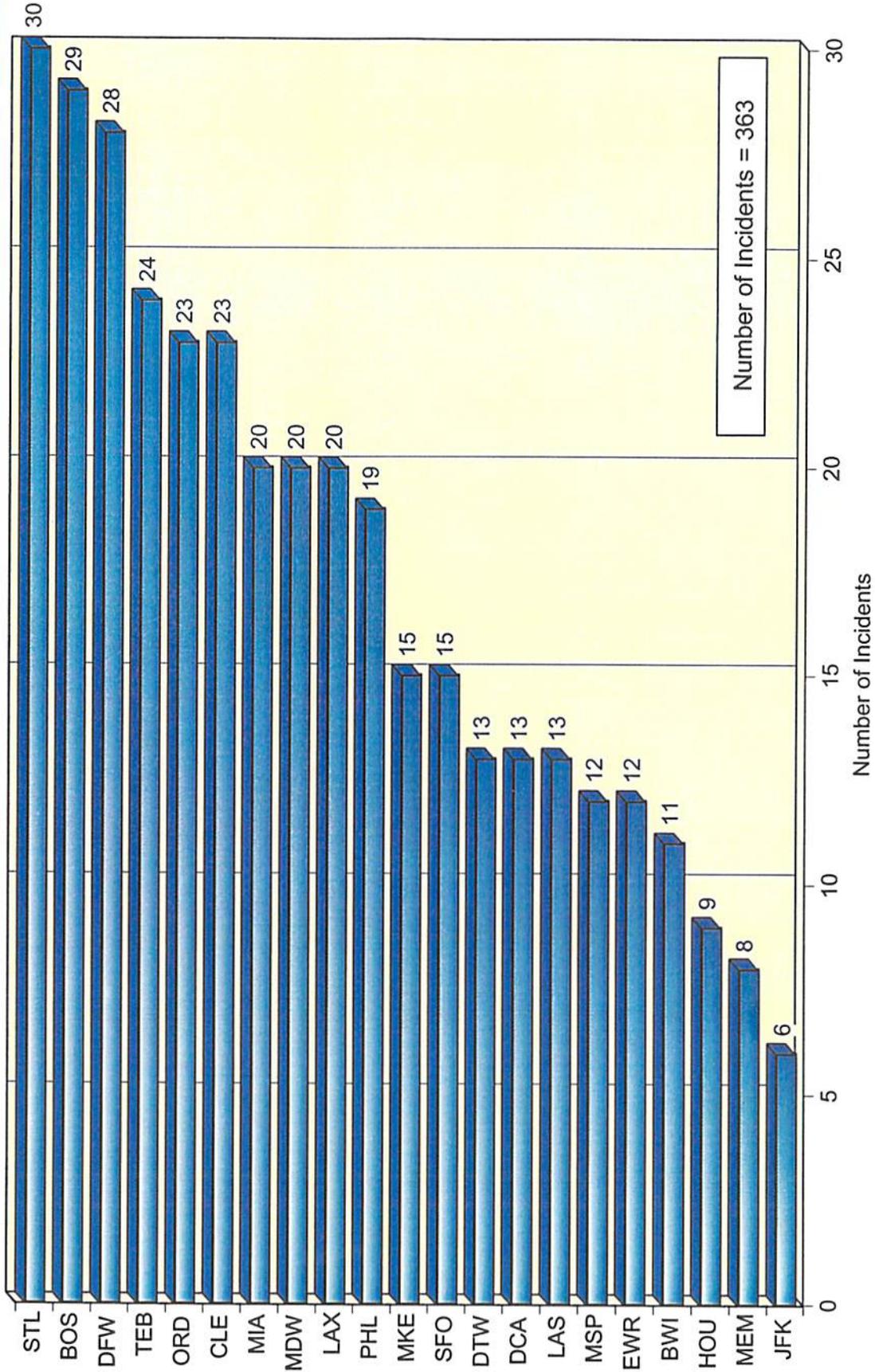
The ASRS analyst team included Captains Chuck Drew, Fred Lohden, Karen McNally, Don Purdy, First Officer Tim Weber, Brian Hauf, Mike Jengo, Abby Autry, Marc Black, Carrie Ferguson, Stephanie Frank, & Vince Mellone.



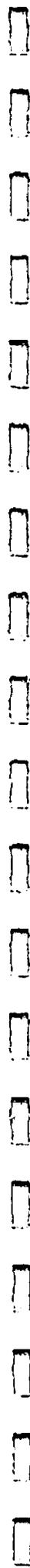


Runway Incursion "Hot Spots" – Top 21 Major Airports

January 2000 - April 2002



Data references ASRS reports that have received full-form analysis and include the reporters' narrative. Runway incursions include incidents where an aircraft crossed a Hold Line or penetrated an active runway.

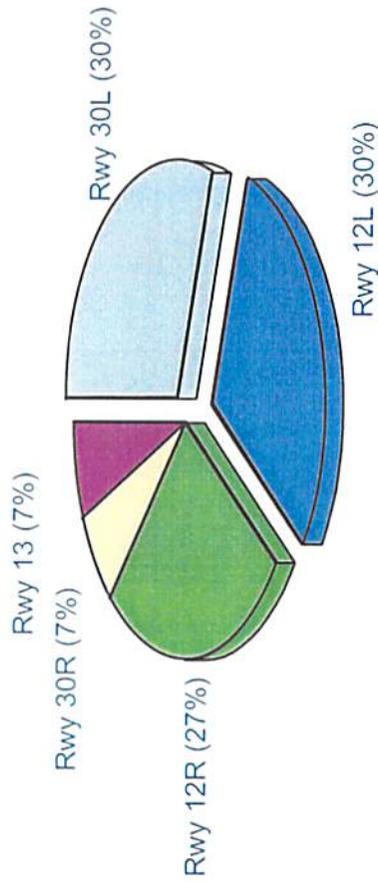


Runway Incursion "Hot Spots" – Incursion Runways

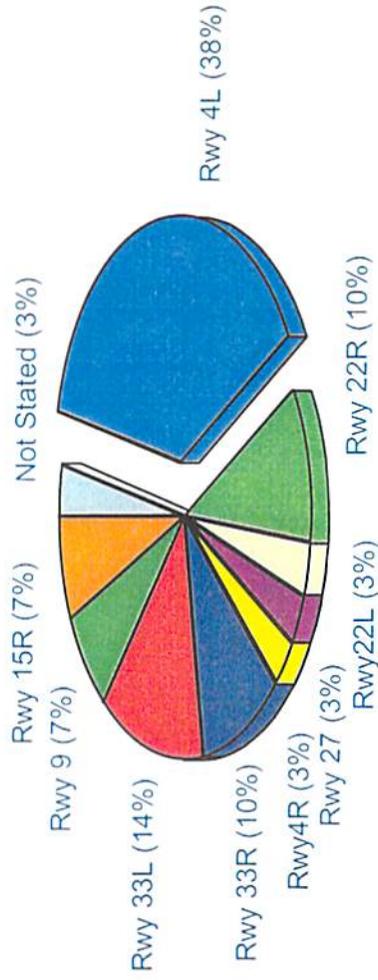
January 2000 - April 2002



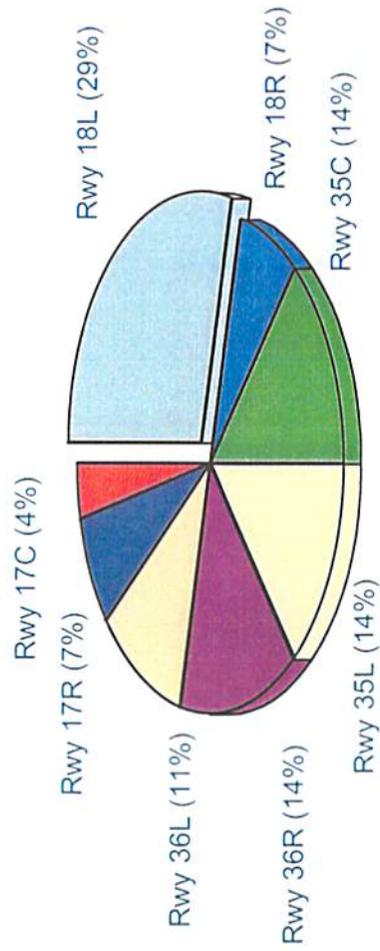
LAMBERT-ST LOUIS INT'L (STL)



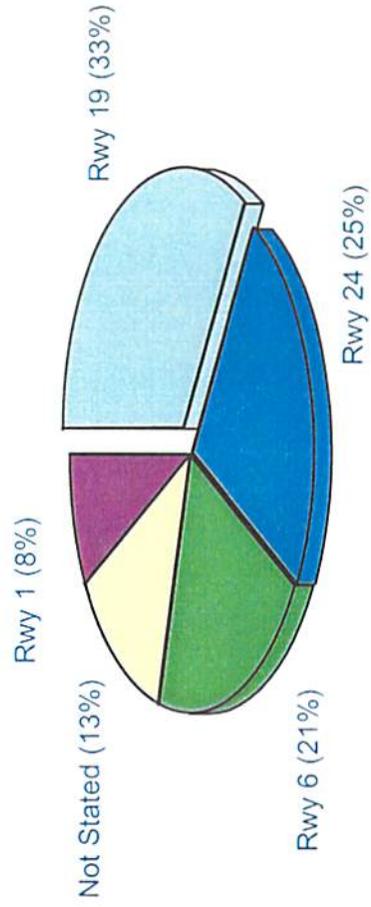
LOGAN INT'L (BOS)



DALLAS/FORT WORTH INT'L (DFW)



TETERBORO (TEB)



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

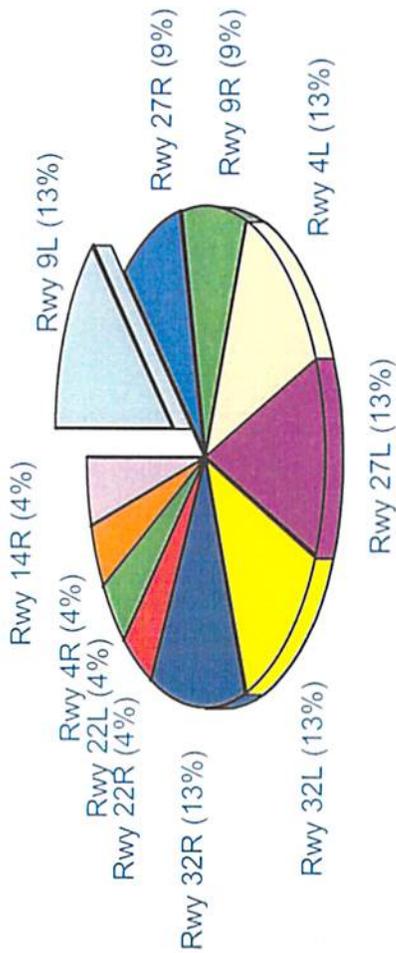


Runway Incursion "Hot Spots" – Incursion Runways

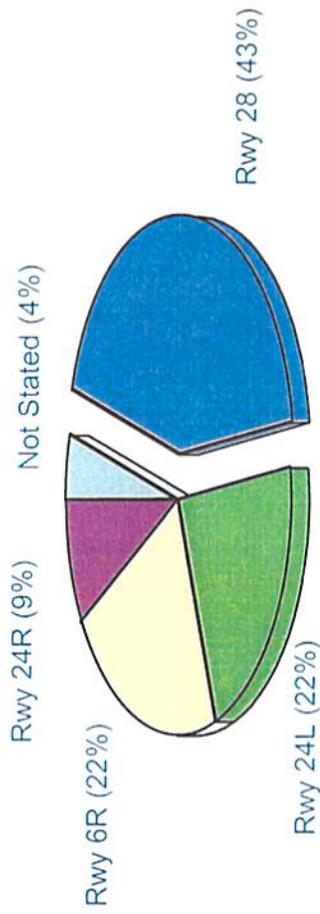
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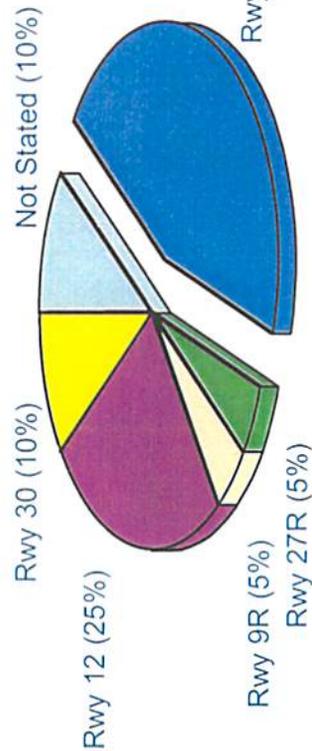
CHICAGO O'HARE INT'L (ORD)



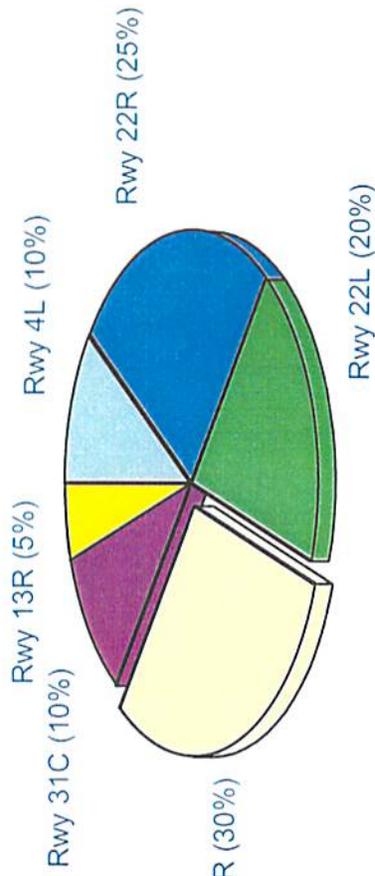
CLEVELAND-HOPKINS INT'L (CLE)



MIAMI INT'L (MIA)



CHICAGO MIDWAY (MDW)



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System

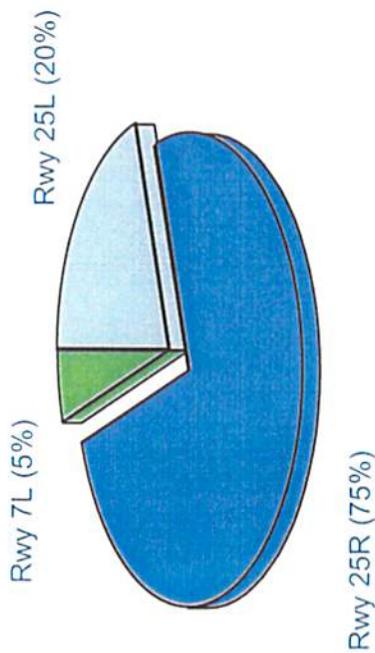


Runway Incursion "Hot Spots" – Incursion Runways

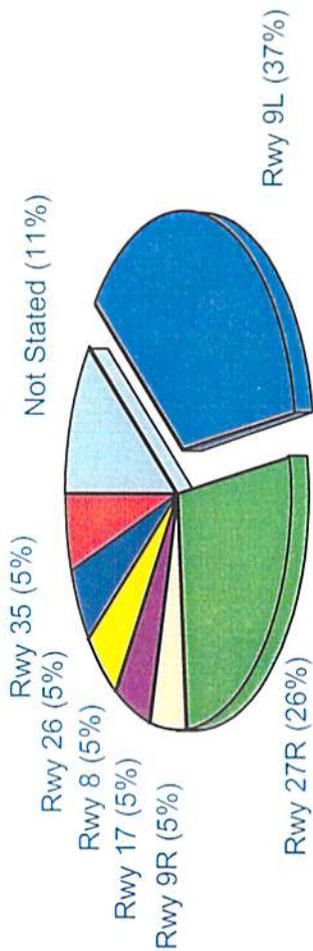
January 2000 - April 2002



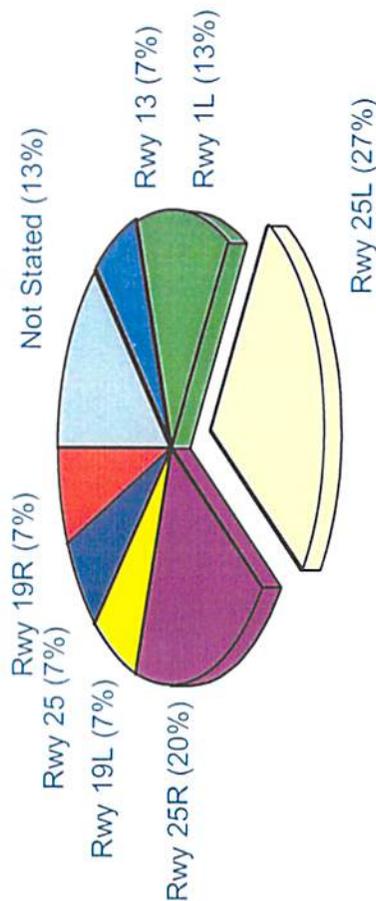
LOS ANGELES INT'L (LAX)



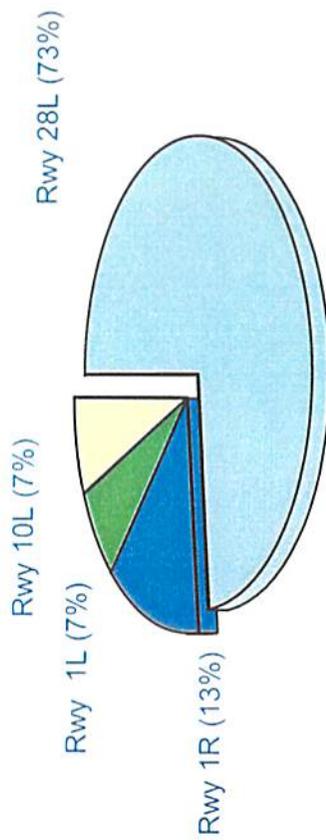
PHILADELPHIA INT'L (PHL)



GENERAL MITCHELL INT'L (MKE)



SAN FRANCISCO INT'L (SFO)



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System

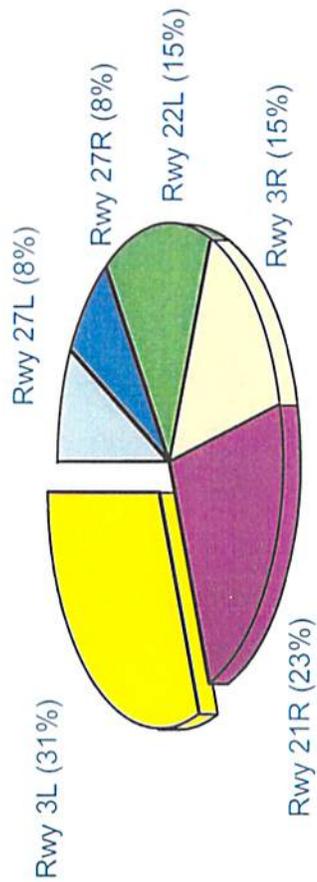


Runway Incursion "Hot Spots" – Incursion Runways

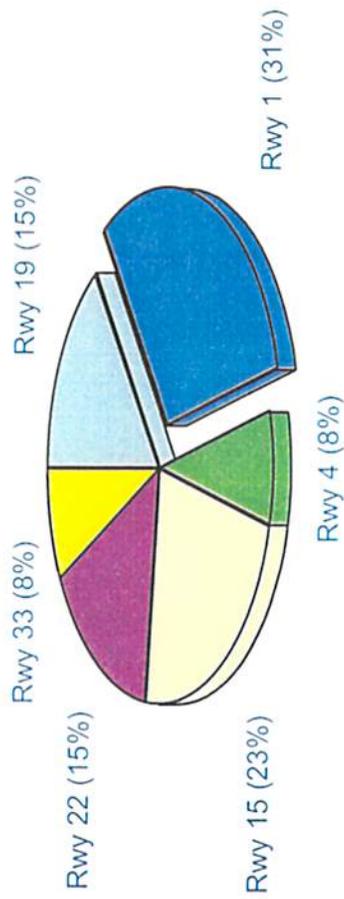
January 2000 - April 2002



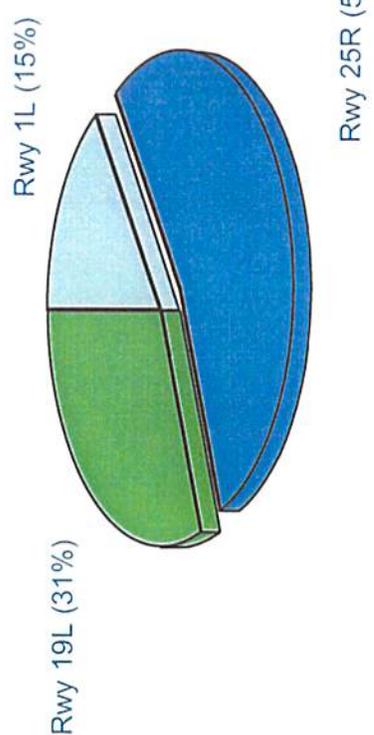
DETROIT METROPOLITAN WAYNE (DTW)



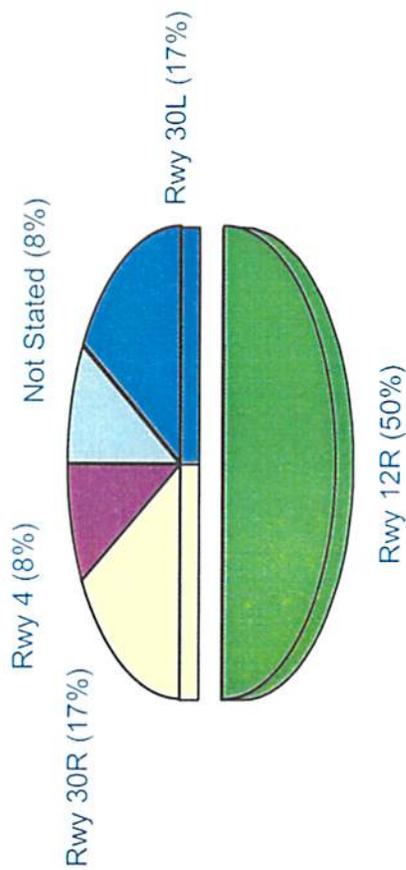
REAGAN WASHINGTON NATIONAL (DCA)



MC CARRAN INT'L (LAS)



MINNEAPOLIS-ST. PAUL INT'L (MSP)



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System

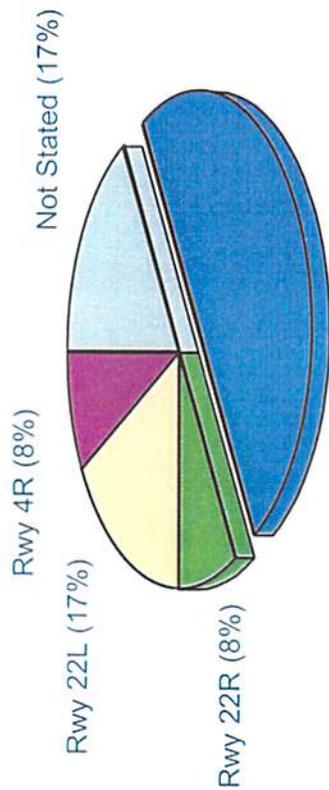


Runway Incursion "Hot Spots" – Incursion Runways

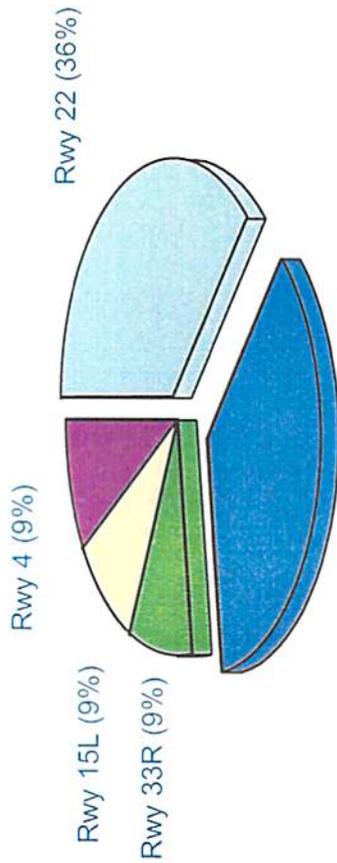
January 2000 - April 2002



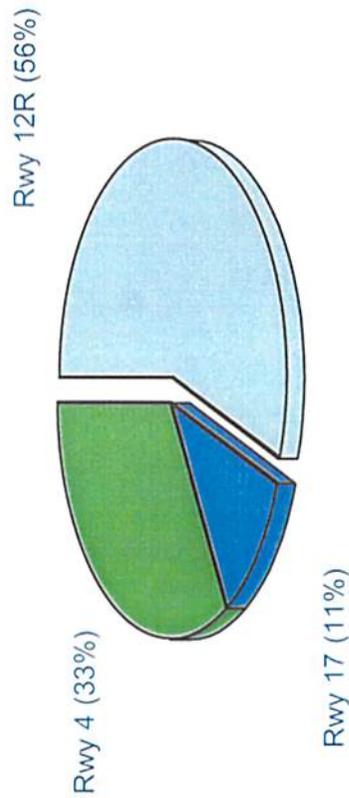
NEWARK INT'L (EWR)



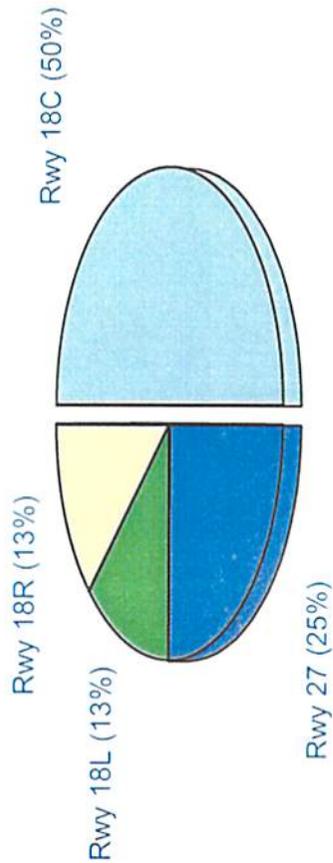
BALTIMORE-WASHINGTON INT'L (BWI)



WILLIAM HOBBY (HOU)



MEMPHIS INT'L (MEM)



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Type of Incursion

January 2000 - April 2002



STL	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	13	44%
Penetrated an Active Runway	9	30%
Crossed Runway with Aircraft on Final	4	13%
Took Position on the Runway without a Clearance	2	7%
Took Off without Clearance	1	3%
Crossed Runway with Aircraft on Takeoff Roll	1	3%
STL Total	30	100%

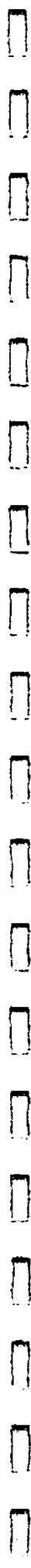
BOS	# of Incidents	% of Incidents
Penetrated an Active Runway	12	41%
Crossed Runway Hold Line Only	6	21%
Cleared to Cross Occupied Runway	5	17%
Crossed Runway with Aircraft on Takeoff Roll	1	3%
Crossed Occupied Runway	2	7%
Crossed Runway with Aircraft on Final	1	3%
Took Position on the Runway without a Clearance	1	3%
Took Off with Another Aircraft on Runway	1	3%
BOS Total	29	100%

DFW	# of Incidents	% of Incidents
Crossed Occupied Runway	7	25%
Cleared to Cross Occupied Runway	7	25%
Crossed Runway with Aircraft on Takeoff Roll	6	21%
Took Off without Clearance	2	7%
Penetrated an Active Runway	2	7%
Crossed Runway Hold Line Only	2	7%
Took Position on the Runway without a Clearance	1	4%
In Takeoff Roll with Another Aircraft on Runway	1	4%
DFW Total	28	100%

TEB	# of Incidents	% of Incidents
Penetrated an Active Runway	11	42%
Crossed Runway Hold Line Only	5	21%
Took Off without Clearance	2	8%
Cleared to Cross Occupied Runway	2	8%
Taxied Into Position and Hold with Clearance	1	4%
Landed on Wrong Runway	1	4%
Crossed Runway with Aircraft on Takeoff Roll	1	4%
Crossed Occupied Runway	1	4%
TEB Total	24	100%

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Type of Incursion

January 2000 - April 2002



ORD	# of Incidents	% of Incidents
Penetrated an Active Runway	8	35%
Crossed Runway Hold Line Only	5	21%
Taxied into Position and Hold with Clearance	2	9%
Crossed Occupied Runway	2	9%
Took Off with Another Aircraft on Runway	2	9%
Landed on Occupied Runway	2	9%
Cleared to Cross Occupied Runway	1	4%
Took Position on the Runway without a Clearance	1	4%
ORD Total	23	100%

CLE	# of Incidents	% of Incidents
Crossed Occupied Runway	1	4%
Crossed Runway Hold Line Only	11	48%
Crossed Runway with Aircraft on Final	2	9%
Penetrated an Active Runway	7	30%
Took Position on the Runway without a Clearance	2	9%
CLE Total	23	100%

MIA	# of Incidents	% of Incidents
Cleared to Cross Occupied Runway	1	5%
Crossed Runway Hold Line Only	10	50%
Crossed Runway with Aircraft on Final	2	10%
Crossed Runway with Aircraft on Takeoff Roll	3	15%
Penetrated an Active Runway	3	15%
Took Position on the Runway without a Clearance	1	5%
MIA Total	20	100%

MDW	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	9	45%
Crossed Runway with Aircraft on Final	1	5%
Penetrated an Active Runway	8	40%
Took Position on the Runway without a Clearance	2	10%
MDW Total	20	100%

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



Runway Incursion "Hot Spots" – Type of Incursion

January 2000 - April 2002



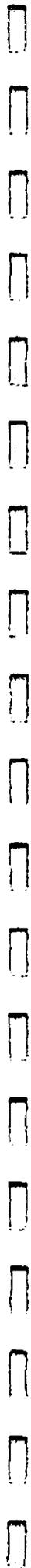
LAX	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	11	55%
Penetrated an Active Runway	4	20%
Crossed Runway with Aircraft on Final	2	10%
Crossed Runway with Aircraft on Takeoff	1	5%
Crossed Occupied Runway	1	5%
Took Off without Clearance	1	5%
LAX Total	20	100%

PHL	# of Incidents	% of Incidents
Penetrated an Active Runway	9	47%
Crossed Runway Hold Line Only	4	21%
Crossed Runway with Aircraft on Takeoff	2	11%
Landed on Wrong Runway	2	11%
Crossed Runway with Aircraft on Final	1	5%
Took Off without Clearance	1	5%
PHL Total	19	100%

MKE	# of Incidents	% of Incidents
Penetrated an Active Runway	9	60%
Crossed Runway Hold Line Only	6	40%
MKE Total	15	100%

SFO	# of Incidents	% of Incidents
Penetrated an Active Runway	4	27%
Landed on Occupied Runway	4	27%
Cleared to Cross Occupied Runway	3	20%
Crossed Runway Hold Line Only	2	13%
Crossed Runway with Aircraft on Final	1	6.5%
Took Position on Runway without Clearance	1	6.5%
SFO Total	15	100%

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



Runway Incursion "Hot Spots" – Type of Incursion

January 2000 - April 2002



DTW	# of Incidents	% of Incidents
Penetrated an Active Runway	5	38%
Took Position on the Runway without a Clearance	3	22%
Crossed Occupied Runway	1	8%
Crossed Runway with Aircraft on Final	1	8%
Cleared to Cross Occupied Runway	1	8%
In Takeoff Roll with Another Aircraft on Runway	1	8%
Crossed Runway Hold Line Only	1	8%
DTW Total	13	100%

DCA	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	7	54%
Cleared to Cross Occupied Runway	3	23%
Penetrated an Active Runway	3	23%
DCA Total	13	100%

LAS	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	4	31%
Penetrated an Active Runway	4	31%
Crossed Runway with Aircraft on Takeoff	3	22%
Landed on Wrong Runway	1	8%
Took Off without Clearance	1	8%
LAS Total	13	100%

MSP	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	4	34%
Took Position on the Runway without Clearance	3	25%
Penetrated an Active Runway	2	17%
Taxied Into Position and Hold with Clearance	1	8%
Took Off with Another Aircraft on Runway	1	8%
Crossed Runway with Aircraft on Final	1	8%
MSP Total	12	100%

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Type of Incursion

January 2000 - April 2002



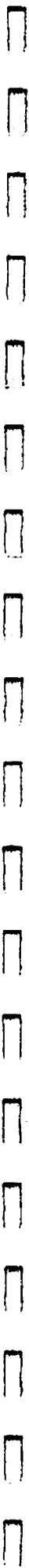
EWR	# of Incidents	% of Incidents
Penetrated an Active Runway	3	26%
Landed on Occupied Runway	2	17%
Crossed Runway with Aircraft on Takeoff Roll	2	17%
Crossed Runway with Aircraft on Final	1	8%
Crossed Occupied Runway	1	8%
Crossed Runway Hold Line Only	1	8%
Taxied Into Position and Hold with Clearance	1	8%
Took Off without Clearance	1	8%
EWR Total	12	100%

BWI	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	8	73%
Penetrated an Active Runway	3	27%
BWI Total	11	100%

HOU	# of Incidents	% of Incidents
Crossed Runway Hold Line Only	4	45%
Crossed Runway with Aircraft on Takeoff	2	22%
Penetrated an Active Runway	2	22%
Crossed Runway with Aircraft on Final	1	11%
HOU Total	9	100%

MEM	# of Incidents	% of Incidents
Crossed Runway with Aircraft on Final	3	37%
Crossed Runway with Aircraft on Takeoff Roll	3	37%
Clear to Take Off from Closed Runway	1	13%
Took Off with Another Aircraft on Runway	1	13%
MEM Total	8	100%

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

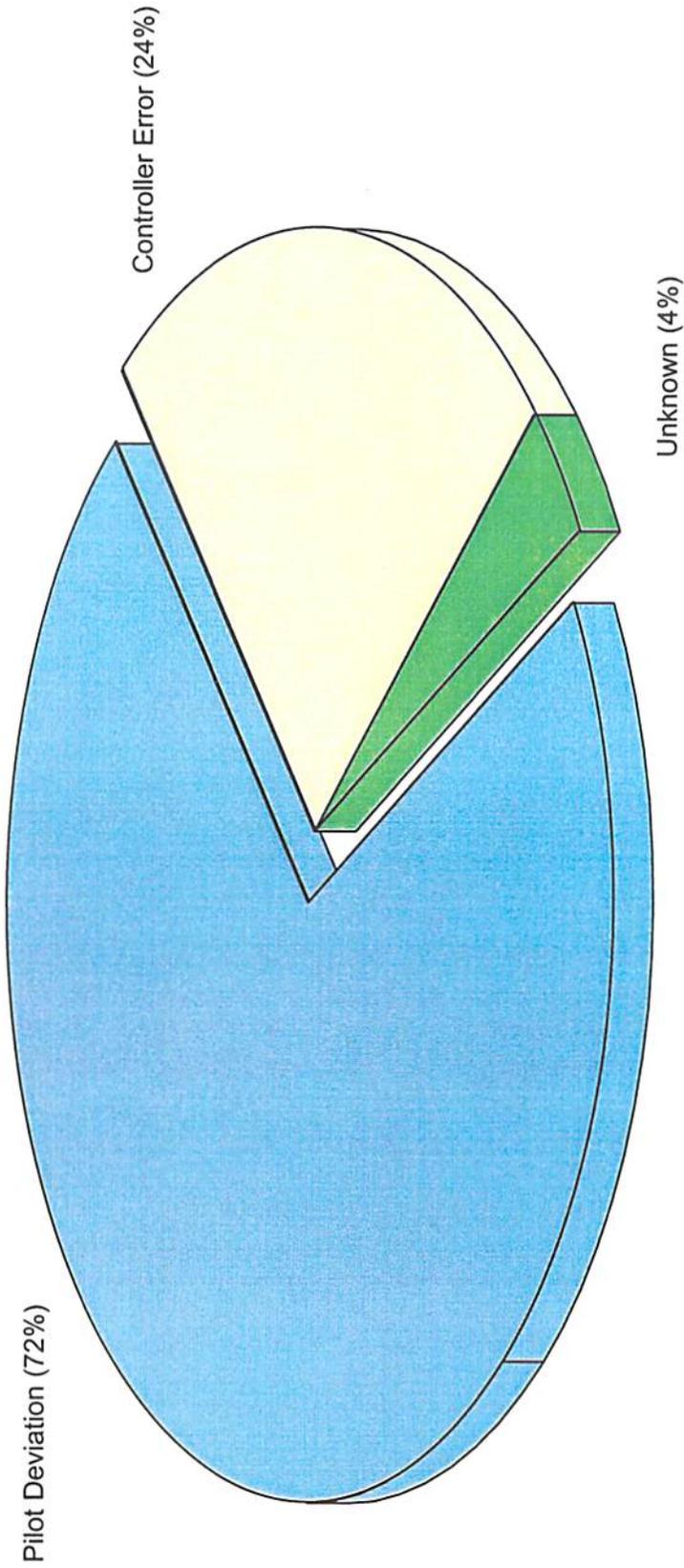


Runway Incursion "Hot Spots" – Pilot Deviations & Controller Errors

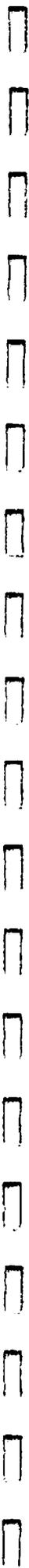
January 2000 - April 2002



Number of Incidents = 363



Pilot Deviations or Controller Errors were based on either the reporter's narrative information or on the assessment of the ASRS analyst. Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

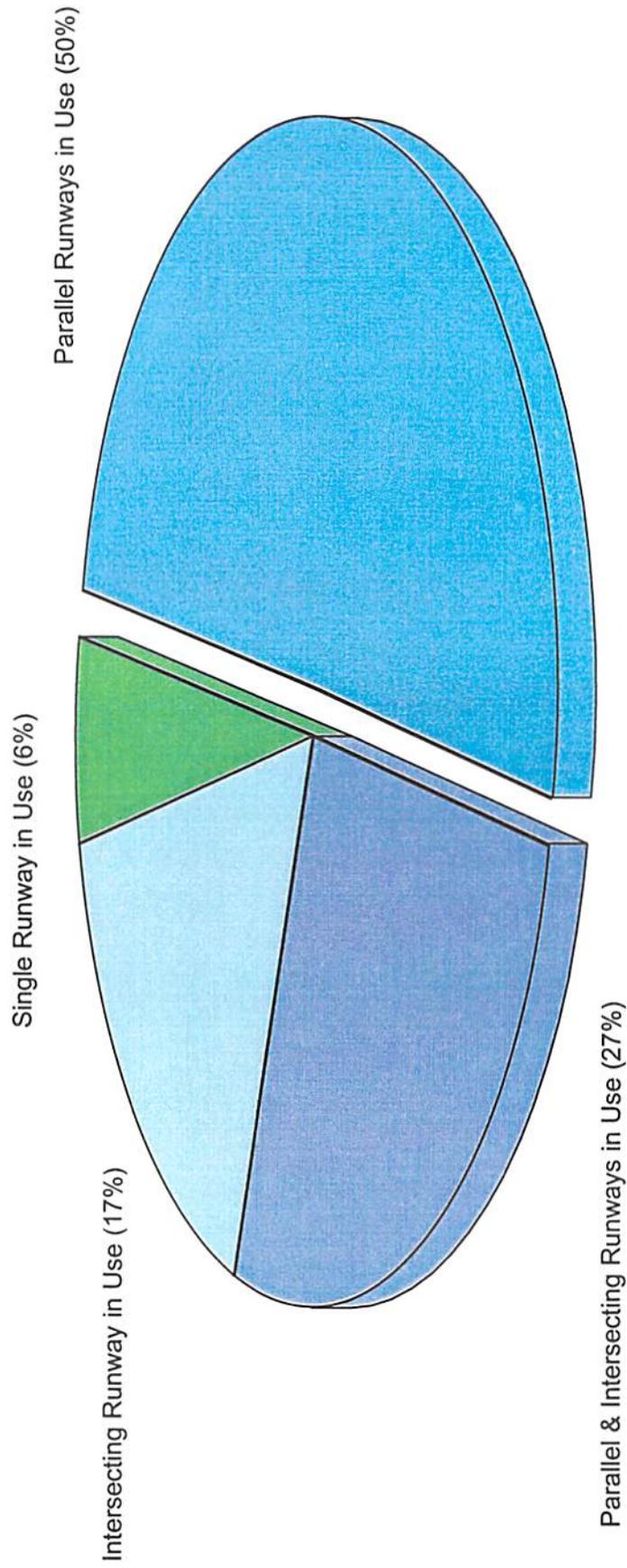


Runway Incursion "Hot Spots" – Runway Configuration

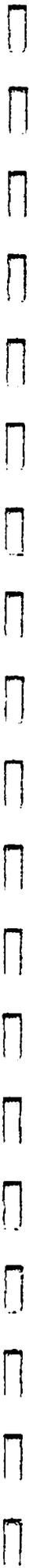
January 2000 - April 2002



Number of Incidents = 223



There were 140 incidents where the runway configuration was not stated.
Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



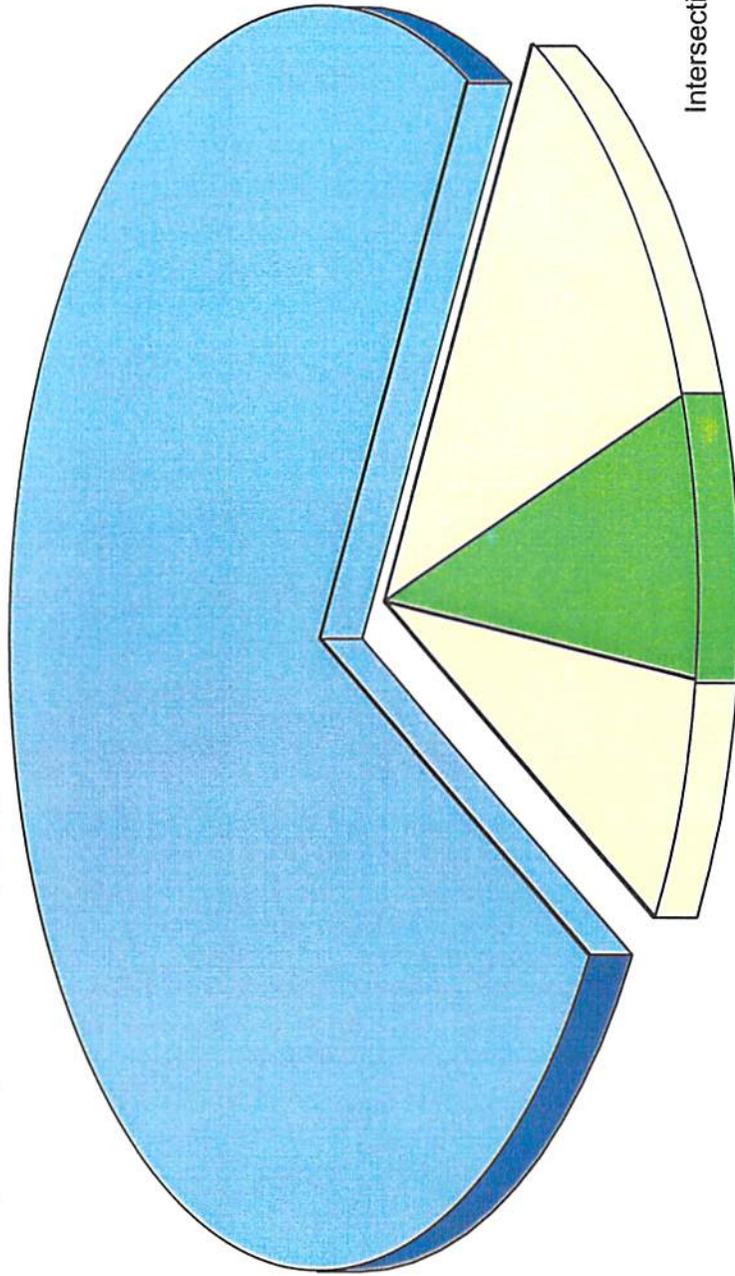
Runway Incursion "Hot Spots" – Incursion Location

January 2000 - April 2002



Number of Incidents = 363

Intersecting Runway and a Taxiway (75%)

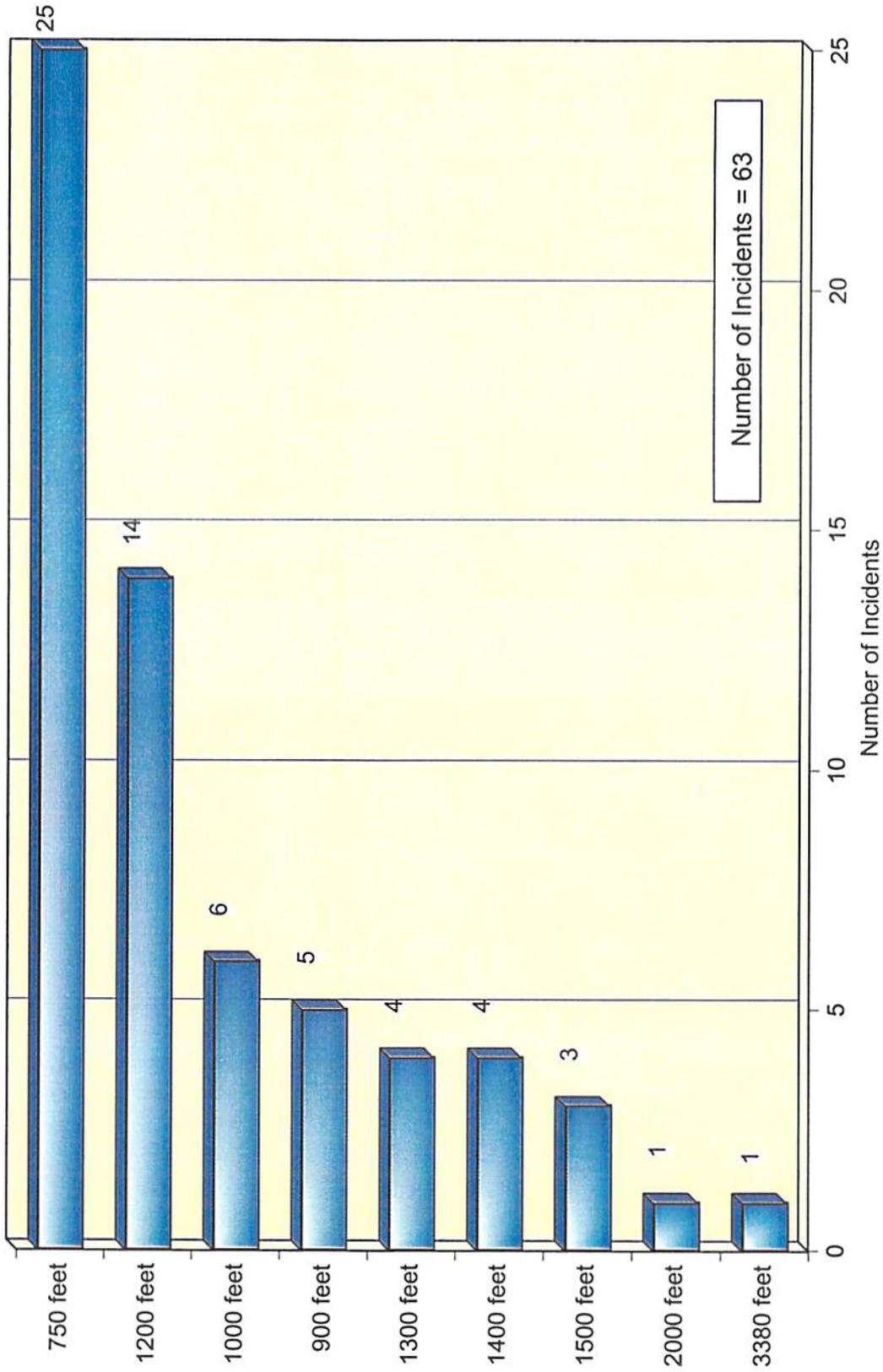


Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Distances Between Parallel Runways* January 2000 - April 2002

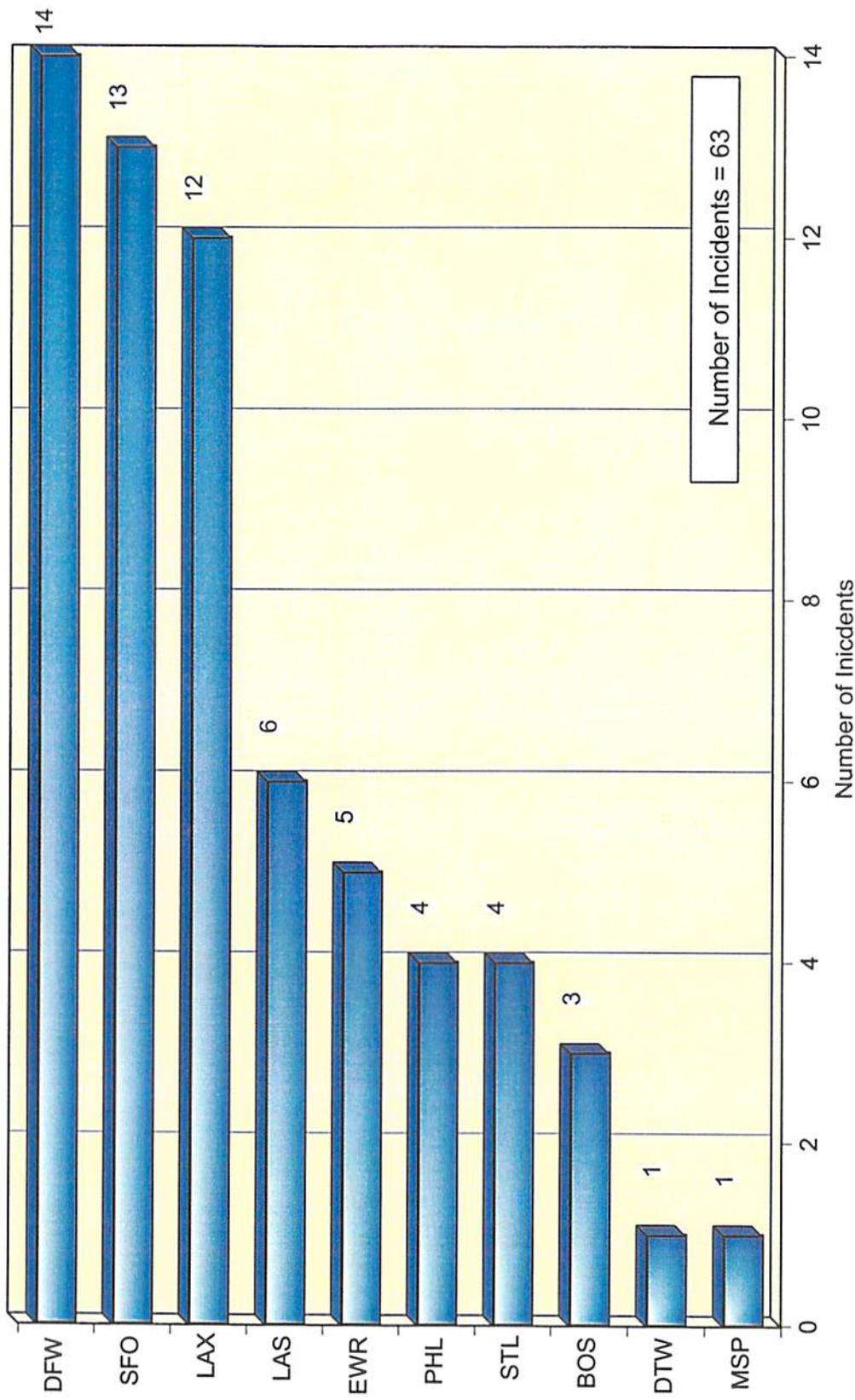


*Parallel runway operations were determined to be factors in the incident. Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

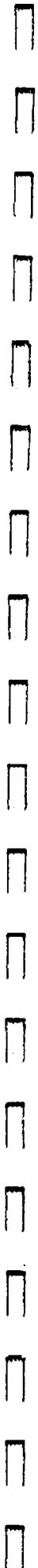


Runway Incursion "Hot Spots" – Parallel Runway Airports*

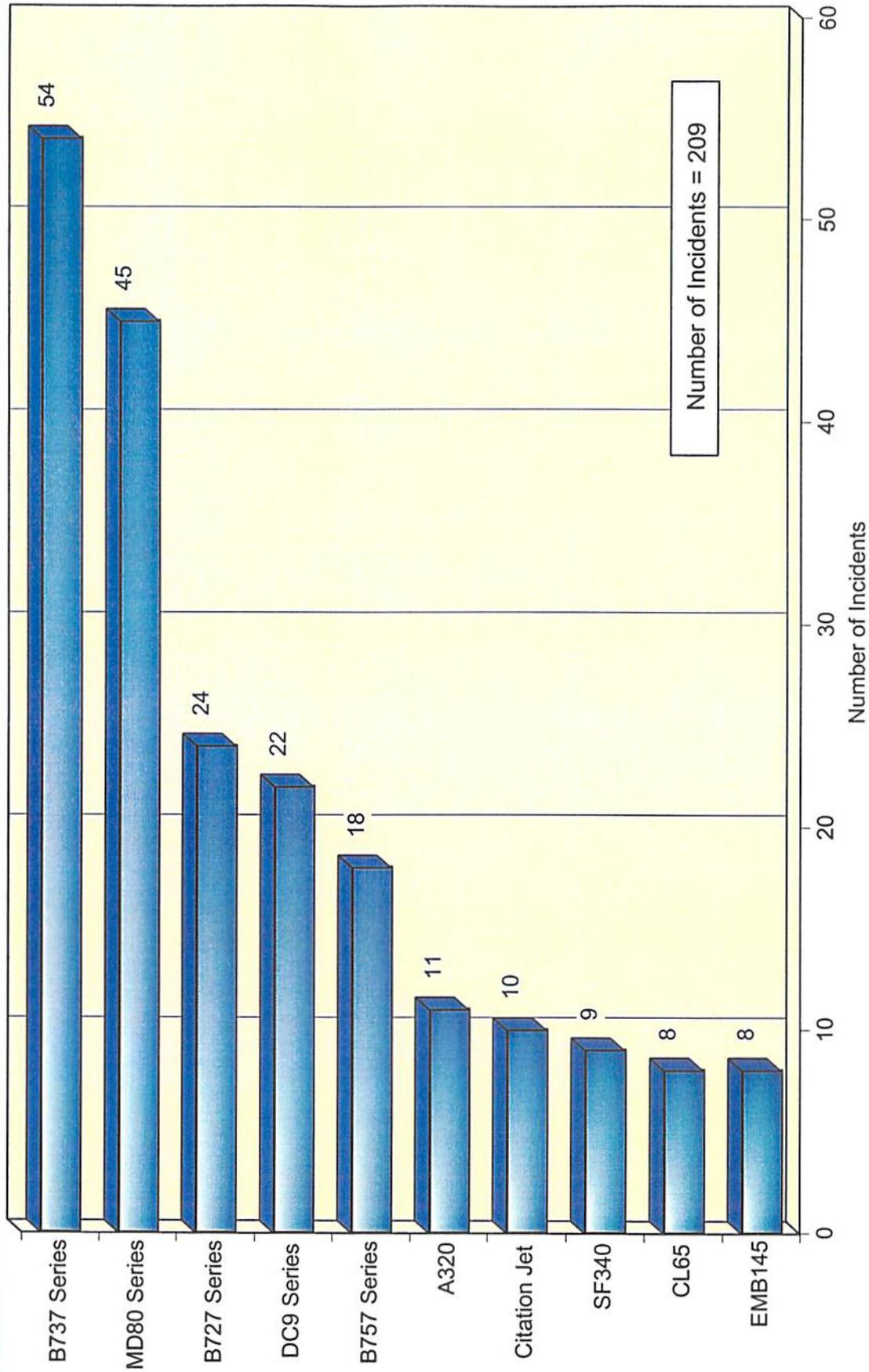
January 2000 - April 2002



*Parallel runway operations were determined to be factors in the incident. Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



Runway Incursion "Hot Spots" – Top 10 Transgressor Aircraft Types January 2000 - April 2002

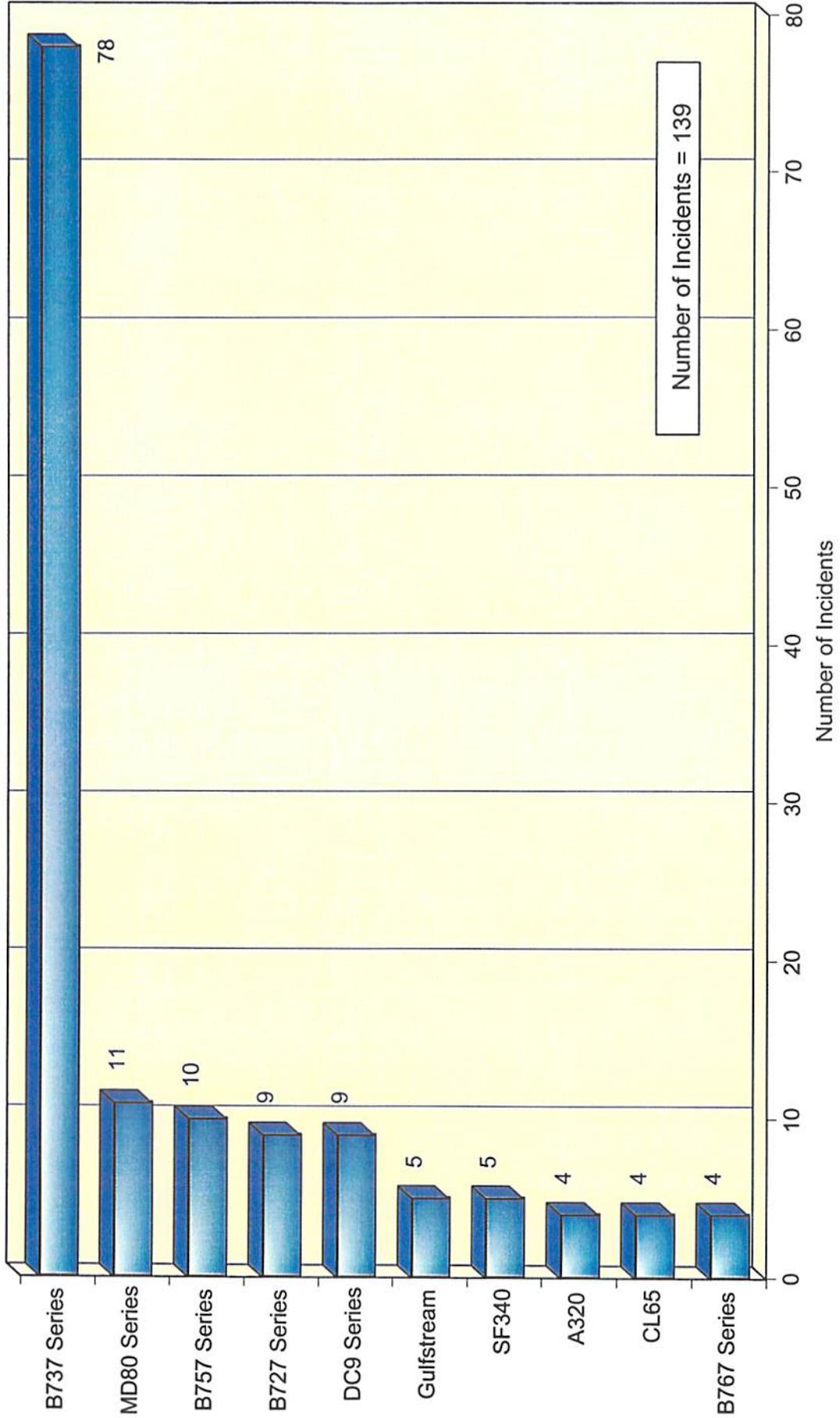


Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



Runway Incursion "Hot Spots" – Top 10 "Other" Aircraft Types*

January 2000 - April 2002

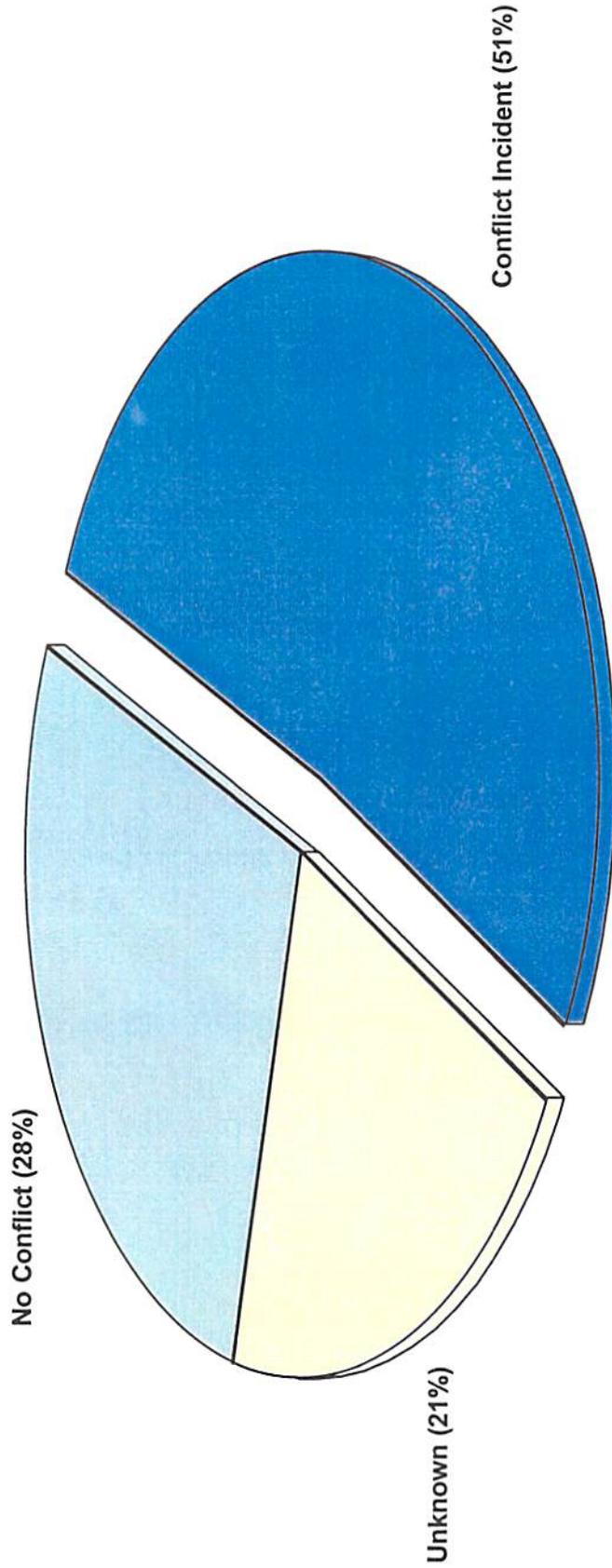


*"Other" aircraft were the second aircraft involved in the runway incursion incident. Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Runway Incursion "Hot Spots" – Aircraft Conflict Incidents January 2000 - April 2002



Number of Incidents = 363



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

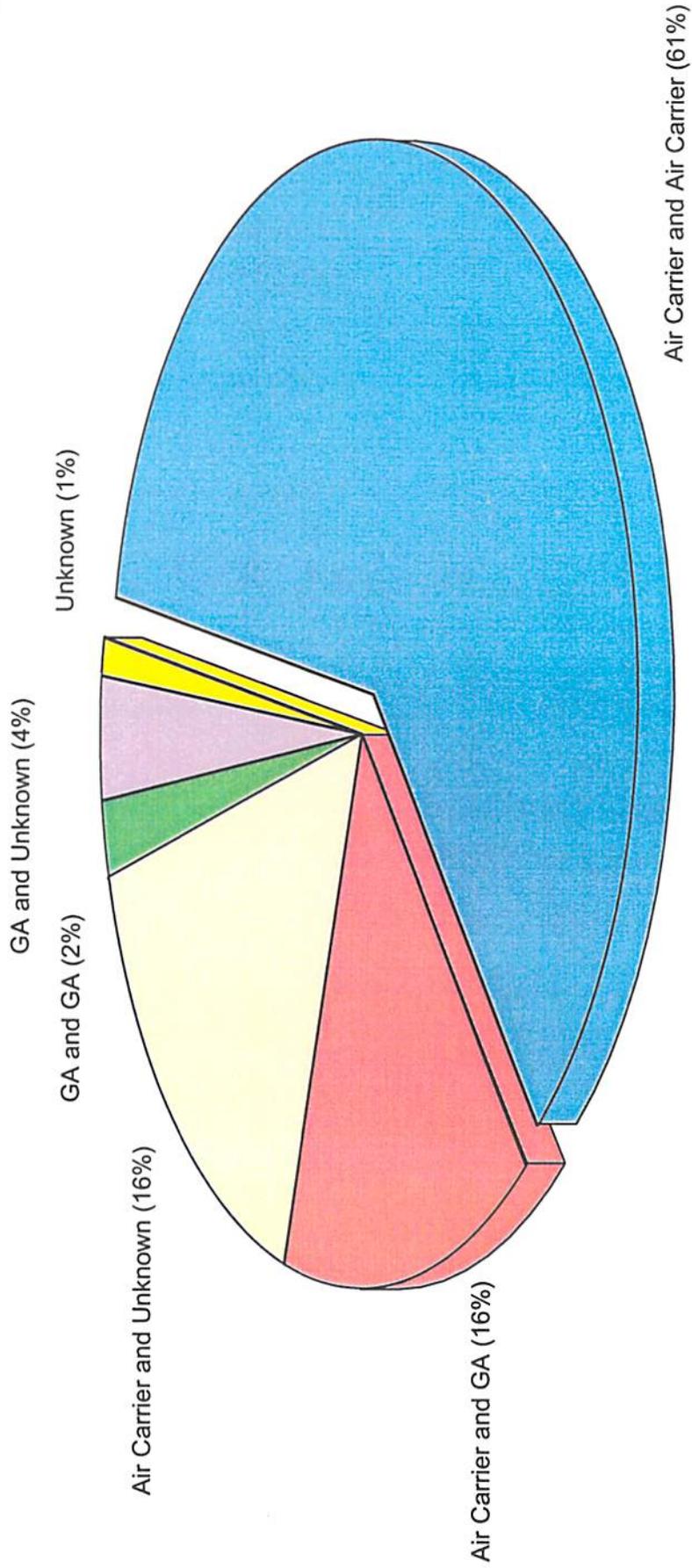
Source: NASA Aviation Safety Reporting System

Runway Incursion "Hot Spots" – Operator Mix

January 2000 - April 2002



Number of Incidents = 186



Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

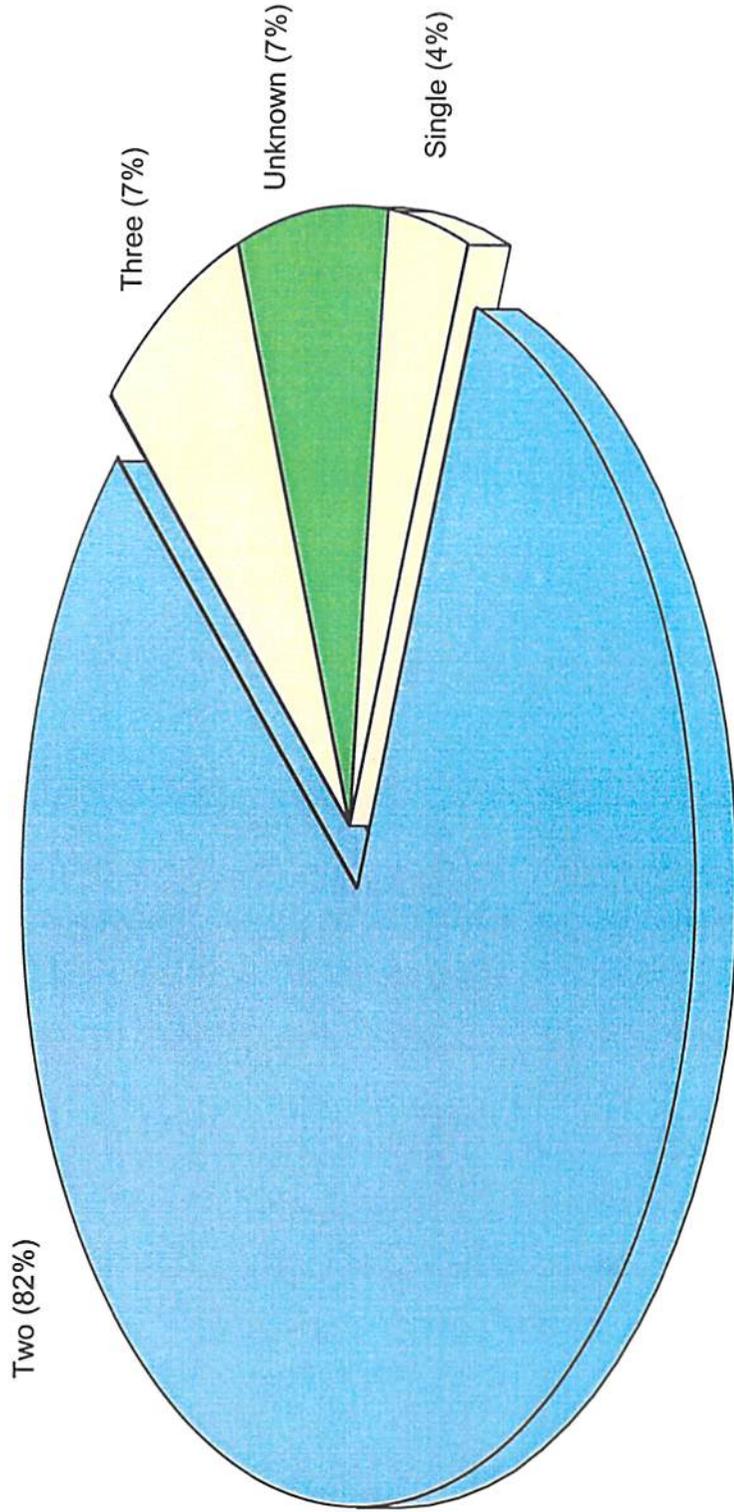
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Runway Incursion "Hot Spots" – Flight Crew Size

January 2000 - April 2002

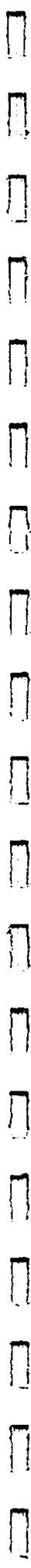


Number of Incidents = 363

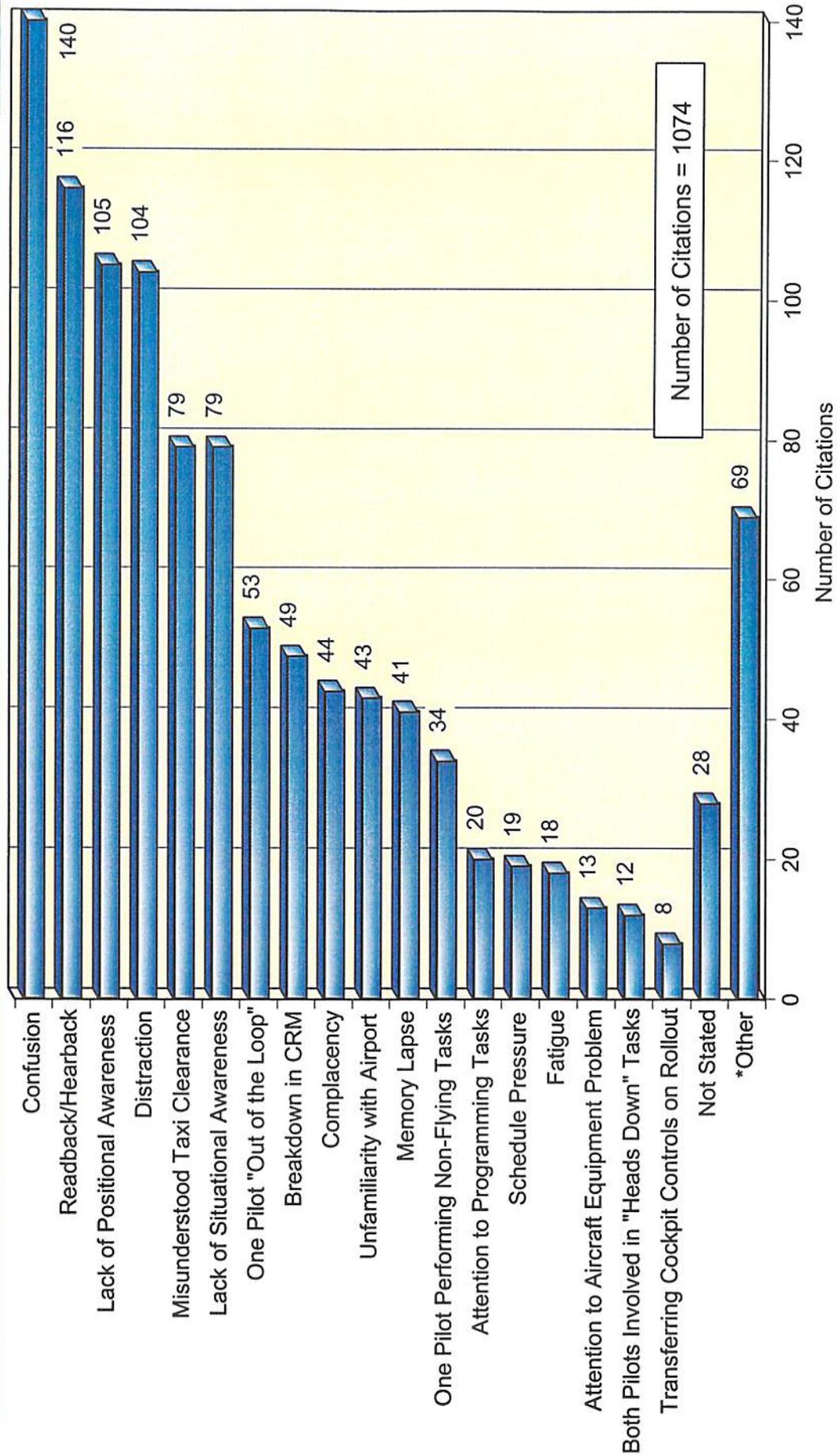


Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Flight Crew Human Factors January 2000 - April 2002

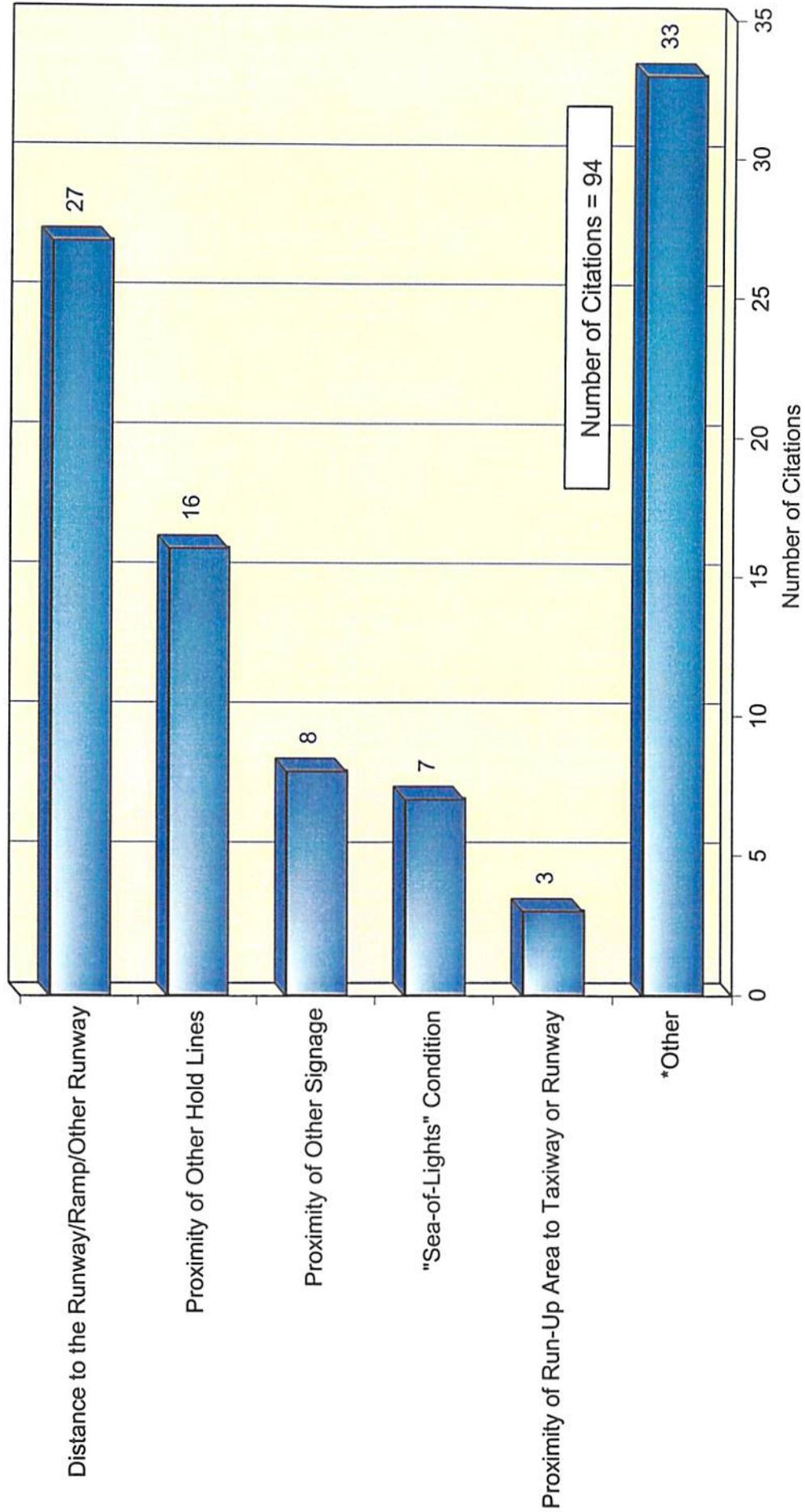


*Others include references to "Language Barrier," "Controller Training," "Similar Sounding Call Signs," "Ground/Tower Communication Coordination," and "Frequency Congestion." Data references ASRS reports that have received full-form analysis and include the reporters' narrative. Categories are not mutually exclusive. Therefore, a single incident may be coded by ASRS analysts as involving more than one citation.



Runway Incursion "Hot Spots" – Airport Layout Factors

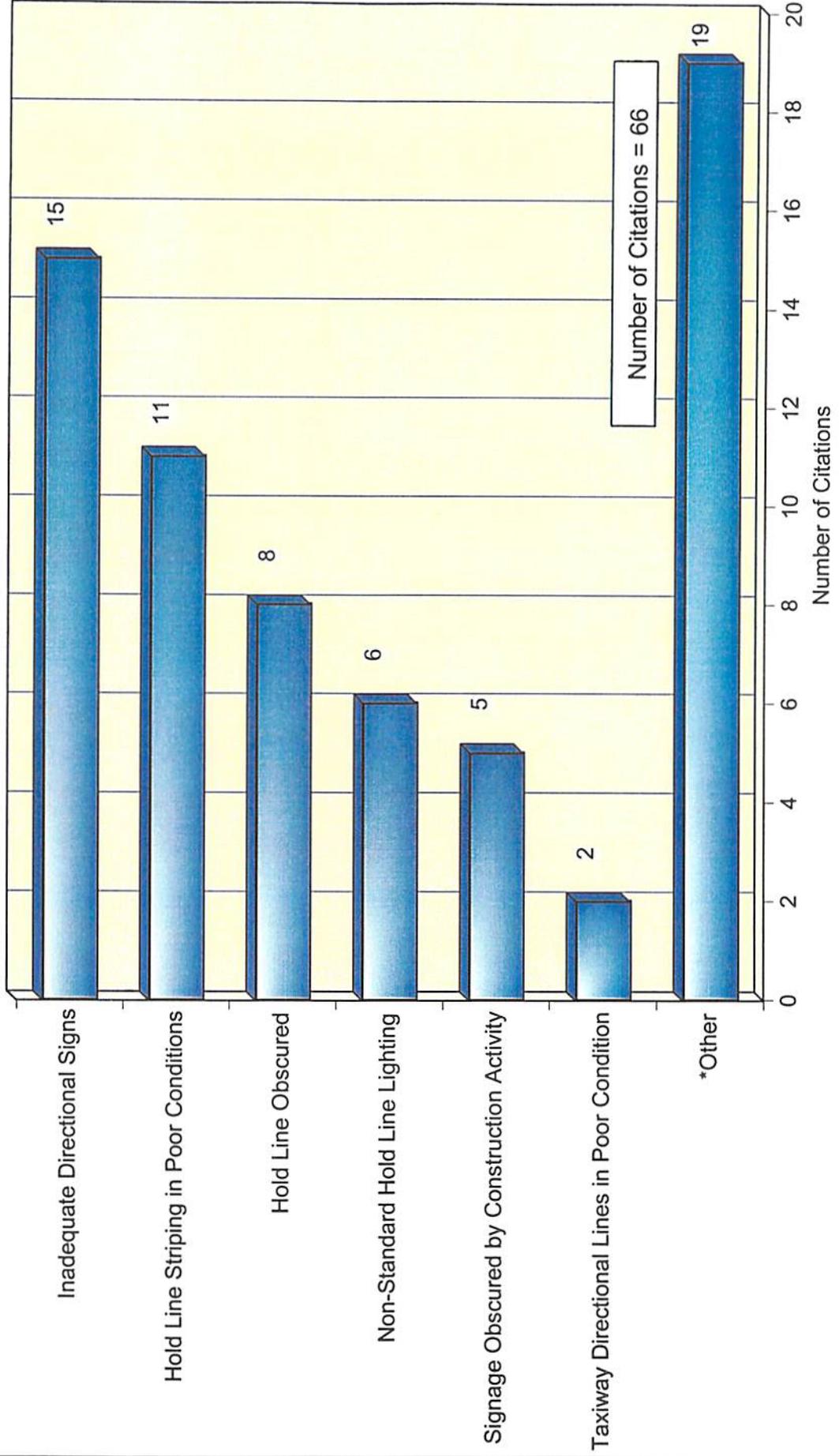
January 2000 - April 2002



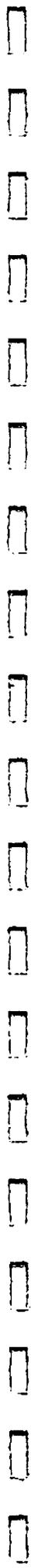
*Others include references to "Airport Construction," "Spacing on Taxiways Between Runways," and "Proximity of Hold Line From Runway." Data references ASRS reports that have received full-form analysis and include the reporters' narrative. Categories are not mutually exclusive. Therefore, a single incident may be coded by ASRS analysts as involving more than one citation.



Runway Incursion "Hot Spots" – Airport Aids Factors January 2000 - April 2002



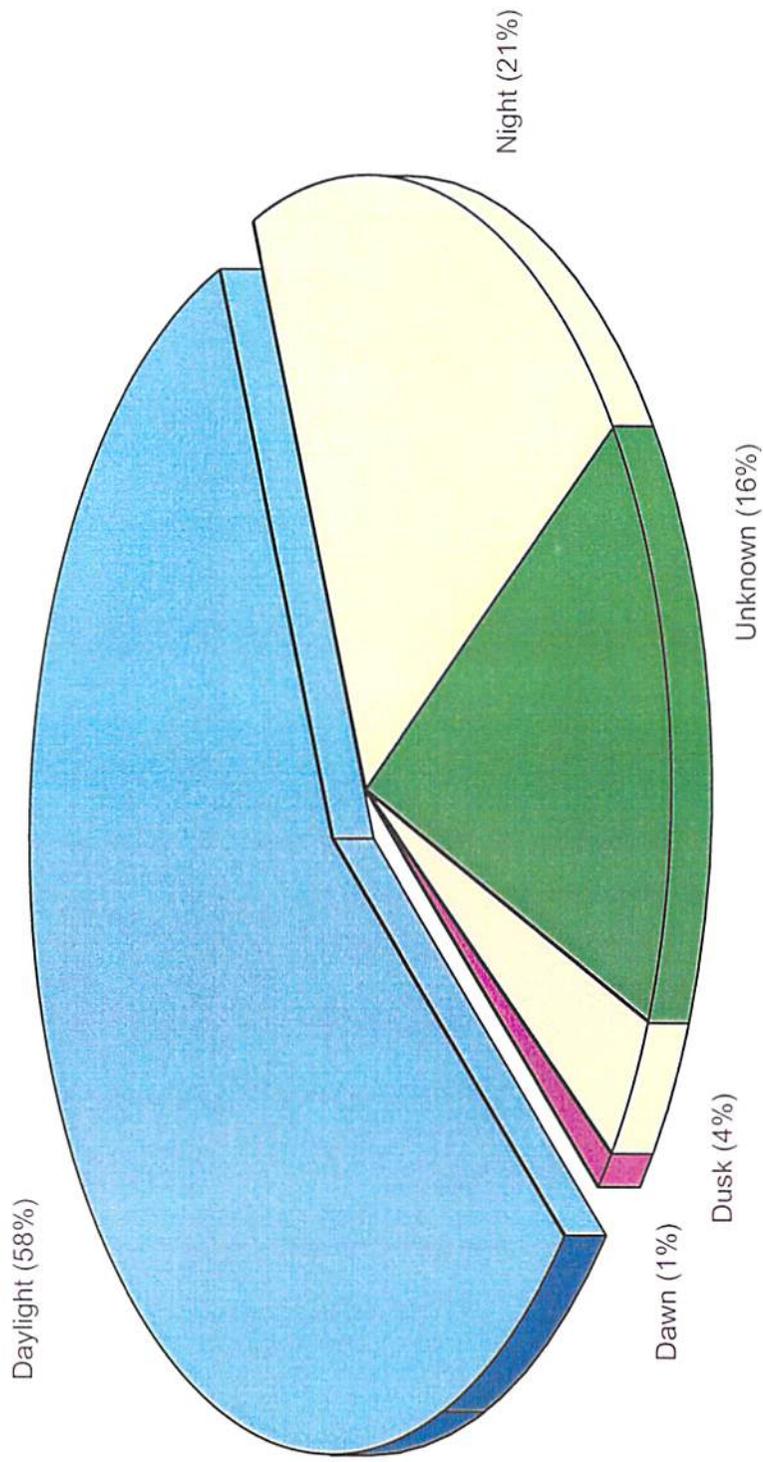
*Others include references to "Non Standard Hold Line," "No Wig Wag Lights," "Location of Hold Line," "Hold Line at Oblique Angle," and "Hold Line Shared with Other Runway." Data references ASRS reports that have received full-form analysis and include the reporters' narrative. Categories are not mutually exclusive. Therefore, a single incident may be coded by ASRS analysis as involving more than one citation.



Runway Incursion "Hot Spots" – Time Period January 2000 - April 2002



Number of Incidents = 363



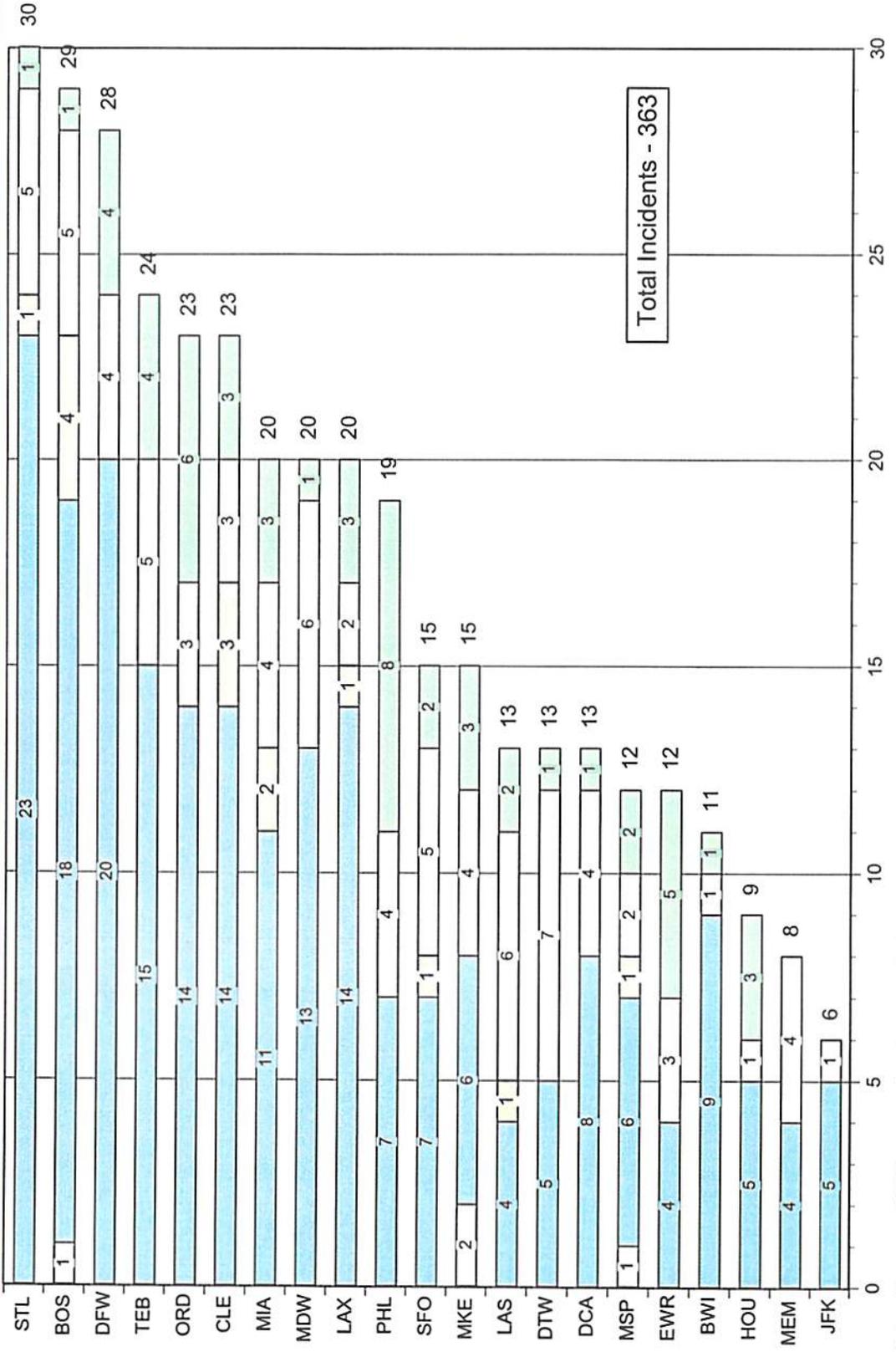
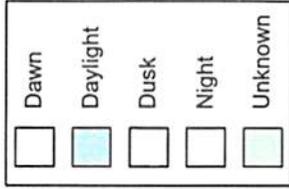
Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System



Runway Incursion "Hot Spots" – Time Period

January 2000 - April 2002



Total Incidents - 363

Data references ASRS reports that have received full-form analysis and include the reporters' narrative.

Source: NASA Aviation Safety Reporting System

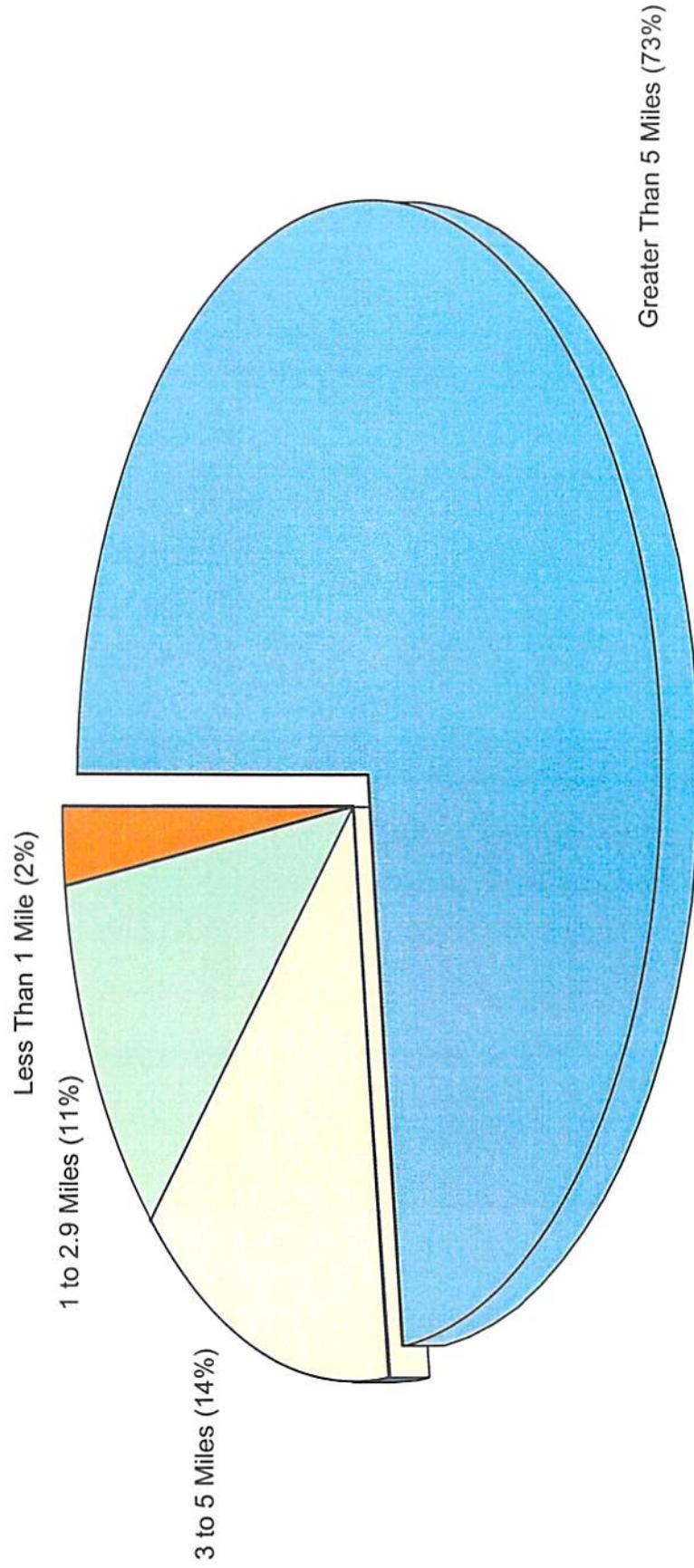


Runway Incursion "Hot Spots" – Visibility

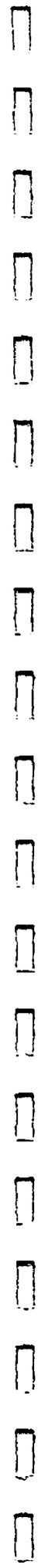
January 2000 - April 2002



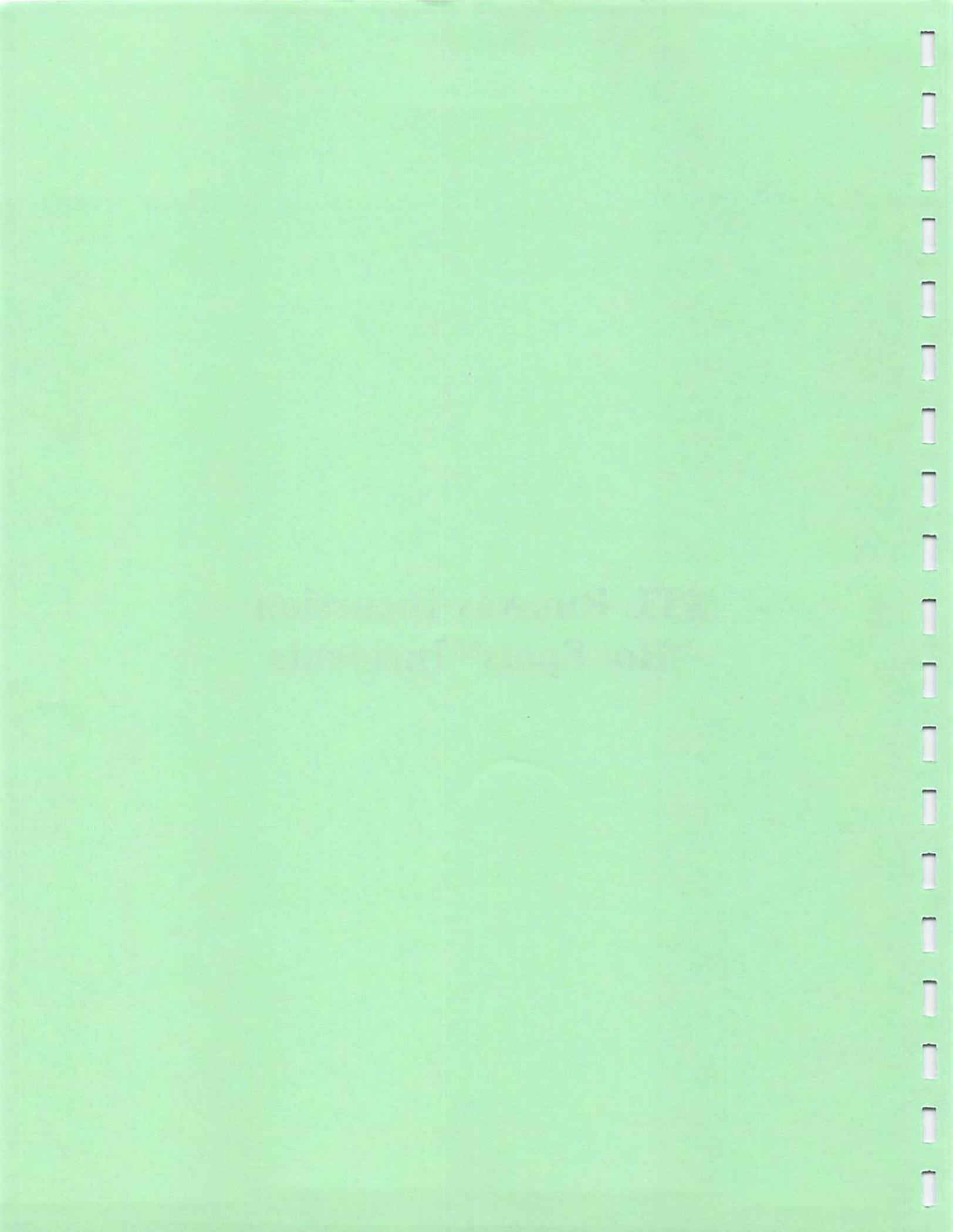
Number of Incidents = 133



There were 230 incidents where the visibility information was not reported.
Data references ASRS reports that have received full-form analysis and include the reporters' narrative.



**STL Runway Incursion
“Hot Spots” Incidents**



St. Louis-Lambert International Airport (STL)

30 Runway Incursion Incidents

Runway 12R		
Taxiway B	ACN 540128	"...instructed to hold short of Runway 12R at Taxiway B behind a B737...Ground instructed B737 to cross...I thought I was instructed to cross...I realized Ground wasn't talking to me, I stopped the aircraft over the hold short line."
Taxiway C	ACN 465931	"...given instructions...to cross Runway 12R and hold short of Runway 12L...aircraft crosses the hold short line of Runway 12R about 6 feet...given...instructions to stop immediately...B727 in position on Runway 12R..."
Taxiway D	ACN 528405	"...holding on Taxiway D...Tower transmitted 'Air Carrier Flight XYZ, taxi up to the #1 position and hold short'...position and hold' portion registered. We taxied onto the runway...air carrier...had to go around."
Taxiway E	ACN 460755	"Taxi to Runway 12L, hold short Runway 12R at Taxiway E...follow the ATR72...Ground Controller advised...instructed 3 aircraft (the 2 aircraft ahead of us and what we perceived to be us) to cross Runway 12R...We acknowledged...crossing the hold short line...Ground said... 'What are you doing?'...saw an aircraft turning off the approach about one mile out."
	ACN 527995	"...held short...at Taxiway E...instructed to cross Runway 12R and expedite for Runway 12L...I saw the hold line pass under my nose...Tower sent aircraft on final around."
Runway 6	ACN 465563	"...holding short of Runway 12R on Runway 6...ATR was adjacent to us, holding short on Taxiway E. Ground Control cleared an aircraft to cross Runway 12R without delay...First Officer acknowledged...we noticed a B757...performing a go-around...ATR crossed Runway 12R at the same time...Clearance to cross Runway 12R was only for the ATR..."
	ACN 484230	"Taxi to Runway 12L via Runway 6, hold short of Runway 12R'...Captain...applies brakes and aircraft comes to a stop with nose over the hold short line."
	ACN 486163	"...holding...on Runway 6...instructed to taxi across Runway 12R...stopped the aircraft with approximately 5-10 feet of aircraft past the line."
Taxiway Unspecified	ACN 465927	"...received a hold short clearance for Runway 12R...they cleared...aircraft to cross Runway 12R...aircraft...on short final...executing a go-around...We thought the Tower called two aircraft at the same time to expedite across the runway...Tower...never issued a crossing clearance to us, only...the other aircraft holding short."
	ACN 510967	"...exited Runway 12L to hold short Runway 12R behind Aircraft Y...then clearance to cross Runway 12R...We read back...clear to cross Runway 12R...Tower Supervisor...wanted us to be aware...crossing runways without a clearance. He said training in the Tower...trainee...did not correct the clearance readback."
	ACN 531700	"...holding short of Runway 12R...Ground called three aircraft with crossing clearance. I thought our call sign was one of the aircraft...told to call Tower...our aircraft was not one called to cross..."
	ACN 533210	"Taxiing to Runway 12L...missed turn onto Taxiway 'A,' crossed hold short line of Runway 12R..."
Runway 12L		
Runway 6	ACN 463170	"...taxi via Runway 6...and hold short of Runway 12L...stopped aircraft...over line and told Tower...An ATR was told to go around."
	ACN 465940	"...taxi via Runway 6. Hold short of Runway 12L'...not paying close enough attention and inadvertently went beyond the hold short line..."
	ACN 466098	"...taxi left on Taxiway P, right onto Runway 6...First Officer advises...I had crossed a hold short line...by 10 feet."
	ACN 480694	"...received clearance...to taxi to Runway 12L via Taxiway D, Runway 6 and hold short of Runway 12R...Tower told us to hold our position and informed us we had crossed the hold short line...Tower...directed an aircraft on final to go around."
Taxiway B	ACN 480962	"...Taxi clearance was misunderstood...given...Taxi via Taxiway N, Taxiway P, hold short of Runway 30R...thought we were cleared...all the way to...Runway 30R...realized...error...after being told to stop by Ground Control."
	ACN 464704	"...Approaching Runway 12L hold short line, I asked the Captain if we were to hold short. He stated we were to cross Runway 12L and hold short of Runway 12R...After doing so, Ground Control informed us we had been instructed to hold short of Runway 12L."
Taxiway N	ACN 485768	"...gave us several...changes...cleared to land on Runway 13...Turning onto Taxiway N...I stopped...with my nosewheel just past the hold short line...controller told...jet on Runway 12L that their takeoff clearance was canceled and another jet inbound Runway 12L...to go around."



Runway 13

Taxiway N	ACN 532171	"After we landed...on Taxiway N...I taxied across Runway 13...before receiving clearance."
	ACN 532767	"...exited...Runway 12L...on Taxiway N and without notice...crossed Runway 13..."

Runway 30R

Taxiway N	ACN 488355	"...taxi...to Taxiway N to hold short of Runway 30L...we reminded him that we were holding short...Controller came back with something like cross Runway 30L&R...First Officer read back...cross Runway 30L&R...half way across Runway 30R...Controller...queried '...are you holding short of Runway 30R?'...traffic on short final...called... Tower Controller...said...he had failed to correct the readback..."
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Runway 30L

Taxiway B	ACN 518485	"...JS41, holding short of Runway 30L at Taxiway B...another...holding short of Runway 30R at G Taxiway. Another...holding short of Runway 31. I was intending to cross Runway 30R and Runway 31 with the Air Carrier Y. I said 'Air Carrier X'. I told Local to cancel the departures takeoff clearance. Ground Control got us mixed up with another aircraft at another intersection."
Taxiway G	ACN487525	"I landed on Runway 30R...exited the runway at Intersection G...I...noticed we had rolled about halfway across the hold line and still moving toward...Runway 30L...Another aircraft had landed on Runway 30L just after we stopped..."
Taxiway H	ACN 531228	"...stopped past the active runway hold short line...resulting in...Tower sending another aircraft on final around..."
	ACN 531231	"Told to turn right on Taxiway P and left on Taxiway H and hold short of Runway 30L...passed hold short...Tower sent aircraft on final Runway 30L around."

Taxiway N	ACN 525670	"...at Taxiway N. While holding short at 30L...Ground Controller issued...Air Carrier X expedite to cross 30L, aircraft Air Carrier Y MD-80 on Taxiway P will follow you...proceeded to start my runway crossing...when another...MD-80 crossed in front of our aircraft taking off."
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Taxiway R	ACN 496774	"...waiting...at Intersection R...heard, 'A-B-C cleared across Runway 30L'...First Officer announced...cleared across Runway 30L...started across... Controller stated 'Air Carrier X expedite...previous clearance was for Air Carrier Y'...There were conflicting call signs."
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	ACN 513045	"...clearance to taxi into position and hold Runway 30L at R. I readback...and...proceeded...onto the runway...heard a clearance to takeoff and readback...clearance... There was...Jetstream 41 behind us... Controller states that he cleared...Air Carrier Z into position and hold...but never cleared us...Supervisor...said...tapes indicated that he had taken a clearance for another aircraft, but that the error was not caught in readback by Controller."
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Taxiway S	ACN 528224	"...taxiing out...to Runway 30L... Tower told us to taxi up to the number position and hold short. I said position and hold...and went into takeoff position on Runway 30L. The next thing...was Flight YYY...announcing he was going around."
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ACN: 460755

Time

Date : 200001

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-500

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 460755

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 460677

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Captain

Person / 5

Function.Flight Crew : Captain

Person / 6

Function.Flight Crew : Captain

Person / 7

Function.Controller : Supervisor

Person / 8

Function.Other Personnel : Dispatcher

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

DURING OUR TAXI OUT AT STL, WE WERE INSTRUCTED TO 'TAXI TO RWY 12L, HOLD SHORT RWY 12R AT TXWY E.' WE ACKNOWLEDGED. THE FO WAS DOING THE TAXI CHK AND WAS INTERRUPTED BY GND WITH INSTRUCTIONS TO FOLLOW THE ATR72. WE COMPLETED THE TAXI CHKLIST AS WE PULLED UP BEHIND THE ATR ON TXWY E. THE GND CTLR ADVISED 'ACFT 3 MI OUT FOR RWY 12R,' THEN INSTRUCTED 3 ACFT (THE 2 ACFT AHEAD OF US AND WHAT WE PERCEIVED TO BE US) TO CROSS RWY 12R AND HOLD SHORT RWY 12L. WE ACKNOWLEDGED WITH 'CROSS RWY 12R, HOLD SHORT RWY 12L, ACFT X.' WE THEN STARTED TO FOLLOW THE OTHER 2 ACFT ACROSS RWY 12R. JUST AS WE WERE XING THE HOLD SHORT LINE, GND SAID 'ACFT X, WHAT ARE YOU DOING?' I STOPPED THE ACFT IMMEDIATELY JUST SHORT OF THE RWY. MY FO SAID 'WE WERE TOLD TO CROSS RWY 12R AND WE READ IT BACK.' THE GND CTLR SAID 'THAT WASN'T FOR YOU,' PAUSED, THEN SAID 'CROSS RWY 12R, HOLD SHORT RWY 12L.' AS I CROSSED RWY 12R, I SAW AN ACFT TURNING OFF THE APCH ABOUT 1 MI OUT. DURING OUR CLBOUT, THE CTLR ASKED US TO CALL STL TWR WHEN WE GOT A CHANCE AT HI PHONE NUMBER. AFTER LEVELOFF AT FL350, THE FO MONITORED CTR AND THE ACFT WHILE I CALLED MY DISPATCHER ON THE FLT PHONE. HE CONNECTED ME WITH THE TWR SUPVR. HE SAID THEY HAD PULLED THE TAPES, AND THE CLRNC WE ACKNOWLEDGED WAS FOR ACFT Y, WHO WAS TO CROSS AT AN INTXN FURTHER DOWN THE RWY. OUR ACKNOWLEDGEMENT, HOWEVER, WAS CLRLY ON THE TAPE. ADMITTEDLY, THERE WAS A MISTAKE ON OUR PART AS WELL AS THE CTLR'S. CIRCUMSTANCES CONTRIBUTING TO THE SIT WERE: IT WAS RAINING. TH TEMP WAS -1 DEG C, SO I WAS TRYING TO SEE IF ANY ICE WAS FORMING. ALSO RUNNING OVER IN MY MIND WHAT I WOULD DO IN A 'REJECT' SIT. WHEN THE INSTRUCTIONS WERE GIVEN, I PERCEIVED IT TO BE FOR US. WE ANSWERED BACK LOUD AND CLR. NO OTHER CONVERSATION WAS GOING ON IN OUR ACFT, BUT A LOT OF INSTRUCTIONS WERE GIVEN IN A ROW, AND WE SIMPLY MISUNDERSTOOD. IN OUR DEFENSE, HOWEVER, THERE WAS AMPLE TIME FOR THE CTLR TO CORRECT OUR ACKNOWLEDGEMENT AND HE DID NOT. AS TO WHAT COULD BE DONE TO PREVENT A RECURRENCE OR CORRECT THE SIT: MORE VIGILANCE ON BOTH OUR PARTS - OURS IN LISTENING MORE CLOSELY TO THE CTLR, AND HIS IN RESPONDING TO OUR ACKNOWLEDGEMENT.

Synopsis

ACR HAS RWY INCURSION AT STL, MO.

ACN: 463170

Time

Date : 200002

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : ATR Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 463170

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Narrative

TAXIING FROM RAMP TO RWY 12R, TOLD BY GND TO TAXI VIA RWY 6 UP TO AND HOLD SHORT OF RWY 12L. FROM OUR POS IT WAS CONFUSING AS TO EXACTLY HOW TO GET THERE. ASKEI GND WHICH WAY TO TAXI. SHE TOLD US HOW TO APCH RWY 12L ON RWY 6 AND TO HOLD SHORT OF RWY 12L. ARPT PLAN DOES NOT SHOW HOLD SHORT LINE ON RWY AND RWY 12L DOES NOT INTERSECT RWY 6 - THE CLRWAY DOES. WHILE TAXIING DOWN RWY 6, NOTICED HOLD SHORT LINE COMING UP. PUT ON BRAKES AT THE SAME TIME TWR TOLD US TO HOLD SHORT. STOPPED ACFT JUST SO NOSEWHEEL WAS OVER LINE AND TOLD TWR WE WERE OVER LINE. AN ATR WAS TOLD TO GO AROUND. THE HOLD SHORT LINE IS WORN, WITH VERY LIGHT YELLOW PAINT. RWY 12L DOESN'T APPEAR TO INTERSECT RWY 6 ON THE ARPT CHART. GND WAS VAGUE ON INSTRUCTIONS. THE HOLD SHORT LINE IS 150-200 FT SHORT OF CLRWAY FOR RWY 12L.

Synopsis

**CONFUSING CLRNC AND WORN HOLD SHORT LINE MARKINGS RESULT IN GAR BY APCHING
TFC AT STL WHEN APCH AREA TO RWY 12L IS ENTERED BY TAXIING ACFT.**

ACN 464704

Time

Date : 200002

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : ATR 42

Person / 1

Function.Instruction : Trainee

ASRS Report : 464704

Person / 2

Function.Oversight : PIC

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : Perceptual Illusion

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS ASKED TO TAXI AN ATR42 FROM THE MAINT HANGER TO THE MAIN TERMINAL AT ZZZ. AS PART OF A COMPANY TAXI TRAINING PROGRAM, I WAS OCCUPYING THE L SEAT AND A LINE CAPT WAS OCCUPYING THE R SEAT. MY TASK WAS TO TAXI THE ATR WHILE THE CAPT WAS TO PERFORM RADIO COM WITH THE ZZZ GND CTL. WE HAD BEEN INSTRUCTED TO TAXI ON TXWY E AND TO HOLD SHORT OF RWY 12L ENRTE TO RWY 12L. WE CAME TO THE INTXN OF TXWY B AND RWY 13. THE CAPT SAW THE HOLD SHORT LINE FOR RWY 13 AND A DEPARTING ACFT ON RWY 12L. HE ASKED ME TO STOP, WHICH I DID. I ALSO ADVISED HIM WE WERE AT THE RWY 1: HOLD SHORT AND NOT RWY 12L. HE SAID TO REMAIN THERE SINCE WE WERE ALREADY STOPPED. ZZZ GND CTL THEN CLRED US TO CROSS RWY 13 ON TXWY B AND HOLD SHORT OF RWY 12. WHILE APCHING RWY 12L HOLD SHORT LINE, I ASKED THE CAPT IF WE WERE TO HOLD SHORT. HE STATED WE WERE TO CROSS RWY 12L AND HOLD SHORT OF RWY 12R. I ASKED HIM AGAIN IF HE WAS SURE, HIS RESPONSE WAS POSITIVE. I SENSED NO DOUBT IN HIS ANSWER. WE VISUALLY CHKED RWY 12L FOR TFC, NO TFC WAS SEEN IN A TKOF POS ANI NO ACFT WERE SEEN ON A SHORT FINAL APCH, SO WE CROSSED RWY 12L. AFTER DOING SO GND CTL INFORMED US WE HAD BEEN INSTRUCTED TO HOLD SHORT OF RWY 12L. EVEN THOUGH I HAD ASKED THE CAPT WHICH RWY 12 WE WERE SUPPOSE TO HOLD SHORT OF, HIS ANSWER PROVED TO BE WRONG. IF A RWY HOLD SHORT VISUAL TFC SIGNAL SYS WAS DEVELOPED, CREWS WOULD HAVE VISUAL AND A AUDIO CLRNC WHEN XING RWYS. IF THE AUDIO COM WAS MISINTERPED THE VISUAL SIGNAL AT THE HOLD SHORT LINE COULD HELP PREVENT INADVERTENT XINGS. SUPPLEMENTAL INFO FROM ACN 464567: I WAS 'CHKING OUT' / MAINT TAXI PLT FOR RECERTIFICATION OF OUR MAINT TAXI PROGRAM. WE HAD BRIEFED THE IMPORTANCE OF COMPLYING WITH GND CLRNCs, TO INCLUDE IF ANY DOUBT EXISTS - STOP AND VERIFY. I HAD THE ARPT DIAGRAM OUT AND LIGHTED. FROM THE TXWY B PAD, WE WERE CLRED TO HOLD SHORT OF RWY 12L AT TXWY B. I HAD TAXI PLT STOP AT RWY 13, AS AN ACFT WAS ROLLING FOR TKOF FROM 2 O'CLOCK POS TO 9 O'CLOCK POS (OUR R). THE NEXT CLRNC WAS: CROSS RWY 13, HOLD SHORT OF RWY 12L. THINKING OF THE PREVIOUS CLRNC (AND NOW EXPECTING A CROSS OF RWY 12L), WHILE I READ THIS BACK CORRECTLY, I APPARENTLY THOUGHT THE CLRNC WAS TO CROSS RWY 12L AND HOLD SHORT OF RWY 12R. HUMAN FACTORS: THIS ARPT - PARTICULARLY THE NEW CORNER - IS COMPLEX AND CONFUSING. THIS WAS THE FIRST TIME I HAD TAXIED THIS RTE. IT IS VERY DIFFICULT TO SORT OUT THE RWYS AND TXWYS AT NIGHT. WITH 2 DISCRETE GND AND 2 DISCRETE TWR FREQS, NO ONE PLT ON GND HAS THE 'BIG PICTURE.' I HAD, IN TRYING TO BE CAREFUL, ANTICIPATED A CLRNC WHEN I STOPPED AT RWY 13. I SHOULD HAVE ASKED FOR A 'PROGRESSIVE.'

Synopsis

A TAXIING ATR 42 CROSSES RWY 12L AFTER HAVING BEEN CLRED TO CROSS RWY 13 AND HOLD SHORT OF RWY 12L. ACFT HAD STOPPED AT THE INTXN OF TXWY B AND RWY 13 BY THE PIC FOR TFC OFF RWY 12L AT ZZZ, US.

ACN: 465563

Time

Date : 200003

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : ATR Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : B737-300

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : B757-200

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 465563

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 7

Function.Controller : Ground

Person / 8

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly.Other : Split Freqs
Independent Detector.Other.ControllerA : 7
Independent Detector.Other.Flight CrewA : 6
Resolutory Action.Flight Crew : Executed Go Around
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

THE TRIP WAS STL TO ORD. WE WERE HOLDING SHORT OF RWY 12R ON RWY 6 AT APPROX XA30. AN ATR WAS ADJACENT TO US, HOLDING SHORT ON TXWY E. GND CTL CLRED AN ACFT TO CROSS RWY 12R WITHOUT DELAY. THERE WAS A B737 ONTO HOLD AT THE DEP END OF RWY 12R. AFTER THE FO ACKNOWLEDGED THE CLRNC TO CROSS, WE NOTICED A B757 (CARRIER UNKNOWN) PERFORMING A GAR FROM RWY 12R. AFTER WE REACHED THE OTHER SIDE OF THE RWY, TWR ASKED US IF THERE HAD BEEN SOME CONFUSION ABOUT OUR CLRNC. THE FO REPLIED, 'NEGATIVE, UNDERSTOOD WE WERE CLRED TO CROSS WITHOUT DELAY.' AT THE SAME TIME WE CROSSED RWY 12R, THE ATR CROSSED RWY 12R AT THE SAME TIME. APPARENTLY, THE B737 COULD NOT BE CLRED FOR TKOF SINCE THERE WERE 2 ACFT ON THE RWY, XING. HENCE, THE B757, WHO WAS ON SHORT FINAL FOR RWY 12R HAD TO PERFORM THE GAR. I BELIEVE A MAIN CAUSE OF THIS SIT IS THE FACT THAT AT STL, ACFT REMAIN ON GND FREQ EVEN FOR CLRNC TO CROSS AN ACTIVE RWY. IF WE HAD BEEN ON TWR FREQ, WE WOULD HAVE HEARD THE B737 ACFT BEING CLRED ONTO THE RWY AS WELL AS THE B757 BEING CLRED TO LAND, THIS WOULD PROBABLY HAVE PREVENTED US FROM ACCEPTING THE CLRNC TO CROSS RWY 12R. AS IT TURNED OUT, THE CLRNC TO CROSS RWY 12R WAS ONLY FOR THE ATR, EVEN THOUGH WE ACKNOWLEDGED IT, APPARENTLY THE ATR WAS ACKNOWLEDGING THE CLRNC AT THE SAME TIME WE WERE, HENCE, GND CTL HAD NO IDEA WE WERE GOING TO CROSS THE RWY AT THE SAME TIME. THEREFORE, A SECONDARY CAUSE OF THIS SIT IS THE FACT THAT WHEN ONE ACFT'S RADIO BLOCKS ANOTHER ACFT'S RADIO XMISSION, THERE IS NO WAY OF KNOWING THIS IF THE XMISSIONS WERE SIMULTANEOUS. SUPPLEMENTAL INFO FROM ACN 465654: WE WERE UP GND CTL. HAD WE BEEN UP TWR, LIKE MOST OF THE ARPTS IN THE UNITED STATES, WE WOULD HAVE HEARD TWR CLR THE B757 TO LAND AND THE B737 TO TAKE OFF. I ALSO BELIEVE THAT TWR AND GND WERE NOT TALKING TO EACH OTHER. HAD WE NOT CROSSED RWY 12R, THE ATR STILL WOULD HAVE. I DO NOT BELIEVE THE B737 COULD HAVE TAKEN OFF EVEN IF THE ATR OR OUR FLT HAD NOT CROSSED. IT WOULD HAVE TAKEN THE B737 AT LEAST 1 - 1 1/2 MINS FOR THE B737 TO TAKE OFF. THE B757 HAD GONE AROUND WHEN WE WERE ON THE CTRLINE OF RWY 12R. I BELIEVE THE CTRLRS WERE PUSHING THE TKOF AND LNDG. OUR FLT AND ATR STEPPED ON EACH OTHER'S RADIO CALL. RECOMMENDATION: 1) EVERYONE SHOULD BE UP TWR FREQ WHEN XING AND ACTIVE RWY. 2) DO NOT RUSH EVERYONE OR EXPEDITE ACFT WITHOUT HAVING RECEIVED FULL 3-WAY POSITIVE READBACK.

Synopsis

A B727-200 CROSSES RWY 12R WHEN TAKING A CLRNC ISSUED TO ANOTHER ACFT BESIDE THEM AT STL, MO.

ACN: 465927

Time

Date : 200003

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : B757-200

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : ATR 72

Aircraft / 5

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465927

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 8

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 8

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Narrative

CHAIN OF EVENTS: I'M A CAPT ON A SCHEDULED COMMERCIAL ACFT B727. TAXIING OUT OF STI FOR DEP. ISSUED AND RECEIVED A HOLD SHORT CLRNC FOR RWY 12R, AN ACTIVE TKOF AND LNDG RWY. HOLDING SHORT #2, THEY CLRED THE #1 ACFT TO CROSS RWY 12R. WE ARE NOW #1 TO CROSS ALONG WITH ANOTHER ACFT APPROX 3 TXWYS DOWN. WE RESPONDED WITH A FULL READBACK INCLUDING CALL SIGN TO EXPEDITE ACROSS RWY 12R ALONG WITH THE OTHER ACFT HOLDING SHORT PARALLEL WITH US. STL TWR DOES THIS COMMONLY, TAXI NUMEROUS ACFT ACROSS AN ACTIVE RWY AT THE SAME TIME. AS WE PROCEEDED ACROSS RWY 12R WITH MODERATE TO EXCESSIVE PWR, THE OTHER ACFT HOLDING SHORT WAS ALSO XING. SIMULTANEOUSLY AN ACFT WAS TAXIING INTO POS BUT USING A DIFFERENT FREQ (TWR). AT ONE POINT THERE WERE 3 ACFT ON THE RWY AT THE SAME TIME, WITH ANOTHER ON SHORT FINAL, THAT ACFT EXECUTING A GAR. WHILE WE WERE HOLDING SHORT WITH THE OTHER ACFT ON A PARALLEL TXWY AWAITING OUR XING CLRNC WE RESPONDED TO A GARBLED CALL SIGN THAT INCLUDED ONE OF OUR NUMBERS BUT CLRLY STATED TO EXPEDITE THE XING. WE THOUGHT THE TWR CALLED 2 ACFT AT THE SAME TIME TO EXPEDITE ACROSS THE RWY. WE RESPONDED WITH FULL READBACK WITH NO CORRECTION FROM THE TWR. I CONFIRMED WITH THE FO WHO SAID BACK 'CLRED TO CROSS QUICKLY!' WHICH WE DID. AFTEF ARRIVING BACK AT THE DEST WE RECEIVED A CALL FROM STL TWR THAT THEY NEVER ISSUED A XING CLRNC TO US, ONLY ISSUED A CLRNC FOR THE OTHER ACFT HOLDING SHORT. WE QUESTIONED WHY THEY DIDN'T CORRECT OUR READBACK. THEY SAID ONE WAS NEVER RECEIVED, THEREFORE COULD NOT CORRECT IT. WE STILL BELIEVE WE HEARD OUR NUMBER AT LEAST PARTIALLY. FACTORS THAT LED TO THIS EVENT, OR PROCS THAT LED TO THE EVENT: 1) STL TWR AND GND USING SEPARATE FREQS TO CTL ACFT ON THE SAME ACTIVE RWY. THIS DIFFERS FROM MOST ARPTS WHERE 'TWR' CTLS ACFT FOR TKOF, LNDG AND RWY XING. GND CTL DURING THIS INCIDENT WAS VERY BUSY WITH A LOT OF RADIO ACTIVITY. TWR CTL IS USUALLY MUCH QUIETER WHICH WOULD HELP IN THIS TYPE OF SIT. WITH LESS TALK ON THE FREQ, LISTENING TO AN IMPORTANT RWY XING CLRNC WOULD NOT GET CONFUSED WITH SOMEONE RECEIVING A CLRNC TO TAXI OUT A RAMP AREA. 2) THE FACTOR THAT DIFFERENT MAJOR TFC ARPTS CAN OPERATE IN DIFFERENT MANNERS. A STANDARDIZATION BETWEEN ARPTS ON WHO CTLS WHAT PIECE OF ASPHALT WOULD HELP TREMENDOUSLY. 3) DIFFERENT PWR OUTPUT OF RADIOS? DO NEWER ACFT HAVE GREATER SIGNAL OUTPUT THAN OLDER ACFT? I WAS FLYING A B727 AND MY XMISSION WAS COVERED BY AN ATR72. BEING MUCH NEWER TECHNOLOGY, IS HIS RADIO STRONGER AND CLEARER THAN MINE? FOOD FOR THOUGHT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CAPT THINKS STL IS TRYING TO HANDLE TOO MUCH TFC. HE FLEW THE SAME TRIP THE NEXT WEEK, BUT WAS ABOUT 2 HOURS LATE. THE REDUCED TFC MADE THE OP MUCH MORE COMFORTABLE. HE ATTRIBUTES THE RWY CONFIGN FOR MUCH OF THE CTLR WORKLOAD.

Synopsis

B727 HAD RWY INCURSION ON RWY 12R AT STL.

ACN: 465931

Time

Date : 200003

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465931

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Ground

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Narrative

DURING TAXI OUT AT STL WE WERE GIVEN INSTRUCTIONS TO TAXI TO RWY 12L VIA TXWY D ANI TXWY C TO CROSS RWY 12R AND HOLD SHORT OF RWY 12L. AS THE NOSE OF THE ACFT CROSSES THE HOLD SHORT LINE OF RWY 12R ABOUT 6 FT, WE WERE GIVEN NEW INSTRUCTIONS TO STOP IMMEDIATELY. THERE WAS A B727 IN POS ON RWY 12R BUT HAD NOT BEEN GIVEN TKOF INSTRUCTIONS BECAUSE THERE WERE ACFT XING RWY 12R DOWN AT TXW R AND TXWY S THAT HAD LANDED ON RWY 12L. THERE WERE SEVERAL ACFT WITH SIMILAR CLRNCs THAT HAD CHANGED SEVERAL TIMES. THIS LED TO SOME CONFUSION ON OUR PARTI

Synopsis

B727 HAD RWY INCURSION ON RWY 12L AT STL.

ACN: 465940

Time

Date : 200003

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465940

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

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 : Detected After The Fact

Narrative

TAXI CLRNC WAS 'TAXI VIA RWY 6. HOLD SHORT OF RWY 12L.' RWY 6 DOES NOT ACTUALLY INTERSECT RWY 12L, BUT DOES INTERSECT THE APCH LIGHTS OF RWY 12L. I WAS NOT PAYING CLOSE ENOUGH ATTENTION AND INADVERTENTLY WENT BEYOND THE HOLD SHORT LINE ABOUT A PLANE LENGTH. I DISCOVERED THIS AS I CROSSED THE LINE AND THE FO WAS TELLING ME OF THAT FACT. THE APCH PATH WAS CLR, AS RWY 12L WAS BEING USED FOR DEPS. SO AS FAR AS I KNOW THERE WAS NO CONFLICT. TWR SUBSEQUENTLY MANEUVERED US TO THE OTHER SIDE SO WE WERE LEGAL AGAIN. IT IS A SLIGHTLY DIFFERENT THAN NORMAL SIT TO TAXI VIA A RWY TO HOLD SHORT OF THE APCH PATH, BUT I HAVE LEARNED TO BE EXTRA VIGILANT NOW WHEN THINGS ARE ABNORMAL.

Synopsis

B737 CREW HAD A RWY INCURSION ON RWY 12L AT STL.

ACN: 466098

Time

Date : 200003

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : First Officer

ASRS Report : 466098

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

RECLRED FROM RWY 12R TO RWY 12L. INFORMED STL TWR THAT WE NEEDED ANOTHER MINUTE FOR #1 ENG TO WARM UP AND TO COMPLETE CHECKLISTS. TWR CLRS US TO TAXI L ON TXWY P, R ONTO RWY 6 AND ADVISE WHEN READY FOR TKOF ON RWY 12L. MY FO ADVISES ME THAT I HAD CROSSED A HOLD SHORT LINE (LOCATED ON RWY 6/24) BY 10 FT. I DID NOT EXPECT OR NOTICE THE HOLD SHORT LINE. NO CONFLICTS CREATED. REST OF FLT UNEVENTFUL. CALLBACK CONVERSATION REVEALED THE FOLLOWING INFO: RPTR VERIFIED THAT THE TAXI INSTRUCTIONS WERE THE RESULT OF A NEW RWY ASSIGNMENT. AS THE CAPT WAS TAXIING FROM THE GATE, HE EXPECTED A LONGER TAXI TO RWY 12R. WHEN HE RECEIVED THE AMENDED INSTRUCTIONS, HE ONLY HAD ONE ENG STARTED AND STATED TO THE CTLR THAT HE NEEDED MORE TIME IN ORDER TO START THE OTHER ENG AND RUN THROUGH CHECKLISTS. HIS IMPRESSION WAS THAT THE CTLR WAS TRYING TO DO HIM A FAVOR BY GETTING HIM OUT SOONER. PREOCCUPIED WITH THE CHECKLISTS AS HE TAXIED DOWN RWY 6 IN PREPARATION TO DEPART ON RWY 12L, HE CROSSED THE HOLD SHORT LINES. NEVER HAVING SEEN THE LINES, HE COULD NOT DESCRIBE WHERE THEY WERE OR HOW THEY WERE PAINTED. HE STATED THAT HIS EXPERIENCED FO SAW THEM ONLY AFTER HAVING CROSSED OVER THEM. SINCE THE CAPT SAW NO OTHER CUES, HE HAD SET HIS OWN PERSONAL LIMIT OF WHERE HE WOULD STOP ON RWY 6 IN ORDER TO KEEP CLR OF THE EXTENDED CTRLINE OF RWY 12L. ACCORDING TO THE FO, THE CAPT'S PERSONAL LIMIT WAS TEN FT BEYOND WHERE THE PAINTED HOLD SHORT LINES WERE PLACED. THE RPTR CALLED THE STL TWR SUPVR THE NEXT DAY AND FOUND OUT THAT THERE WERE, INDEED, HOLD SHORT LINES FOR RWY 12L PAINTED ON RWY 6. THE SUPVR INDICATED THAT THE ARPT HAD PAINTED THE LINES ON THEIR OWN NEAR THE INTERSECTION OF TXWY P. CALLBACK CONVERSATION WITH AIRFIELD ADMINISTRATOR REVEALED THE FOLLOWING INFO: IN COMPLIANCE WITH A NEW FAA AC, STL CONVERTED THEIR STRIPING (LAST SUMMER) TO 12 INCH WIDE DOUBLE YELLOW STRIPES OUTLINED IN BLACK. SUCH HOLD SHORT LINES ARE PAINTED ON RWY 6, EXACTLY 285 FT FROM THE CTRLINE OF RWY 12L. FURTHER, SINCE THE TXWYS AT STL ARE BETWEEN 150 AND 200 FT WIDE, THERE ARE HOLD SHORT SIGNS PLACED ON BOTH SIDES OF RWY 6 DEPICTED FOR RWY 12L. STL INTERPRETED THE MEANING OF THE FAA'S NEW STANDARDS TO INCLUDE HOLD SHORT LINES ON RWYS IN THOSE INSTANCES WHERE RWYS ARE 'NORMALLY USED FOR TAXI.' HE STATED THAT NOT ALL ARPTS INTERPRET THE NEW AC IN THIS MANNER AND THAT GA PLTS HAVE SEEMED ESPECIALLY CONFUSED BY THE APPEARANCE OF HOLD SHORT LINES ON RWYS.

Synopsis

A B737 CAPT, TAXIING AT STL, WAS TOLD TO TURN R ONTO RWY 6, TAXI TO RWY 12L, AND ADVISE WHEN READY FOR DEP. HIS FO NOTICED THAT HE CROSSED HOLD SHORT LINES, APPARENTLY PLACED ON RWY 6, FOR USE WHEN RWY 12L IS THE ACTIVE.

ACN: 480694

Time

Date : 200007

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 480694

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 480693

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : Hold Short Markings On Rwy.

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.ControllerB : 6

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

Resolutory Action.Controller : Issued New Clearance

Narrative

THE FO CALLED STL GND FOR TAXI OUT REQUEST. WE RECEIVED CLRNC AND INSTRUCTIONS TO TAXI TO RWY 12L VIA TXWY D, RWY 6 AND HOLD SHORT OF RWY 12R. WE HELD SHORT OF RWY 12R. WE WERE THEN GIVEN CLRNC TO CONTINUE TAXIING TO RWY 12L. AS I WAS SLOWING THE ACFT TO STOP ON RWY 6, STL TWR TOLD US TO HOLD OUR POS AND INFORMED US WE HAD CROSSED THE HOLD SHORT LINE. AFTER SEVERAL SECONDS, STL TWR THEN DIRECTED AN ACFT ON FINAL TO GO AROUND. NEITHER THE FO NOR MYSELF SAW THE HOLD SHORT LINE ON RWY 6 UNTIL TWR MENTIONED IT TO US. WE COULD THEN SEE IT RIGHT BENEATH US AFTER WE STOPPED. THE PAINTED LINES ON RWY 6 APPEARED TO NEED REPAINTING. RWY 12L DOES NOT PHYSICALLY INTERSECT WITH RWY 6, AND SO WE WERE NOT EXPECTING TO SEE HOLD SHORT LINES ON RWY 6. ANOTHER ACFT WAS TAXIING ABEAM US ON TXWY C TO RWY 12L. WE HAD THE IMPRESSION THAT WE WERE USING RWY 6 AS A TEMPORARY TXWY TO BYPASS THE TFC ON TXWY C (THE NORMAL TAXI RTE TO RWY 12L). DUE TO THIS PERCEIVED TAXI 'PLAN' AND THE FADED HOLD SHORT LINES, WE DID NOT SEE OR EXPECT TO SEE, THE HOLD SHORT LINES ON RWY 6.

Synopsis

MLG CREW HAD RWY INCURSION AT STL.

ACN: 480962

Time

Date : 200008

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : DC-9 10

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 480962

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 480640

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : GAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.None Taken : Detected After The Fact

Narrative

WHILE TAXIING FOR DEP AT STL ARPT, THE TAXI CLRNC WAS MISUNDERSTOOD. THE TAXI CLRNC GIVEN WAS TAXI VIA TXWY N, TXWY P, HOLD SHORT OF RWY 30R. WE THOUGHT THAT MEANT THAT WE WERE CLRED ON BOTH TXWY N AND TXWY P ALL THE WAY TO THE APCH ENI OF RWY 30R. WE REALIZED OUR ERROR ONLY AFTER BEING TOLD TO STOP BY GND CTL. IF THE CLRNC HAD BEEN, TXWY N, TXWY P, HOLD SHORT OF RWY 30R AT TXWY N, THIS VERY LIKELY COULD HAVE BEEN AVOIDED.

Synopsis

DC9 HAD RWY INCURSION AT STL.

ACN: 484230

Time

Date : 200009

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B717

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 484230

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 484211

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Insufficient Time

Narrative

EVENT: CAPT TAXIING ACFT ON TXWY A TO RWY 12R. GND CTL CHANGES CLRNC TO 'TAXI TO RWY 12L VIA RWY 6, HOLD SHORT OF RWY 12R.' FO READS BACK CLRNC TO GND CTL. FO IS HEADS-DOWN REPROGRAMMING RWY AND V-SPDS IN FMS. APCHING RWY 12R, CAPT CHKS RWY 12R HOLD SHORT CLRNC WITH GND CTL. GND ADVISES FLT TO HOLD SHORT. AFTER RWY 12R ARR LANDS, GND CLRS FLT TO CROSS RWY 12R. ONCE PAST RWY 12R, FO HEADS-DOWN AGAIN, FINALIZING FMS CHANGES AND FLT SWITCHES TO TWR FREQ. AS FO LOOKS UP, BOTH CAPT AND FO REALIZE THEIR ACFT IS RAPIDLY APCHING THE RWY 12L HOLD SHORT LINE ON RWY 6 WITHOUT FURTHER CLRNC. CAPT AGGRESSIVELY APPLIES BRAKES AND ACFT COMES TO A STOP WITH NOSE OVER THE HOLD SHORT LINE. NO CONFLICTS. TWR THEN CLRS FLT INTO POS AND HOLD ON RWY 12L, FOLLOWED BY TKOF CLRNC. FACTORS: MAINT DELAY AT GATE WITH MEL OPERATIONAL RESTRS FOR FLT TO CONSIDER AND BRIEF PRIOR TO TKOF. FO HEADS-DOWN DUE TO RWY CHANGE -- FMS. LESS-THAN-IDEAL RWY/TXWY LAYOUT AT FIELD. CAPT EAGER FOR DEP TO MAKE UP TIME. PREVENTION: CAUTIOUS TAXIING, ESPECIALLY NEAR RWYS. FO'S WATCH TAXI PROGRESS DILIGENTLY, ESPECIALLY WHEN CLRED TO 'HOLD SHORT WHEN CREW FINDS ITSELF IN A HURRY, SLOW DOWN AND XCHK ACTIONS OF BOTH CREW MEMBERS.

Synopsis

RWY INCURSION AT STL, MO.



ACN: 485768

Time

Date : 200009

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Jetstream 32

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : MD-82

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 485768

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 485791

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 485431

Person / 4

Function.Flight Crew : First Officer

ASRS Report : 485794

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Unable

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other.Other : ABORT AND GO AROUND

Narrative

THE CTLR GAVE US SEVERAL HDG CHANGES, AND ASKED US IF WE HAD THE ARPT AND A B757 INBOUND RWY 12R IN SIGHT. WE ACKNOWLEDGED BOTH THE ARPT AND THE JET IN SIGHT, UPON WHICH SHE CLRED US FOR THE VISUAL APCH RWY 12L. APPROX 1000 FT TO 700 FT AGL, SHE TOLD US TO THEN EXPECT RWY 13 INSTEAD. A FEW SECONDS LATER, WE WERE CLRED TO LAND ON RWY 13. I DID NOT HAVE TIME TO BRIEF MY FO ON WHICH TXWY WE WOULD USE TO EXIT THE RWY. UPON LNDG, I APPLIED THE BRAKES, AND AS WE WERE APCHING THE TXWY N, SHE TOLD US TO 'TAKE THE HIGH SPD OFF THE RWY.' THE STATEMENT CONFUSED ME, AS THERE IS NO HIGH SPD TXWY OFF RWY 13. AS I WAS PASSING TXWY N, THE CTLR SAID 'I'M SORRY, WHAT I MEANT WAS, TAKE TXWY, N, YOU CAN MAKE A 180 DEG TURN IF YOU WANT.' THE LAST FEW WORDS OF HER CLRNC THOUGH, I WAS NOT ABLE TO DISTINGUISH, AS I WAS ADDING SOME DIFFERENTIAL PWR TO TURN THE AIRPLANE AROUND. MY FO QUICKLY RESPONDED TO HER CLRNC, YET I COULD ONLY HEAR HIM VERY FAINTLY AS HE WAS HOLDING IN THE PUSH-TO-TALK MIKE SWITCH. AS I WAS TURNING AROUND AND TURNING ONTO TXWY N, I WAS TAXIING VERY SLOWLY, AND I NOTICED AN ACFT AT THE END O RWY 12L WHICH DIDN'T APPEAR TO MOVE. I STOPPED ON TXWY N WITH MY NOSEWHEEL JUST ABOUT 1 FT PAST THE HOLD SHORT LINE. AT THAT POINT, THE CTLR SAID 'ACR X STOP.' A FEW SECONDS LATER, THE CTLR TOLD ACR Y JET ON RWY 12L THAT THEIR TKOF CLRNC WAS CANCELED AND ANOTHER JET INBOUND RWY 12L TO LAND TO GO AROUND. WE WERE LATER TOLD BY THE CTLR TO CALL THE TWR, AND AFTER PARKING THE AIRPLANE, I WALKED UPSTAIRS TO THE TWR WHERE I TALKED TO THE SUPVRS STL ATCT CTLR AND ATCT CTLR. I WAS TOLD BY CTLR TO CALL BACK LATER ON THAT NIGHT TO HEAR MORE ABOUT THEIR FINDINGS. LATER THAT NIGHT I CALLED BACK AND TALKED TO CTLR WHO IS IN CHARGE OF QUALITY ASSURANCE. TOLD ME THAT THEY FOUND THAT I HAD NOT VIOLATED THE SAFETY DISTANCE TO THE OTHER ACFT, BUT SINCE MY NOSEWHEEL HAD CROSSED THE HOLD SHORT LINE, IT WAS A ROUTINE PROC TO CANCEL ANY TKOF AND LNDG CLRNCs. HE ALSO TOLD ME THAT HE FOUND SOME OF THE INSTRUCTIONS I RECEIVED TO BE INCORRECT, AND THAT HE COULD UNDERSTAND WHY THOSE INSTRUCTIONS COULD BE VERY CONFUSING TO ME. HE THEN TOLD ME HE WOULD STAY IN TOUCH WITH MY COMPANY'S SAFETY COORDINATOR, CAPT ACR X.

Synopsis

CAPT OF A BRITISH JETSTREAM JS32 STOPPED PAST THE RWY HOLD SHORT LINE CAUSING THE TWR TO ABORT THE TKOF OF A SUPER MD80 AND ANOTHER ACFT ON FINAL TO BE SENT AROUND.

ACN: 486163

Time

Date : 200009

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : DC-9 50

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 486163

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 486005

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Narrative

AFTER HOLDING SHORT OF RWY 12R ON RWY 6 AT STL, WE WERE INSTRUCTED TO TAXI ACROSS RWY 12R WITHOUT DELAY. AFTER XING, CAPT WAS DISTR BY DEP ACFT (AN ACFT TAXIING ON TXWY C NEXT TO US). AFTER I POINTED OUT HOLD SHORT SIGNS THAT WE WERE RAPIDLY APCHING, HE STOPPED THE ACFT WITH APPROX 5-10 FT OF ACFT PAST HIS LINE. TWF THEN INSTRUCTED US TO CROSS RWY 12L AND MAKE 180 DEG TURN AND HOLD SHORT, WHICH WE DID. WE WERE THEN INSTRUCTED TO CALL ON GND BACK AT DTW. ONE OF THE CONTRIBUTING FACTORS IS, I FEEL, THE HIGH SPD LINES ON RWY 6 FOR RWY 12L ARE POORLY MARKED AND DISPLACED AT A GREATER DISTANCE FROM THE RWY THAN NORMAL. ALSO, FLASHING LIGHTS ON EITHER SIDE OF RWY WOULD HAVE MADE THE HIGH SPD POS MORE OBVIOUS.

Synopsis

RWY INCURSION AT STL, MO. HOLD SHORT MARKINGS ARE QUESTIONED.

ACN: 487525

Time

Date : 200010

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 487525

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 488409

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : CRM / DISTR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Other : STOPPED ACFT

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I LANDED ON RWY 30R AT STL. THE CAPT TOOK THE CTLS AT ABOUT 60 KTS FOR THE TAXI. WE EXITED THE RWY AT INTXN G. I CONTACTED GND CTL AT THAT TIME. WE WERE INSTRUCTED TO HOLD SHORT OF RWY 30L ON INTXN G. I READ THE CLRNC BACK TO ATC. AFTER THIS, THE CAPT CALLED FOR THE AFTER LNDG CHKLIST. I WENT ABOUT MY DUTIES PERFORMING THE AFTER LNDG CHKLIST. IN DOING THESE DUTIES I WAS NOT ABLE TO LOOK OUTSIDE FOR THE SHORT TAXI TO THE HOLD LINE AT INTXN G AND RWY 30L. WHEN I FINISHED, I LOOKED UP AND NOTICED WE HAD ROLLED ABOUT HALFWAY ACROSS THE HOLD LINE AND STILL MOVING TOWARD THE ACTIVE RWY 30L. THE CAPT, AT ABOUT THE SAME TIME, MUST HAVE REALIZED WHAT HE HAD DONE BECAUSE HE STOPPED THE AIRPLANE. THE NOSE OF THE AIRPLANE WAS ABOUT 50 FT FROM THE EDGE OF THE RWY AT THAT POINT. ANOTHER ACFT HAD LANDED ON RWY 30L JUST AFTER WE STOPPED AND ROLLED PAST US ABOUT 4 SECONDS AFTER WE STOPPED. WE WERE THEN CLRED TO CROSS RWY 30L AFTER ALL OF THIS AND TAXI TO THE GATE. WE WERE ALSO INSTRUCTED TO CALL THE APPROPRIATE PHONE NUMBER TO ATC WHEN WE GOT TO THE GATE. IN RETROSPECT, I NEVER DID HEAR THE CAPT READ BACK THE HOLD SHORT CLRNC TO ME AFTER I READ IT BACK TO ATC. NEXT TIME I WILL MAKE SURE WE BOTH HEARD THE CLRNC AND VERBALIZE IT. I WILL ALSO TRY TO MONITOR OUTSIDE MOVEMENT OF THE ACFT IN ALL PHASES OF FLT MORE CLOSELY. I'LL ALSO LET THE CAPT KNOW WHEN MY EYES HAVE TO GO 'INSIDE' THE COCKPIT. OBVIOUSLY, THIS WOULD HAVE BEEN AVOIDED IF I WAS LOOKING OUTSIDE AND WE WEREN'T IN SUCH A HURRY TO CLEAN UP THE ACFT IN BTWN RWYS. SUPPLEMENTAL INFO FROM ACN 488409: AS I APCHED RWY 30L I MOMENTARILY MISTOOK RWY 30L FOR A TXWY. I FEEL THAT THE LIGHTING SYS WITH THE FLASHING YELLOW LIGHTS GOES A LONG WAY TO ATTRACT A PLT'S EYES AND HIS ATTN. THIS TXWY ONLY HAD THE PAINTED LINE.

Synopsis

RWY INCURSION. AN MD80 FLT IS STOPPED HALFWAY OVER THE HOLD SHORT LINE, 50 FT FROM RWY 30L ON TXWY G AS ANOTHER ACFT ROLLS BY ON RWY AT STL, MO.

ACN: 488355

Time

Date : 200010

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 488355

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE HAD JUST COMPLETED A REVENUE FLT AND HAD UNLOADED OUR PAX AT THE GATE. CTL INSTRUCTED US TO TAXI VIA TXWY A TO TXWY N TO HOLD SHORT OF RWY 30L. WE DID SO, AND HELD SHORT OF RWY 30L FOR APPROX 2 MINS. IT WAS OBVIOUS THE GND CTLR FORGOT ABOUT US, SO WE REMINDED HIM THAT WE WERE HOLDING SHORT. THERE WAS 1 ACFT ON A LONG FINAL TO WHAT APPEARED TO US TO BE RWY 30L. THE CTLR CAME BACK WITH SOMETHING LIKE 'CROSS RWY 30L&R TO THE RAMP.' MY FO READ BACK 'ROGER, CROSS RWY 30L&R.' WE EXPEDITED ACROSS RWY 30L&R, UTILIZING OUR STANDARD CRM PROC AS WE APCHED EACH RWY HOLD LINE OF CONFIRMING WITH EACH OTHER THAT WE WERE 'CLRED TC CROSS AND CLR L AND R' WHILE VISUALLY SCANNING THE DEP/ARR PATHS. WHEN WE WERE 1/2 WAY ACROSS RWY 30R, THE GND CTLR (WHO I BELIEVE WAS ALSO WORKING THE TWR FREQ AT THAT LATE HR) QUERIED 'ACR X, ARE YOU HOLDING SHORT RWY 30R?' THEN CAME BACK WITH 'EXPEDITE ACROSS, THERE'S TFC ON SHORT FINAL TO RWY 30R.' WHEN WE WERE SAFELY ACROSS, I STATED THAT MY FO HAD READ BACK THE CLRNC TO CROSS BOTH RWYS. WE WERE TOLD TO CALL THE TWR, WHICH WE DID AFTER SECURING THE ACFT FOR THE NIGHT. WHEN I CALLED THE TWR, THE GND CTLR APOLOGIZED AND SAID THAT HE REALIZED THAT HE HAD FAILED TO CORRECT THE READBACK AFTER HE RAN DOWN AND LISTENED TO THE TAPES OF THE RADIO XMISSIONS. HE STATED THAT HIS ORIGINAL CLRNC WAS TO CROSS RWY 30L AND HOLD SHORT OF RWY 30R, AND THAT THE FO READ BACK TO CROSS BOTH RWYS, AND THAT HE NEVER CAUGHT THE ERROR. I DON'T BELIEVE THAT THERE WAS ANY SERIOUS LOSS OF SEPARATION IN THIS INCIDENT, AS THE LNDG TFC WAS STILL SEVERAL MI OUT ON FINAL, WHICH WE CONFIRMED BY DOING A VISUAL CHK BEFORE XING. FACTORS WHICH CONTRIBUTED TO THIS BREAKDOWN IN SAFETY INCLUDED THE TWR'S ORIGINAL UNCLR XMISSION, WHICH BOTH THE FO AND MYSELF MISUNDERSTOOD, AS WELL AS THE CTLR'S FAILURE TO GET THE STANDARD HOLD SHORT READBACK REQUIRED WHEN ASKED TO HOLD SHORT OF A RWY. I BELIEVE THAT A SAFER PROC WOULD INVOLVE REQUIRING VERBAL CONFIRMATION FOR XING EVERY RWY, ALTHOUGH THIS MAY NOT BE FEASIBLE AT A BUSY ARPT LIKE STL, WHERE FREQ CONGESTION ON THE RADIO IS AN ADDED PROB. PERHAPS AN ALTERNATE IDEA TO IMPROVE SAFETY ON THE GND WOULD BE A STOP/GO LIGHT SYS FOR CLRNC TO CROSS AT EVERY TXWY/ACTIVE RWY INTXN, ALLEVIATING THE NEED FOR RADIO COMS ALTOGETHER.

Synopsis

CL65 FLC TAXI ACROSS STL RWYS 30L&R WITH TFC ON FINAL. DISCUSSION WITH TWR DETERMINED ATC MISSED INCORRECT READBACK.

ACN: 496774

Time

Date : 200103

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 496774

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : SIMILAR CALL SIGNS

Independent Detector.Other.ControllerA : 5

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE WAITING BEHIND COMPANY MD80 AT INTXN R (STL ARPT) WE HEARD THEM CLRED ACROSS RWY 30L. NEXT WE HEARD, 'A-B-C CLRED ACROSS RWY 30L.' MY FO ANNOUNCED 'ACR X, ABC CLRED ACROSS RWY 30L.' WE VISUALLY CLRED L AND R FOR TFC AND STARTED ACROSS THE HOLD SHORT LINE. THE CTLR STATED 'ACR X EXPEDITE ACROSS RWY 30L, PREVIOUS CLRNC WAS FOR ACR Y.' I INQUIRED ABOUT US DEFINITELY BEING CLRED ACROSS RWY 30L AND IF THERE WERE CONFLICTING CALL SIGNS. THE CTLR STATED THAT XING CLRNC WAS FOR 'ACR Y, XABC' BUT HE HAD 'COORDINATED OUR XING WITH THE TWR WHEN HE SAW US MOVING. POSSIBLY THE ACR Y, X' OF 'ACR Y, XABC' WAS BLOCKED BY OUR COMPANY TFC XING BEFORE US. AFTER THEIR XING INSTRUCTIONS, WE HEARD JUST 'ABC CLRED ACROSS RWY 30L.' WE ASSUMED IT WAS MEANT FOR US (ACR X, ABC) AS WE WERE NEXT AT INTXN R. WE DID VISUALLY CLR THE RWY FOR POTENTIAL TFC AND THERE WAS NOT ANY CONFLICT.

Synopsis

AN MD80 CREW FOLLOWED A CLRNC FOR ANOTHER ACFT WITH A SIMILAR CALL SIGN AT STL.

ACN: 510967

Time

Date : 200105

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 510967

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510969

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Instruction : Trainee

Function.Controller : Ground

Person / 5

Function.Instruction : Instructor

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

MAY/XA/01, ACFT XXX AT APPROX XA50 EXITED RWY 12L TO HOLD SHORT RWY 12R BEHIND ACR Y IN STL. WE READ BACK THE EXIT AND HOLD SHORT BEHIND ACR Y, CONTACTED GND 121.9. CONTACTED GND AND REPEATED HOLD SHORT RWY 12R. HELD WITH ACR Y IN FRONT FOR ABOUT 1-2 MINS, THEN CLRNC TO CROSS RWY 12R TO PARKING EXPEDITE. WE READ BACK 'FLT XXX ACR X CLR TO CROSS RWY 12R TO PARKING.' NO RESPONSE FROM GND UNTIL JUST PRIOR TO PULLING IN TO GATE AT ENG SHUTDOWN. THEY ASKED IF WE HAD RECEIVED A CLRNC TO CROSS THE RWY. WE RESPONDED YES WE HAD AND THAT WE HAD READ IT BACK TO THEM. THEY SAID THEY HAD TRAINING GOING ON AT THE TIME AND THAT THEY WOULD GET BACK TO US. CAPT SPOKE TO THEM AGAIN AND THE SUPVR TOLD HIM THAT THEY HAD REVIEWED TAPES AND NOTHING WAS GOING TO BE RPTED BUT JUST WANTED US TO BE AWARE OF DANGER OF XING RWYS WITHOUT A CLRNC. HE SAID TRAINING IN THE TWR/GND WAS TAKING PLACE AT THE TIME. NO ACTIONS REQUIRED. AT NO TIME WAS THERE ANY DANGER TO ANY ACFT OR PERSONNEL. SUPPLEMENTAL INFO FROM ACN 510989: ATC GND HAD TRAINEE WORKING FREQ. 3 OTHER ACR FLTS AND OUR ACFT WAITING TO CROSS RWY 12R AT STL AFTER LNDG RWY 12L. CTRL'S ATTEMPT TO CLR MULTIPLE ACFT ACROSS AT ONCE (STANDARD PRACTICE AT STL) MUFFED THE CALL SIGNS. THE READBACK WAS CLR, NO 'SLANG' AND NOT BLOCKED. AFTER READBACK WAS LONG SILENCE ON FREQ WHERE OPPORTUNITY TO CORRECT CLRNC WAS AVAILABLE. THIS WAS AN ATC DEV AS THE TRAINEE OR HIS SUPVR DID NOT CORRECT THE CLRNC READBACK.

Synopsis

2 ACR FLTS ARE ACCUSED BY GND CTL SUPVR OF XING RWY 12R WITHOUT CLRNC AT STL, M

ACN: 513045

Time

Date : 200105

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Jetstream 32

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Jetstream 41

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513045

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Supervisor

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE HOLDING SHORT OF RWY 30L AT INTERSECTION ROMEO AT STL I HEARD A CLRNC TO TAXI INTO POS AND HOLD RWY 30L AT ROMEO. I READBACK THE CLRNC AND WE PROCEEDED TO TAXI ONTO THE RWY. I THEN HEARD A CLRNC TO TAKEOFF AND READBACK THAT CLRNC BEFORE WE DEPARTED. THERE WAS AN ACR (ABD) JETSTREAM 41 BEHIND US AT INTERSECTION ROMEO HOLDING SHORT. ATC STATES THAT HE CLRED ON ACR Z INTO POS AND HOLD ON RWY 30L, BUT NEVER CLRED US, ACR (ABC) INTO POS. TWR STATED ON THE PHONE THAT THE CTLR LOOKED DOWN AND SAW US ON THE RWY AND THOUGHT IT WAS ACR (ABD). HE THEN STATES THAT HE CLRED ACR (ABD) FOR TAKEOFF FROM RWY 30L AT ROMEO AND THAT HE THOUGHT WE ACR (ABC) WERE STILL HOLDING SHORT. HE THEN STATED THAT HE DID NOT KNOW WHO HAD JUST DEPARTED UNTIL OUR TAG CAME UP ON RADAR. I AM CERTAIN THAT I READBACK ALL CLRNCs AND READBACK OUR FIRST TURN TO A 180 DEG HEADING TWICE. IT HAS BEEN DISCOVERED THAT THE ACFT I WAS IN MAY HAVE SOME TYPE OF RADIO PROB AS ATC DESCRIBED IT AS 3 OUT OF 5 AND BROKEN ON A SUBSEQUENT FLT ON THE SAME DAY. I BELIEVE THE VOLUME OF TFC RUNNING INTO AND OUT OF STL IS DEFINITELY A FACTOR DUE TO RADIO CHATTER. I ALSO QUESTION ATC'S PROCS AS THEY SEEMED NOT TO KNOW WHAT WAS HAPPENING. THEY SEEMED WILLING, HOWEVER, TO CLR WHOEVER WAS ON THE RWY FOR TAKEOFF. TWR WAS AWARE OF WHERE I WAS BECAUSE I REQUESTED THE INTERSECTION TKOF, AND HAD TO WAVE THE WAKE TURB DELAY. HE THEN ASKED ACR (ABD) IF THEY COULD ACCEPT A ROMEO DEP AND THEY ACCEPTED AND HE TOLD THEN TO TAXI AND HOLD SHORT BEHIND THE JETSTREAM. THIS INDICATES THAT THE TWR CONTROLLER KNEW WHO WAS NUMBER 1 AND WHO WAS NUMBER 2. THERE WAS NEVER ANY OBJECTION FORM ATC ON EITHER OF MY READBACKS. I BELIEVE THAT IF ATC DID NOT WANT AN ACFT ON RWY 30L AT ROMEO THEY SHOULD HAVE CALLED AND CORRECTED THE MISTAKE INSTEAD OF GIVING (AS THEY SAY) A CLRNC FOR TKOF TO AN ACFT THAT WAS HOLDING SHORT AT AN INTERSECTION BEHIND THE ACFT ON THE RWY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT HE DID NOT LEARN OF THE RWY INCURSION UNTIL THE FOLLOWING DAY WHEN HE RECEIVED A NOTE AT COMPANY DISPATCH REQUESTING A CALL TO THE STL TWR SUPVR. THE TWR SUPVR ALLEGEDLY SAID THAT TAPES INDICATED THAT HE HAD TAKEN A CLRNC FOR ANOTHER ACFT, BUT THAT THE ERROR WAS NOT CAUGHT IN READBACK BY THE CTLR. THE SUPVR ALSO NOTED THAT TRAINING WAS IN PROGRESS IN THE TWR AT THE TIME OF THE INCIDENT RPTR ALSO ADMITS THAT DISTRACTION FROM LISTENING TO COMPANY FREQ CONTRIBUTED TO A LOSS OF SITUATIONAL AWARENESS

Synopsis

ACR ABC TAKES POS AND HOLD, AND TAKEOFF CLRNC INTENDED FOR ACR ABD. CTLR DID NOT CATCH ERROR IN READBACK. NO ACTUAL CONFLICT OCCURRED.

ACN: 518485

Time

Date : 200109

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Jetstream 41

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : BAe 146 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Controller : Ground

ASRS Report : 518485

Person / 2

Function.Controller : Local

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 518761

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.ControllerB : 2
Independent Detector.Other.Flight CrewA : 3
Independent Detector.Other.Flight CrewB : 6
Resolutory Action.Flight Crew : Rejected Takeoff

Narrative

ACR X, JS41, HOLDING SHORT OF RWY 30L AT TXWY B. ACR Y ANOTHER JETSTREAM MAINT, HOLDING SHORT OF RWY 30R AT G TXWY. ANOTHER MAINT TAXI ACFT ALSO WAS HOLDING SHORT OF RWY 31. WHILE AWAITING N LOCAL TO GIVE ME CLRNC TO CROSS RWY 30R AND RWY 31 WITH THE ACR Y, I WAS FORMULATING MY PLAN ON ALL MY CROSSINGS. WHEN LCL GAVE ME CLRNC TO CROSS, I MUST HAVE HAD JUST THOUGHT OF ACR X'S PLAN ON HIS CROSSING OF RWY 30L. I WAS INTENDING TO CROSS RWY 30R AND RWY 31 WITH THE ACR Y I SAID 'ACR X, CROSS RWY 30R AND RWY 31 TAXI TO...' WHEN I HEARD THE READBACK, IT TOOK A SECOND FOR THE 'ACR X' TO SINK IN AND THEN I REALIZED THE WRONG ACFT WAS MOVING. AS I STARTED TO TELL HIM HE TOOK THE WRONG CLRNC. I NOTICED HE WAS GOING OUT ONTC THE RWY AND I TOLD S LOCAL TO CANCEL THE DEPARTURES TKOF CLRNC. I DID NOT THINK I HAD SAID 'ACR X', BUT REVIEW OF THE TAPE CONFIRMED I HAD. REVIEWING THE SCENARIO, I HAD GOTTEN TOO FAR INTO PLANNING AND WHEN IT CAME TO IMPLEMENTING, I DID NOT USE MY PAD TO UPDATE MY THOUGHTS. SUPPLEMENTAL INFO FROM ACN 518761: AFTER LNDG ON RWY 30R AT STL, I WAS TOLD TO HOLD SHORT OF 30L AT TXWY BRAVO, WHICH I DID. SHORTLY THEREAFTER, GND CTL SAID 'ACR Y (WHICH WAS OUR CALLSIGN) CROSS 30R' AT WHICH TIME I CLRED VISUALLY AND STARTED ACROSS THE RWY. ONCE ON THE RWY, GND INFORMED US 'THAT CLRNC WAS NOT MEANT FOR US.' I CLRED THE RWY AND TAXIED TO PARKING. GND CTL GOT US MIXED UP WITH ANOTHER ACFT AT ANOTHER INTXN.

Synopsis

GND CTLR AT STL ISSUED RWY CROSSING INSTRUCTIONS TO WRONG ACFT.

ACN: 525670

Time

Date : 200109

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 525670

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 525941

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : VISIBILITY RESTRICTION/SUN POSITION

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Company Review

Narrative

I AM IN STL, IT IS THE LAST DAY OF A 4 DAY AND THE FIRST FLT OF THE DAY. WE PUSHED ON TIME AND CONTACTED GND FOR TAXI. THE GND CTL THEN ISSUED THE FOLLOWING INSTRUCTIONS: ACR X TAXI TO 30R, HOLD SHORT OF 30L, AT TXWY NOVEMBER. WHILE HOLDING SHORT AT 30L, THE GND CTLR ISSUED HIS SECOND INSTRUCTIONS ACR X EXPEDITE TO CROSS 30L, ACFT ACR Y MD-80 ON TXWY PAPA WILL FOLLOW YOU TO 30R. I LOOKED RIGHT (INTO THE SUN) SAW THE ACFT ON FINAL, LOOKED LEFT AND SAW THE ACR Y MD-80 ON TXWY PAPA AND PROCEEDED TO START MY RWY XING. I CLERED TO THE RIGHT FOR TFC ON 30L WHEN ANOTHER ACR Z MD-80 CROSSED IN FRONT OF OUR ACFT TAKING OFF. I KNOW I ALREADY HAD CROSSED THE HOLD SHORT LINE. I ESTIMATE THE ACFT'S WING (LEFT) WAS APPROX 35 FT FROM OUR ACFT. NO MAJOR ACTION WAS TAKEN EXCEPT APPLICATION OF THE BRAKES. WE THEN CROSSED 30L. I CALLED CLRNC DELIVERY AND REQUESTED A PHONE NUMBER TO CALL GND AT DEST. I WAS GIVEN A PHONE NUMBER BUT COULD NOT REACH STL GND SUPVR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR INDICATED THAT THERE WAS NO RPT OF THE DEP TFC WHO WAS ON TWR FREQ. IT IS COMMON TO CLR MORE THAN ONE ACFT AT A TIME ACROSS THE ACTIVE RWY AT MULTIPLE INTXNS AND IN TRAIL AT THE SAME INTXN WHILE ON GND CTL FREQ AT THIS POINT.

Synopsis

WITH CLRNC TO CROSS A RWY AN ACR PLT CROSSES THE HOLD SHORT LINE. WHILE CLEARING FOR TFC HE OBSERVES AN UNRPTD ACR ON TKOF ROLL. A SUCCESSFUL STOP IS MADE JUST BEYOND THE HOLD SHORT LINE.

ACN: 527995**Time**

Date : 200110

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 527995

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 527994

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : ACFT

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

ON TAXI OUT, WE HELD SHORT OF RWY 12R AT TXWY E. WE WERE THEN INSTRUCTED TO CROSS RWY 12R AND EXPEDITE FOR RWY 12L. AFTER WE CROSSED, I DIVERTED MY ATTN TO INSTRUCT THE FO ON N FREQ 120.05 VERSUS S 118.5. I THEN FOCUSED ON AN ACFT ON APCH FOR RWY 12L. I DIVERTED MY ATTN FROM THE TXWY. SIMULTANEOUSLY, AS I SAW THE HOLD LINE PASS UNDER MY NOSE, I SLAMMED ON THE BRAKES AND TWR SAID 'STOP THERE.' TOO LATE -- 'SICK FEELING' -- HOLD LINE ALREADY PASSED MY SHOULDER AND TWR SENT ACFT OF FINAL AROUND. I WAS INSTRUCTED TO CALL STL TWR SUPVR WHEN WE LANDED AT MCO. KEEP TASK IN MIND, EYES ON TXWY VERSUS TRYING TO FIGURE OUT WHICH RWY THE ACFT WAS LNDG ON -- SITUATIONAL AWARENESS!

Synopsis

ON TAXI OUT AT STL, PIC BECOMES DISTR IN EXPLAINING FREQ ASSIGNMENT AND CROSSES HOLD SHORT LINE WITH TFC ON FINAL.

ACN: 528224

Time

Date : 200110

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : B717 (Formerly MD-95)

Aircraft / 4

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 5

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 528224

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 5
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE WERE TAXIING OUT AT STL TO RWY 30L. WE WERE E BOUND ON TXWY D. I WAS HOLDING SHORT OF TXWY S SO ACFT Y ON TXWY A COULD TAKE THE RWY IF APPLICABLE. THERE WAS ACFT Z, ON TXWY S HOLDING SHORT OF RWY. WE WERE IN A POSITION TO BE NEXT OR THE ACFT HOLDING ON TXWY A. AS WE WERE HOLDING WE HAD TO CALL FOR OUR TKOF NUMBERS AND THEY ARRIVED ON THE PRINTER. THE TWR TOLD ACFT W TO TAXI INTO POSITION. AT THIS POINT I LOOKED AROUND FOR A MD80 OR 757 BECAUSE THAT IS WHAT IS NORMALLY USED TO FLY FLT XXX. THERE WERE NO 757 OR MD80 VISIBLE. TO THE BEST OF MY KNOWLEDGE 717'S NEVER GO THERE. THE TWR CLRED FLT XXX FOR TKOF. I NEVER DID SEE FLT XXX TKOF. MAYBE HE USED AN INTXN OR MAYBE THE TWR WAS USING FREQ 118.5 FOR BOTH RWYS I DON'T KNOW. THE FO AND I HAD A BRIEF DISCUSSION ABOUT THIS. I FELT LIKE I WAS JUST TRYING TO STAY IN THE LOOP OF THINGS. DURING THIS SAME TIME FRAME THE 717 ACFT Z WAS CLRED FOR TKOF. THE TWR ASKED US IF WE WERE READY. WE WERE COMPLETING OUR TAXI CHKLIST AND I TOLD THE FO TO TELL THEM WE WERE READY. I ALSO NOTICED THAT IT WAS GETTING DARKER TO THE W AND I FELT LIKE THE SOONER WE GOT GOING THE BETTER. TO MY BEST RECALL, THE TWR TOLD US TO TAXI UP TO THE NUMBER POSITION AND HOLD SHORT. I SAID POSITION AND HOLD. I LOOKED TO THE E AND I DID NOT SEE ANYONE ON FINAL. I TURNED ONTO TXWY S AND WENT INTO TKOF POSITION ON RWY 30L AND HELD. AS WE WAITED IN POSITION, I THINK SOMEONE CROSSED THE RWY DOWN FIELD, BUT I AM NOT SURE. THE NEXT THING THAT HAPPENED WAS FLT YYY, ACFT V, ANNOUNCING HE WAS GOING AROUND. THIS CAME FROM FLT YYY NOT THE TWR. ALL THE TIME WE WERE IN POSITION, THE TWR APPARENTLY WAS NOT AWARE OF IT. AT THIS POINT THE TWR ASKED US WHY WE WERE THERE. THE FO TOLD THE TWR WE MADE A MISTAKE. AFTER A SHORT PERIOD WE WERE CLRED FOR TKOF. SEVERAL FACTORS LED TO THIS SIT. PREOCCUPATION WITH WX, CHKLISTS, AND AN UNKNOWN ACFT ON RWY 30L THAT I HEARD BUT DID NOT SEE. PERHAPS I HEARD WHAT I WANTED TO HEAR-POSITION AND HOLD. IT SEEMED LIKE THE LOGICAL SEQUENCE AT THE TIME WHEN THE TWR ASKED US IF WE WERE READY. I HAVE REEVALUATED MY ACTIONS AND HAVE DECIDED TO MAKE THE FOLLOWING CHANGES TO MY COCKPIT OP. I WILL MAKE ALL COCKPIT CALLS LOUDER AND BE EVEN MORE AWARE OF COMPOUNDING DISTRACTIONS THAT CAN HAVE A DETRIMENTAL EFFECT ON THE OP.

Synopsis

AN ACR CREW TAXIES INTO POS TO HOLD WITHOUT PROPER CLRNC CAUSING A GAR BY ARRIVING ACR.

ACN: 528405

Time

Date : 200110

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 528405

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

FLT XYZ HOLDING ON TXWY D SHORT OF TXWY S FOR RWY 30L. CREW WAS BUSY GETTING TKOF NUMBERS, DOING TAXI AND BEFORE TKOF CHKLISTS. TWR XMITTED 'ACR FLT XYZ, TAXI UP TO THE #1 POS AND HOLD SHORT.' IN THE COCKPIT THE 'POS AND HOLD' PORTION REGISTERED. WE TAXIED ONTO THE RWY AND HELD IN POS. ACR FLT XYA HAD TO GO AROUND. I BELIEVE THAT POOR PHRASEOLOGY CONTRIBUTED TO THE INCURSION. MIXING 'PO AND HOLD' AND 'HOLD SHORT' WORDS IS CONFUSING.

Synopsis

ATCT LCL CTLR AT STL USED MISLEADING PHRASEOLOGY CAUSING AN MD80 CREW TO TAXI INTO POS AND HOLD. AN ACFT ON FINAL WENT AROUND.

ACN: 531228

Time

Date : 200111

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-200

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 531228

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : ACFT GAR

Narrative

CROSSED HOLD LINE OF ACTIVE RWY. AFTER LNDG ON RWY 30R IN STL, WE EXITED AT TXWY I AND CALLED GND. GND GAVE US A CLRNC OF R ON TXWY P, L ON TXWY H, HOLD SHORT OF RWY 30L. I READ BACK THE COMPLETE CLRNC. AS WE TURNED L ON TXWY H, WE ROLLED PAST THE HOLD LINE FOR RWY 30L, BUT STOPPED SHORT OF THE RWY. ACFT ON SHORT FINA FOR RWY 30L WENT AROUND.

Synopsis

B737 FLC STOPPED PAST THE ACTIVE RWY HOLD SHORT LINE DURING TAXI RESULTING IN THE TWR SENDING ANOTHER ACFT ON FINAL AROUND EVEN THOUGH THE ACFT WAS NOT PROTRUDING ONTO THE RWY.

ACN: 531231

Time

Date : 200111

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B737-200

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531231

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

AFTER ARRIVING STL ON RWY 30R, TAXIED CLR OF RWY ONTO TXWY N, CONTACTED GND. TOLD TO TURN R ON TXWY P AND L ON TXWY H AND HOLD SHORT OF RWY 30L. WHILE ON TXWY H, PASSED HOLD SHORT PRIOR TO RWY BEFORE STOPPING. TWR SENT ACFT ON FINAL RWY 30L AROUND. NOTHING SAID TO US BY GND AT THIS TIME. TOLD TO CROSS RWY 30L AND TAXI TO GATE AND CALL TWR. THE TXWY WAS VERY DARK AND YOU COULD NOT SEE THE RWY LIGHTS. I KNEW I WAS SUPPOSED TO STOP AND WAS CONCENTRATING ON THAT. I WAS LOOKING SO HARD FOR THE RWY THAT I DID NOT SEE THE HOLD SHORT LINE TILL I PASSED IT. THERE ARE INTERSECTING TXWYS AT THIS AREA AND NO YELLOW HOLD SHORT FLASHING LIGHTS. THE HOLD SHORT SEEMS TO BE BACK FARTHER FROM THE RWY THAN USUAL. MY TAXI LIGHT WAS WEAK AND IT WAS A VERY DARK NIGHT. FLEW TO IND AND BACK LATER THAT NIGHT. RETRACED OUR STEPS AFTER EXITING RWY 30R AND WAS AGAIN ON TXWY H. I COULD SEE HOW I MISSED IT IN THAT LOW LIGHT. ALTHOUGH I DID PASS THE HOLD SHORT LINE, I DID NOT ENTER ONTO THE RWY IN THIS INCIDENT. IT NEEDS YELLOW FLASHERS AT THE HOLD SHORT.

Synopsis

B737 FLC CROSSES STL RWY 30L HOLD SHORT LINE CAUSING A GAR.

ACN-531700

Time

Date : 200112

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 531700

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : SIM CALL SIGNS

Independent Detector.Other.ControllerA : 9

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

OUR ACFT WAS HOLDING SHORT OF RWY 12R IN STL AWAITING CROSSING CLRNC. STL GND CALLED 3 ACFT WITH CROSSING CLRNC. I THOUGHT OUR CALL SIGN WAS ONE OF THE ACFT THAT WAS CLRED TO CROSS. I READ BACK OUR CALL SIGN AND CROSSING CLRNC AND WE CROSSED RWY 12R. THESE WERE NO TFC CONFLICTS WHILE CROSS THE RWY, I.E. DEPARTING OR ARRIVING ACFT. WE WERE 1 OF 3 PLANES CROSSING RWY 12R. AFTER WE CROSSED RWY 12R WE WERE TOLD TO CALL TWR ON THE TELEPHONE. APPARENTLY OUR ACFT WAS NOT ONE CALLED TO CROSS, BUT AN ACFT WITH A SIMILAR CALL SIGN WAS CALLED. IN MY OPINION THE PROB AROSE DUE TO A RECENT CHANGEOVER IN COMPANY CAL SIGNS.

Synopsis

A B757 CREW, TAXIING FOR TKOF AT KSTL, COPIED SOMEONE ELSE'S CLRNC, CROSSING AN ACTIVE RWY.

ACN: 532171

Time

Date : 200112

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Falcon 20FJF/20C/20D/20E/20F

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 532171

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

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 : Detected After The Fact

Narrative

DUE TO HAZY VISIBILITY WE FLEW THE LDA DME RWY 12L APCH AT STL. ON INITIAL CONTACT WITH THE TWR WE ADVISED THAT WE WERE PARKING E CARGO. AFTER WE LANDED WE TURNED L ON TXWY N, AND WHILE THE FO WAS TUNING TO THE GND FREQ, I TAXIED ACROSS RWY 13 AND ONTO THE CARGO RAMP BEFORE RECEIVING CLRNC. THERE WAS A LARGE NUMBER OF ACFT OPS AND ATC WAS VERY BUSY. I WAS TRYING TO EXPEDITE OUR MOVEMENT. RWY 13 WAS NOT BEING USED FOR TKOFS OR LNDGS. ALSO FOR THE SIZE OF AIRPLANE I FLY IT IS IMPOSSIBLE TO CLR RWY 12L WITHOUT PROTRUDING INTO RWY 13. UNFORTUNATELY I LET MY GUARD DOWN AND MADE A MISTAKE.

Synopsis

AN FA20 CREW, AFTER LNDG AT STL, EXITED THE RWY, CROSSED ANOTHER RWY, THEN CONTINUED THEIR TAXI TO THE RAMP WITHOUT TAXI CLRNC.

ACN: 532767

Time

Date : 200112

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : Falcon 20FJF/20C/20D/20E/20F

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532767

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FAST TAXI CREW CONCEPT, CRM

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER LNDG AND SWITCHING ACFT CTL COMMANDS TO THE CAPT, THE CAPT EXITED THE RWY 12L AT STL ON TXWY N AND WITHOUT NOTICE, HE CROSSED RWY 13 RIGHT AFTER EXITING RW 12L AT TXWY N. CAPT WAS TAXIING A LITTLE BIT FAST. GND OR TWR CTL DID NOT STATE A WORD ABOUT THE INCIDENT.

Synopsis

DA20 CREW HAD RWY INCURSION AT STL AFTER THE CAPT DID NOT HOLD SHORT OF RWY 13 ON TXWY N AFTER LNDG.

ACN: 533210

Time

Date : 200112

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533210

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 533073

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FMS PROGRAMMING

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXIING TO RWY 12L STL, MISSED TURN ONTO TXWY 'A,' CROSSED HOLD SHORT LINE OF RWY 12R, GND CTL CALLED 'STOP,' ACFT STOPPED PRIOR TO RWY. CREW WAS RECOMPUTING TKO DATA FOR A RWY CHANGE AT THE TIME. SUPPLEMENTAL INFO FROM ACN 533073: WHILE TAXIING OUT AT STL BOTH PLTS WERE INVOLVED WITH INPUT OF FINAL NUMBERS AND A RWY CHANGE.

Synopsis

AN MD80 CREW, TAXIING FOR TKOF AT KSTL, TAXIED PAST A HOLD SHORT LINE.

ACN: 540128

Time

Date : 200203

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STL.Tower

Make Model : SF 340A

Aircraft / 2

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : STL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 540128

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

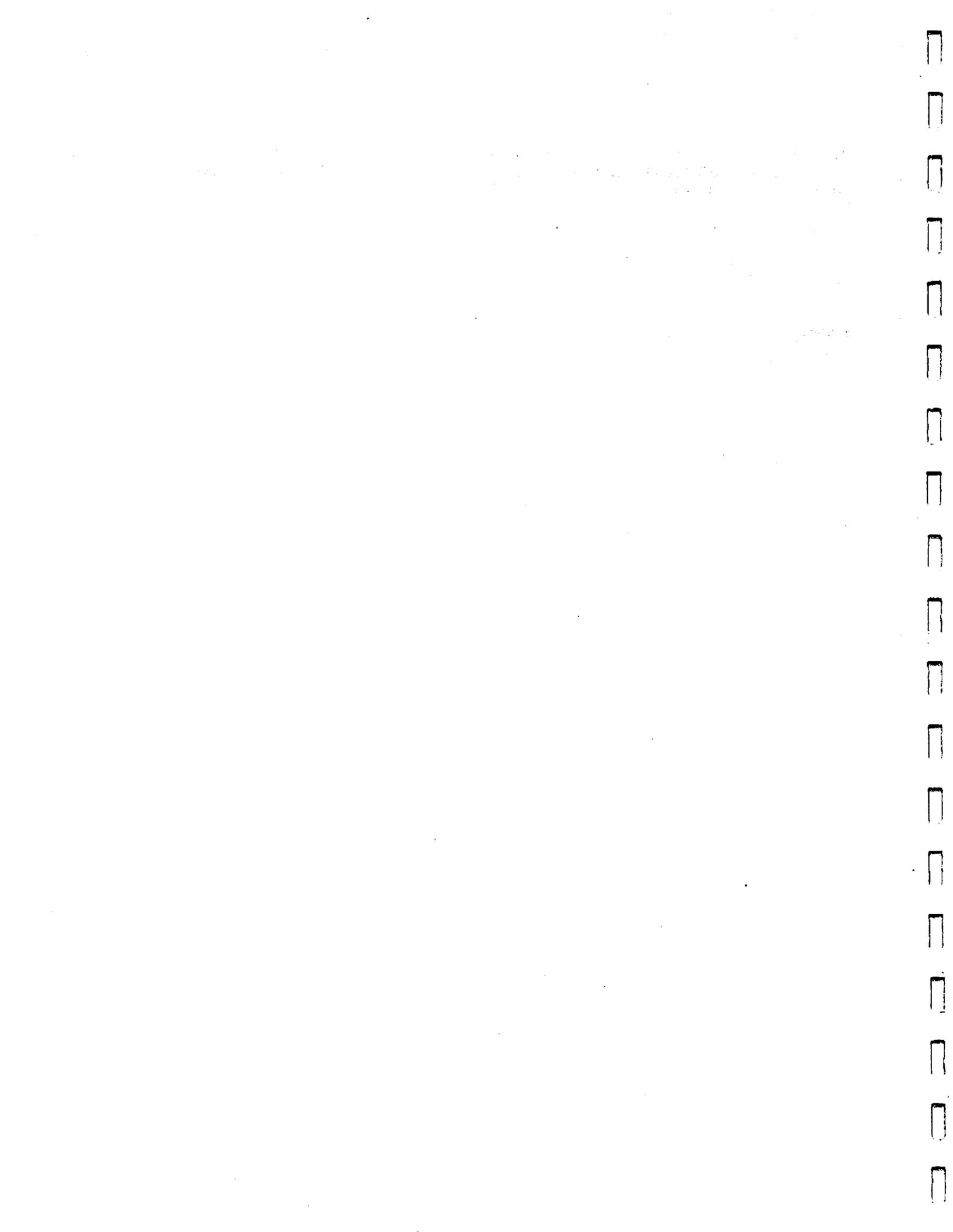
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WAS INSTRUCTED TO HOLD SHORT OF RWY 12R AT TXWY B BEHIND A B737 COMPANY RJ WITH SIMILAR FLT NUMBER. WAS HOLDING SHORT OF RWY 12R AT THE NEXT TXWY TO OUR L. GND INSTRUCTED B737 TO CROSS RWY 12R AND TOLD COMPANY TO CROSS EXPEDITE ACROSS RWY 12R. B737 CROSSED TO THE R AND I THOUGHT I WAS INSTRUCTED TO CROSS ALSO. BY THE TIME I REALIZED GND WASN'T TALKING TO ME, I STOPPED THE ACFT OVER THE HOLD SHORT LINE. THE ACFT WAS ABOUT 1/2 WAY OVER THE HOLD SHORT LINE AND WELL BEFORE THE ACTIVE RWY. I CALLED THE TWR AND WAS TOLD HE HAD TO DO A RPT DUE TO TWR HAVING TO STOP A DEP.

Synopsis

AN SF34 CREW, TAXIING TO GATE AT STL, TAXIED PAST A HOLD SHORT LINE.



**BOS Runway Incursion
“Hot Spots” Incidents**

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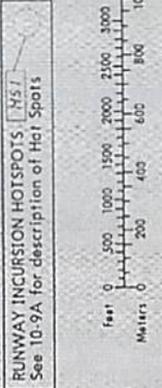
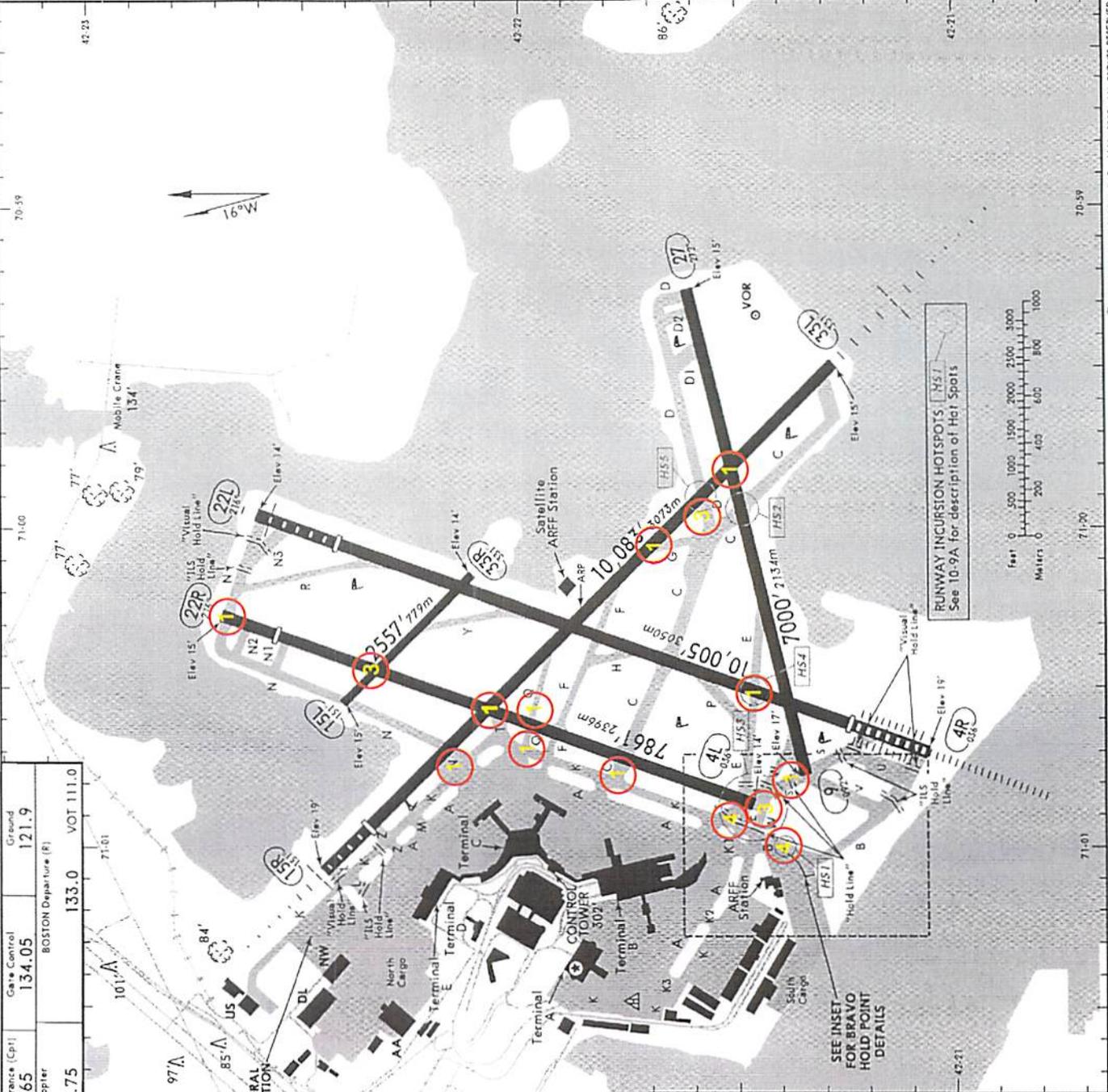
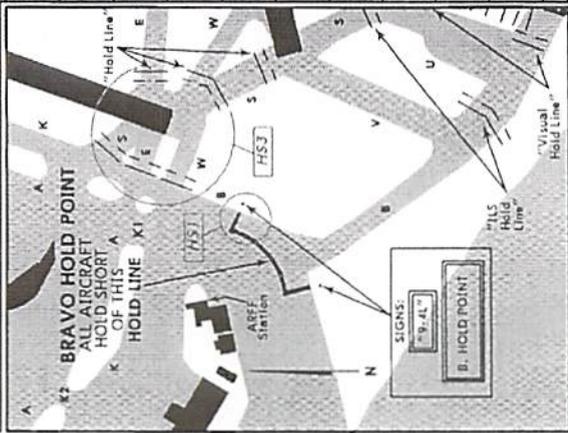
1 MAR 02 10-9

NAD 21.9 M071.00.3

Apr Elev 19'

De-ATIS 135.0	ACARS: D-ATIS PDC TWIP	BOSTON Clearance (CPI) 121.65 Helicopter	Gate Control 134.05 BOSTON Departure (R)	Ground 121.9
BOSTON Tower: Rwys 4R-22L, 9-27 119.1	Rwys 4L-22R, 15L/R-23L/R 128.8	121.75	133.0	VOT 111.0

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.
INTL Terminal, and north and south cargo arrivals contact Massport Gate Control on 131.1 before entering/departing ramp area.



RUNWAY INCURSION HOTSPOTS (HS) / See 10-9A for description of Hot Spots

CHANGES: Hot spots added.

Of 29 runway incursion incidents at BOS, 27 locations were identified.

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Notice: After 7/25/2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.
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Boston Logan International Airport (BOS)

29 Runway Incursion Incidents

Runway 4R	
Taxiway Unidentified	ACN 531092 "After touchdown Runway 4R... Tower said 'make a left on Runway 33L... continued down... Runway 4R... airliner went over... us on a go-around.'"
Runway 4L	
Taxiway B	ACN 460895 " ...advised to expect Runway 4R... instructed to taxi via... Taxiway B... Tower advised us we had crossed Runway 4L without clearance. " ACN 469670 "taxi to... Runway 9 went... 25-30 feet beyond hold point B."
Taxiway E	ACN 508070 " ...at... Taxiway B hold point... instructed... to cross Runway 4L... aircraft on final... Runway 4L... told to go around." ACN 488176 " ...DC9... cleared into position and hold... Runway 22R... heard... cross Runway 22R... saw... DC9 begin to advance... power... crossed... behind the DC9..."
Taxiway Q	ACN 465488 " ...after landing Runway 4L... At Taxiway Q told hold short of Taxiway K for B737... could not clear the runway because the B737 was... on Taxiway K... Controller had cleared, a Dash 8 for takeoff on Runway 4L..." ACN 537184 " ...stopped... before Runway 4L/22R on Taxiway Q... past the hold short line."
Taxiway S	ACN 467990 " ...taxi clearance... Taxiway S, hold short of Runway 4L... crossed illegally." ACN 482620 " ...taxiing... to Runway 9 via... K,W,S, hold short... Runway 4L... taxied across without clearance..." ACN 509441 " ...Runway 4L... given... clearance to cross... possible that... clearance... was for another aircraft..." ACN 509463 " ...clearance was... taxi via K, S, hold short... 4L... made the turn onto S... then... across Runway 4L... realized we were to hold short of Runway 4L..."
	ACN 510419 " ...instructed... taxi... Taxiway S, hold short Runway 4L... should have held short... didn't realize until we entered..." ACN 510893 " ...cleared... to Runway 9 via... Taxiway S, hold short of Runway 4L... stopped late... causing another aircraft to go around."
Runway 15R	
Runway 22R	ACN 509208 " ...cleared... takeoff... Runway 15R... Regional Jet departing Runway 22R. Executed reject"
Runway 27	ACN 510140 "Cleared to land... Runway 27... landing flare... saw... air carrier... lifting off Runway 15R... Controller said... 'go around.'"
Taxiway N	ACN 517967 " ...cleared... via Taxiways K, N... about to cross Runway 15R when... DC8 passed by... on... takeoff roll."
Runway 22R	
Taxiway C	ACN 482412 " ...told... 'hold short'... Runway 22R, but were across the hold short line..."
Taxiway N	ACN 484633 " ...no contact... made with Logan Tower prior to entering Runway 22R."
Taxiway S	ACN 501540 " ...at S... cleared to cross Runway 22R... as we crossed the runway... other aircraft rotated and passed overhead."
Runway 22L	
Taxiway E	ACN 470084 " ...cleared Runway 27 on Taxiway E... advised to hold short of Runway 22L... crossed the hold short... saw... aircraft crossing... runway 1500 feet ahead of us."

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Runway 33L

Runway 4L	ACN 464520	"Cleared the runway on Taxiway Y ...advised...hold short of Runway 4L...crossed Runway 4L...did see a Beech 1900 taxi into position on Runway 4L. Tower advised us we crossed Runway 4L without a clearance."
	ACN 481224	"...cleared...hold short...Runway 4L...on Runway 33R...stopped with...nose over...hold short line."
	ACN 522363	"...on Runway 33R...crossed Runway 4L...Tower...told me...had been told to hold short of Runway 4L..."
Taxiway D	ACN 459695	"...given takeoff clearance Runway 33L...continued through intersection of Runway 33L and Taxiway D. Tower told Aircraft Y to abort takeoff."
	ACN 467318	"...on Taxiway D...Tower...cleared flight to cross Runway 33L...crossed the runway...saw a DC9...on Runway 33L powering up for takeoff..."
	ACN 473857	"...on Taxiway D...cleared to cross Runway 33L...aircraft on Runway 33L took off..."
Taxiway G	ACN 502960	"...on Runway 33L...cleared for takeoff...noticed a Saab 340...at Taxiway G...past the hold line...decided not to abort..."

ACN: 459695

Time

Date : 200001

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 459695

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

AFTER DISCONNECTING FROM TUG, BOS GND CTL ISSUED CLRNC 'FOLLOW COMPANY B737 AT TXWY K2 TO TXWY K TO TXWY C TO TXWY D, HOLD SHORT OF RWY 27'. WHILE TAXIING UP TXWY C, BUT PRIOR TO TURNING ONTO TXWY D, WE RECONFIRMED OUR RWY WAS RWY 27. JUST PRIOR TO XING RWY 33L ON TXWY D, AN ACR ACFT WAS GIVEN TKOF CLRNC ON RWY 33L. WE CONTINUED THROUGH INTXN OF RWY 33L AND TXWY D. TWR TOLD ACFT Y TO ABORT TKOF. WE ASKED GND IF PERHAPS WE HAD MISUNDERSTOOD OUR CLRNC BUT AFTER A PAUSE HE SIMPLY TOLD US TO SWITCH OVER TO TWR. WE WERE NOT TOLD TO CALL ANYONE AT ANY TIME.

Synopsis

AN ACR FLT Y ON RWY 33L IS TOLD TO ABORT HIS TKOF WHEN ACR X, AN MD80 CLRED TO RWY 27, CROSSES ACTIVE RWY ON TXWY D, 1700 FT AWAY AT BOS, MA.

ACN: 460895

Time

Date : 200001

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-88

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 460895

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 460899

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

PUSHBACK CLRNC WAS REQUESTED FROM ZBW AND RECEIVED. ALSO, A REQUEST WAS MADE FOR RWY 4R OR RWY 4L INSTEAD OF RWY 9 DUE TO WT CONSIDERATIONS. ZBW ADVISED TO EXPECT RWY 4R. AFTER PUSHBACK FROM GATE, TAXI INSTRUCTIONS WERE REQUESTED AND RECEIVED FROM GND CTL. WE WERE INSTRUCTED TO TAXI VIA TXWY A, TXWY C, GIVE WAY TO AN INBOUND ACR ACFT, TXWY K, TXWY B. WE PROCEEDED AS DIRECTED. THERE WAS SOME CONFUSION ON OUR PART AS TO WHEN TO CONTACT THE TWR CTLR. WHEN CONTACT WAS MADE THE TWR ADVISED US WE HAD CROSSED RWY 4L WITHOUT CLRNC. THERE WAS NO CONFLICT WITH ANY OTHER ACFT AND THE CTLR DID NOT SEEM UPSET WITH OUR ACTIONS. THE REST OF THE TKOF AND DEP WAS UNEVENTFUL. THERE WAS A DISTR THAT COULD HAVE CONTRIBUTED TO OUR MISSING THE TXWY B HOLD POINT, WHERE RWYS 9 AND 4L INTERSECT. A B747 WAS PARKED IMMEDIATELY NEXT TO TXWY B WITH EXTREMELY BRIGHT LIGHTS ILLUMINATING THE ACFT. THE LIGHTS POSITIONED BEHIND THE B747 POINTING FORWARD SHINED VERY BRIGHTLY ON OUR ACFT AND MADE VISIBILITY OUTSIDE THE COCKPIT DIFFICULT FOR A FEW MOMENTS, POSSIBLY CAUSING US TO MISS THE TXWY B HOLD POINT SIGNAGE.

Synopsis

A TAXIING MD88 CROSSES RWYS 9 AND 4L ON THE TAXI OUT, EXPECTING RWY 4L AT BOS, MA.

AGN: 464520

Time

Date : 200002

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : A320

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 464520

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 464400

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : Familiarity with Airport

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

LANDED ON RWY 4R IN BOS. CLRED THE RWY ON TXWY Y. TWR ADVISED US TO HOLD SHORT OF RWY 4L. AS I APCHED RWY 4L, I CHKED TO SEE IF RWY 4L WAS CLR AND THEN CHKED R. I NOTICED A PUZZLED LOOK ON THE FO'S FACE AS I CROSSED RWY 4L. HE STARTED TO MENTION WE WERE TO HOLD SHORT OF RWY 4L, BUT I HAD ALREADY TAXIED ACROSS THE RWY. ONCE I CROSSED RWY 4L, I DID SEE A BEECH 1900 TAXI INTO POS ON RWY 4L. TWR ADVISED US WE CROSSED RWY 4L WITHOUT A CLRNC. WE TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. SUPPLEMENTAL INFO FROM ACN 464400: I READ BACK 'HOLD SHORT RWY 4L.' AS I COMPLETED MY AFTER LNDG FLOW AND WAS PICKING UP MY RWY DIAGRAM 10-9 PAGE, I LOOKED TO SEE RWY 4L APCHING. I LOOKED TOWARD CAPT AND SAID 'HOLD SHORT, 4L.' CAPT REPLIED 'THAT IS 15' AND CONTINUED TO TAXI ACROSS RWY 4L. AS WE TURNED S ON TXWY T, TWR ADVISED 'I SEE YOU CROSSED RWY 4L, YOU WERE ADVISED TO HOLD SHORT, CONTACT GND 121.9.' WE TRIED TO CALL TWR CAB ON LANDLINE BUT NO ANSWER. CORRECTIVE ACTION: I SHOULD HAVE SAID 'STOP' AND STOMPED ON THE BRAKES AND ADVISED TWR OF OUR POS.

Synopsis

AN A320 PIC TAXIES ACROSS RWY 4L WHEN TOLD TO HOLD SHORT AFTER LNDG ON RWY 4R AT BOS, MA.

ACN-465488

Time

Date : 200003

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Beech 1900

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

ASRS Report : 465488

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 466350

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.ControllerB : 5

Resolatory Action.None Taken : Unable

Narrative

WE WERE TOLD BY TWR AT BOS, AFTER LNDG RWY 4L, TO TURN OFF AT TXWY Q. AT TXWY Q WE WERE TOLD TO HOLD SHORT OF TXWY K FOR A B737. WE HELD SHORT THEN CONTACTED GND CTL. GND CTL THEN TOLD US WE WERE NOT CLR OF THE RWY, WE COULD NOT CLR THE RWY BECAUSE THE B737 WAS COMING AROUND THE CORNER HDG S ON TXWY K. THE AIRPLANE WAS CLR OF THE RWY, BUT NOT 'LEGALLY' CLR OF THE LINE. WE COULD NOT PROCEED FORWARD BECAUSE WE WOULD BE RUN OVER BY THE B737. THE CTLR FREAKED OUT AT US, BECAUSE HE HAD CLRED, OR TWR CTLR HAD CLRED, A DASH 8 FOR TKOF ON RWY 4L - SOMETHING THAT SHOULD NOT HAVE BEEN DONE. THERE IS NOT ENOUGH ROOM BTWN TXWY Q AND TXWY K WHEN ANOTHER ACFT IS ON TXWY K - ESPECIALLY JET TFC. WE COULD NOT SAFELY CLR THE RWY WITHOUT COMPROMISING THE SAFETY OF THE ACFT BECAUSE OF JET TFC ON TXWY K. BOS GND INSTRUCTED ME TO PULL OUT IN FRONT OF A B737, CONTRARY TO THE INSTRUCTIONS OF THE TWR. GND THEN TOLD B737 TO STOP. THEY DID STOP, WHICH THEN ALLOWED ME TO CLR THE RWY. THE CTLR THEN BERATED ME ON GND FOR NOT CLRING THE RWY. I BRIEFLY EXPLAINED THE SIT TO HIM, TO WHICH HE TRIED TO BLAME US FOR THE SIT. WE OPERATED THE ACFT IN A SAFE MANNER. TWR AND GND NEED TO WORK BETTER AS A TEAM TO PREVENT SUCH OCCURRENCES, PLACING CREWS IN HARM'S WAY.

Synopsis

FLC OF A BEECH 1900 WAS INSTRUCTED TO HOLD SHORT OF TXWY AFTER LNDG FOR A B737 THAT WOULD BE TAXIING PAST IN FRONT OF THEM. HOWEVER, THERE WAS NOT SUFFICIENT ROOM TO LEGALLY CLR THE RWY ON WHICH ANOTHER ACFT WAS CLRED FOR TKOF. GND CTL QUESTIONED RPTR AS TO WHY HE WAS NOT TAXIING ON IN FRONT OF THE B737.

ACN: 467318

Time

Date : 200003

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 467318

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 6

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AT APPROX XA45Z, WE WERE HOLDING SHORT OF RWY 33L ON TXWY D AT BOS. AT XA48Z, THE TWR CTLR ON FREQ 119.1 CLRED OUR FLT TO CROSS RWY 33L AND CONTACT TWR FREQ 128.8 ONCE WE HAD CROSSED THE RWY. THE CLRNC TO CROSS RWY 33L WAS HEARD BY THE THREE PRIMARY, AND ONE JUMP SEAT CREW MEMBERS IN OUR COCKPIT. THE READBACK TO TWR WAS GIVEN BY THE FO. AS WE CROSSED THE RWY AND SWITCHED TO 128.8, WE SAW A DC9 (THAT HAD BEEN HOLDING IN POS ON RWY 33L) POWERING UP FOR TKOF, AND AT THE SAME TIME HEARD THE TWR CTLR CANCEL THEIR TKOF CLRNC. AT THIS TIME WE WERE CLRING RWY 33L. WE CONTINUED ON TXWY D TO RWY 27 AND WERE CLRED FOR TKOF AT XA52Z. DURING CLBOUT BOS APCH ASKED US TO CALL BOS TWR AFTER LNDG. BOS TWR TOLD THE CAPT THAT OUR FLT HAD DONE NOTHING WRONG, BUT WAS UNABLE TO TELL HIM EXACTLY WHAT HAD HAPPENED.

Synopsis

B727 FLC OBSERVES DC9 ISSUED TKOF CLRNC BEGIN ROLL WHILE STILL XING RWY. WHILE XING RWY 33L, FLC HEAR LCL CTLR CANCEL TKOF CLRNC.

ACN: 467990

Time

Date : 200003

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Jetstream 41

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 7679990

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

INITIAL TAXI CLRNC: TAXI TXWY K, TXWY S, HOLD SHORT OF RWY 4L FOR RWY 9. WHILE HOLDING SHORT, I HEARD A CALL TO CROSS RWY 4L, MONITOR 119.1 ON THE OTHER SIDE, BUT THIS CALL WAS FOR THE ACR Y MD80 AHEAD AT TXWY E. I THOUGHT FO RESPONDED TO CTLR, BUT HE LATER SAID HE DIDN'T. I MUST HAVE HEARD THE ACR Y PLT RESPOND. I REPEATED THE CLRNC OUT LOUD THINKING IT WAS FOR US. FO DIDN'T CORRECT ME BECAUSE HE THOUGHT HE MISSED THE CALL AND THAT I WAS RESPONDING/XMITTING OVER THE RADIO. IN FACT, I WAS SIMPLY REPEATING A CLRNC THAT I THOUGHT HE HAD RESPONDED TO. I LOOKED BOTH WAYS AND THE RWY AND FINAL WERE CLR. I THEN CROSSED ILLEGALLY. CONTRIBUTING FACTORS: I WAS TIRED FROM REDUCED REST OVERNIGHT. ALTHOUGH I SHOULD NOT FLY TIRED, THE REALITY IS WITH THE FARS WRITTEN AS IS, MANY PLTS FLY TIRED (OR WE'D NEVER FLY) AND THIS WILL NOT CHANGE UNTIL THE FAA CHANGES THE FARS. A CERTAIN AMOUNT OF MY OWN COMPLACENCY IS ALSO TO BLAME. (I WAS TOLD TO CONTACT THE TWR AFTER THE FLT, AND BY THAT TIME I HAD FIGURED OUT WHAT HAD HAPPENED REGARDING THE MISCOM IN THE COCKPIT. NO ACFT CONFLICT AROSE FROM THIS INCURSION.)

Synopsis

CAPT OF A JETSTREAM 4100 TOOK TAXI CLRNC BY LCL CTL TO CROSS RWY AND HOLD BY MISTAKE WHICH WAS MEANT FOR AN MD80 HOLDING AT ANOTHER RWY TXWY INTXN.

ACN: 469670

Time

Date : 200004

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 469670

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : PHRASEOLOGY

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other.Other : NONE

Narrative

DURING TAXI TO TKOF RWY, WENT ABOUT 25-30 FT BEYOND HOLD POINT B. BOS GND CALLED TO STOP. WE HAD PREVIOUSLY DISCUSSED HOLD POINT DURING BEFORE PUSHBACK BRIEF. TAXI SEQUENCE WAS CHANGED TWICE TO FOLLOW DIFFERENT ACFT COMING FROM GATES. LAST INSTRUCTION WAS TO 'FOLLOW ACFT AHEAD' - I INTERPED THIS TO FOLLOW HIM WHEN HE CROSSED B HOLD POINT.

Synopsis

A TAXIING B757 FLC 'CLRED TO FOLLOW ACFT AHEAD' CROSSES OVER THE DESIGNATED HOLD LINE FOR RWY 9 AT TXWY B AT BOS, MA.

ACN: 470084

Time

Date : 200004

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Beech 1900

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Super King Air 200 HDC

Person / 1

Function.Flight Crew : First Officer

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 470249

Person / 4

Function.Flight Crew : First Officer

ASRS Report : 470542

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolutive Action.Controller : Issued Advisory

Narrative

VISUAL APCH TO RWY 27 BOS. AFTER NORMAL LNDG, WE CLRED RWY 27 ON TXWY E. TWR ADVISED TO HOLD SHORT OF RWY 22L. I ACKNOWLEDGED. THE CAPT CALLED FOR AFTER LNDG CHKLIST. WHEN CHKLIST COMPLETED, I LOOKED OUT AND WE HAD CROSSED THE HOLD SHORT. TWR ADVISED ORIGINAL INSTRUCTIONS WERE TO HOLD SHORT OF RWY 22L. I ACKNOWLEDGED WITH OUR CALL SIGN. THIS SIT CAN BE PREVENTED BY CREATION OF A PROC THAT REQUIRES PLTS TO READ BACK HOLD SHORT INSTRUCTIONS TO EACH OTHER. ALSO, NO CHKLISTS UNTIL ACFT IS STOPPED AT HOLD SHORT OR CLR OF RWY. SUPPLEMENTAL INFO FROM ACN 470542: I WAS FO ON ACFT Y. WE HAD BEEN CLRED TO LAND ON RWY 22L TO HOLD SHORT OF RWY 27. WE WERE ON THE ROLLOUT ON RWY 22L, WHEN TWR SPOKE 'ACFT X YOU WERE SUPPOSED TO HOLD SHORT OF RWY 22L.' THIS WAS THE RWY WE WERE ON. WE SAW THE ACFT XING OVER RWY 1500 FT AHEAD OF US. WE CONTINUED TO TURN ON OUR PLANNED EXIT TXWY WHICH WAS WELL SHORT OF THE POINT WHERE ACFT X CROSSED RWY 22L. WE BOTH CONTINUED TO TAXI IN UNDER NORMAL CIRCUMSTANCES.

Synopsis

RWY INCURSION AT BOS, MA.

ACN: 473857

Time

Date : 200005

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 473857

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor

Function.Other Personnel.Other : TOWER SUPERVISOR

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : STOPED ACFT

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXIING AT BOS LOGAN. HOLD SHORT OF RWY 33L ON TXWY D, FOR TKOF TO W. ACR AHEAD OF US CLRED TO CROSS RWY 27?, WE WERE CLRED TO CROSS RWY 33L AND EXPEDITE BECAUSE TFC WOULD BE IN POS AND HOLD ON RWY 33L. ASAP WE STARTED TO ROLL AND JUST CROSSED HOLD SHORT LINE WHEN WE NOTICED EXHAUST COMING FROM ENGS ON ACFT ON RWY 33L. WE AGREED HE MUST BE TAKING OFF AND STOPPED OUR ACFT. JUST THEN WE HEAR ATC SUPVR SAY FOR US TO 'STOP.' ACFT ON RWY 33L TOOK OFF AND WE WERE AGAIN CLRED TO CROSS. ATC ACKNOWLEDGED ERROR AND WE CONTINUED UNEVENTFULLY. LNDG MSP AND CALLED BOS TWR AS REQUESTED. THE ACR ON TKOF ROLL WAS ON A DIFFERENT TWR FREQ THAN US (2 DIFFERENT RWYS). THEY DIDN'T KNOW WE WERE CLRED TO CROSS AND WE DIDN'T KNOW THEY WERE CLRED FOR TKOF.

Synopsis

A320 CREW WAS CLRED TO CROSS A RWY AT BOS IN FRONT OF AN ACFT ON TKOF ROLL.

ACN 482412

Time

Date : 200008

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B737-200

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 482412

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Narrative

BOS WAS DEPARTING TFC ON RWY 22, ARRIVING ON RWY 27. WE NEEDED RWY 33L DUE TO RESTR ALLOWABLE TKOF WT. TAXI CONGESTION AND RADIO XMISSIONS WERE A NIGHTMARE. ESTIMATE 20+ ACFT ARRIVING AND DEPARTING AT THIS TIME. WE DEPARTED GATE BUT NEEDED TO GO 'AGAINST THE FLOW' FOR RWY 33L WHILE ALL OTHERS WERE GOING TO RWY 22L/R. SEVERAL RADIO CALLS REQUIRED TO GET OUR REQUEST FOR RWY 33L. TOLD TO TAXI TO RWY 33L BUT WE WERE 'NOSE TO NOSE' WITH TFC GOING TO RWY 22L/R. WERE TOLD TFC WAS GIVING WAY TO US. WHILE APCHING TO CROSS RWY 22R, WERE TOLD TO 'HOLD SHORT' OF RWY 22R BUT WERE ACROSS THE HOLD SHORT LINE BUT NOT ON OR ACROSS RWY 22R YET. THERE WAS NO CONFLICT SINCE NO ONE WAS DEPARTING OR ARRIVING ON RWY 22R AT THAT TIME. FINALLY CLRED TO CROSS RWY 22R&L TO RWY 33L. GND CTL WAS OVERLOADED BUT COURTEOUS AND PROFESSIONAL. TOO MANY ACFT IN A SMALL AREA, COMBINED WITH THE LIMITS OF THE B737-200 COMPARED TO MORE MODERN JETS CREATES CONFLICTS.

Synopsis

UNABLE TO STOP SHORT OF HOLD SHORT LINE ACCOUNT LATE CLRNC AT BOS, MA.

ACN: 482620

Time

Date : 200008

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 482628

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.None Taken : Detected After The Fact

Narrative

BOS/DCA. ON GND IN BOS, TAXIING UNDER CLRNC FROM GATE TO RWY 9 VIA TXWYS K/W/S, HOLD SHORT OF RWY 4L, THOUGHT CLRED ACROSS RWY 4L AND TAXIED ACROSS WITHOUT CLRNC TO DO SO.

Synopsis

AN ACR FLC FLYING A B737-300 AT BOS FAILS TO COMPLY WITH INSTRUCTIONS TO HOLD SHORT OF AN ACTIVE RWY WHILE TAXIING TO THE GATE.

ACN: 484633

Time

Date : 200009

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 484633

Person / 2

Function.Controller : Ground

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

INEXPLICABLY AND CONTRARY TO ALL PREVIOUS EXPERIENCE AT TWRED ARPTS (AM BASED AT ONE!), NO CONTACT WAS MADE WITH LOGAN TWR PRIOR TO ENTERING RWY 22R. HELD, AWAITING TKOF PERMISSION UNTIL GND CTL MADE CONTACT SAYING THE TWR WANTED TO TALK TO ME. IMMEDIATELY REALIZING THE ERROR, TURNED TO THE TWR FREQ AND RECEIVED PERMISSION FOR TKOF. WE WERE IN A LONG LINE OF WAITING LARGER PLANES AND CONCERNED ABOUT NOT HAVING ENOUGH TIME FOR A PROPER RUNUP. AN ABBREVIATED RUNUP WAS MADE, NOT USING THE CHKLIST. OTHER CONTRIBUTING FACTORS: NOT HAVING BEEN AT A CLASS B ARPT IN 2 YRS AND ANXIETY ABOUT BEING BEHIND LARGER ACFT. IN THE FUTURE, WILL ADD 'CONTACT TWR' TO CHKLIST AND WILL TAKE THE TIME TO ALWAYS USE IT!

Synopsis

A PVT PLT FORGOT TO ASK PERMISSION TO TAKE OFF FROM BOS.

ACN: 488176

Time

Date : 200010

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 3

Controlling Facilities.Tower : BOS.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 488176

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 488312

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.None Taken : Detected After The Fact

Narrative

WE WERE IN A LONG TAXI LINE AT BOS WAITING FOR DEP. ATC WAS USING RWYS 22R&L FOR DEPS, AND MY CAPT AND I DISCUSSED HOW WE HADN'T SEEN RWY 22L USED FOR DEPS. THERE WAS A CONSTANT RATE OF DEPS, ONE AFTER ANOTHER. ACR Z, A DC9, WAS AHEAD OF US AND IT WAS CLRED INTO POS AND HOLD ON RWY 22R. WE HEARD OUR FLT 'ACR AABA CROSS RWY 22R, HEAD FOR ECHO.' MY CAPT AND I DISCUSSED QUICKLY THAT MAYBE WE WERE GOING TO DEPART OFF RWY 22L SINCE OUR COMPANY HAD FILED A MORE NORTHERN FLT PLAN THAN USUAL. I SAID I WAS GOING TO VERIFY THAT THE DC9 IS POS AND HOLD WAS GOING TO BE AT IDLE PWR SINCE WE WERE GOING TO BE PASSING RIGHT BEHIND IT. WE ASKED THE TWR 'IS THE DC9 GOING TO BE AT IDLE PWR FOR ACR AABA?' TWR RESPONDED THAT THEY DIDN'T UNDERSTAND AND TO CROSS RWY 22R AND HEAD FOR ECHO. ONCE AGAIN I ASKED, THIS TIME MORE SIMPLY, 'IS THE ACR Z DC9 TAKING OFF?' TWR RESPONDED NO, AND WE BEGAN TO CROSS BEHIND THE DC9. ABOUT 1/2 WAY ACROSS, I SAW THE DC9 BEGIN TO ADVANCE ON THE PWR AND I TOLD THE CAPT TO GET ACROSS QUICKLY. WE AVOIDED MOST OF THE JETBLAST AND CONTACTED GND AS INSTRUCTED. WHEN WE CHKED IN ON THE GND FREQ, WE WERE INSTRUCTED TO GO BACK TO TWR. I TOLD THEM THAT WE WERE JUST HANDED OFF TO GND AND THAT IS WHEN GND TOLD US WE HAD CROSSED USING ANOTHER COMPANY FLT (ACR AABC) CLRNC. WE WENT BACK TO TWR AND DEPARTED NORMALLY. THE OTHER FLT (ACR AABC) WAS INSTRUCTED TO MONITOR GND SO WE NEVER KNEW THEY WERE DOWNFIELD. WE DID NOT HEAR THEM READ BACK THE CLRNC TO CROSS AND WE ASKED THE TWR MULTIPLE TIMES ABOUT OUR CONCERN TO PASS BEHIND THE DC9 IN POS. IT HAPPENED THAT WE WERE #1. THEY (ATC) HAD BEEN USING RWY 22L, AND A COMPANY FLT WITH A VERY SIMILAR CALL SIGN WAS #1 TO CROSS DOWNFIELD. THE ONLY THING THAT MIGHT HAVE HELPED WOULD HAVE BEEN TO BE NOTIFIED OF A SIMILAR FLT NUMBER WOULD BE XING DOWNFIELD, OTHERWISE WE HAD NO IDEA ABOUT THEM. SUPPLEMENTAL INFO FROM ACN 488312: WHAT WE DIDN'T KNOW IS THAT OUR COMPANY WITH ONLY 1 DIGIT DIFFERENCE IN CALL SIGNS WAS RUNNING LATE AND HAD JUST LANDED ON RWY 27 AND WAS GOING TO CROSS RWY 22R TO GET TO THE GATE AREA. TWR'S INTENTION WAS TO GET OUR COMPANY ACROSS RWY 22R AND WE BOTH ENDED UP XING THE RWY EVEN THOUGH WE VERIFIED THE INSTRUCTIONS WITH THE CORRECT CALL SIGN. THE TWR FREQ WAS BUSY AND IT'S HARD TO TELL JUST WHERE THE MISCOM STARTED. EVERYTHING TURNED OUT FINE FOR ALL INVOLVED, BUT IT JUST REINFORCED TO MY CREW AND I HOW VIGILANT WE MUST ALWAYS BE AND TO ALWAYS HAVE SITUATIONAL AWARENESS (IE, IF IT DOESN'T SEEM RIGHT, IT PROBABLY ISN'T): THE BEST FIX WE COULD COME UP WITH FROM OUR STANDPOINT IS TO BE MORE DESCRIPTIVE IN OUR LOCATION AND SIT (IE, WE WANT TO VERIFY THAT YOU WANT US TO CROSS THE APCH END OF RWY 22R BEHIND THE DC9 IN POS AND HOLD AND CONTINUE ON TO RWY 22L).

Synopsis

ZBW LCL CTLR ISSUED INSTRUCTIONS TO AN ACR AFTER LNDG TO CROSS RWY 22L. A COMPANY ACR WITH A VERY SIMILAR CALL SIGN ON THE APCH END OF RWY 22L ACKNOWLEDGED THE CLRNC AND CROSSED BEHIND A DEPARTING DC9.

ACN: 491224

Time

Date : 200011

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Citation II S2/Bravo

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 491224

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : CREW COORD CRM

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : ACFT STOPPED

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS SIC ON A CHARTER FROM BDR TO BOS. AFTER LNDG ON RWY 4R, THE PIC INSTRUCTED ME HE WAS EXITING THE RWY ON TXWY Y. TWR INSTRUCTED US, AFTER EXITING ON TXWY Y, TO CONTACT GND. AFTER CLRING RWY 4R, I CALLED GND, ADVISED THEM WE WERE CLR OF RWY 4R ON TXWY Y. GND INSTRUCTED US TO TAXI ON TXWY Y AND HOLD SHORT OF RWY 33R. I READ BACK INSTRUCTIONS TO GND CTL AND TO THE PIC. PIC THEN READ BACK TAXI INSTRUCTIONS TO ME. THEN GND CTL CLRED US TO JOIN RWY 33R AND HOLD SHORT OF RWY 4L. I READ BACK CLRNC TO GND CTL AND TO THE PIC. THE PIC THEN READ BACK TAXI INSTRUCTIONS TO ME (CONFIRMATION). AS WE WERE TAXIING ON RWY 33R COMING UP TO RWY 4L, THE PIC STARTED TO APPLY THE BRAKES AND THE PLANE BEGAN TO SLOW DOWN. I GLANCED DOWN AT THE ARPT DIAGRAM TO CONFIRM OUR POS AND THE POSSIBLE RTE TO THE FBO ON THE FIELD. JUST AS I LOOKED UP, THE PIC WAS COMING UP TO RWY 4L AND HAD NOT COME TO A FULL STOP. JUST AS I STARTED TO TELL THE PIC TO STOP, GND CTL INSTRUCTED US TO 'STOP, HOLD POS, STOP RIGHT THERE.' THE PIC APPLIED THE BRAKES AND WE STOPPED WITH OUR NOSE OVER THE HOLD SHORT LINE. I ASKED WHAT THE PROB WAS WITH THE PIC AND HE SAID HE WAS CONFUSED WHERE HE WAS AND THOUGHT WE WERE STILL ON TXWY Y, EVEN AFTER CONFIRMING WITH ME OUR TAXI INSTRUCTIONS. AFTER ESCORTING OUR PAX TO THE FBO, I WENT OVER INSTRUCTIONS FROM GND CTL FROM START TO FINISH TO CLR UP THE PIC'S CONFUSION. INSIDE THE FBO THE PIC HAD A TELEPHONE CALL FROM TWR CTL WAITING FOR HIM AND I WASN'T GIVEN DETAILS OF THE CONVERSATION.

Synopsis

C550 CREW HAD RWY INCURSION AT BOS.

ACN-501540**Time**

Date : 200102

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : A319

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 501540

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Emotional Trauma

Narrative

NORMAL APCH AND LNDG ON RWY 22L, AT MINIMUMS, LIGHT SNOW, FOG WE CLRED THE RWY AT SIERRA. WE WERE TOLD TO HOLD SHORT OF RWY 22R, CONTACT TWR ON 128.8. CAPT INSTRUCTED ME TO CONTACT COMPANY AND FIND OUT WHERE GATE XX WAS, BECAUSE IT WAS NOT ON OUR CHARTS, AND TO LET MAINT KNOW WE HAD A RADIO ALT #1 FAULT ON LNDG. I LEFT THE FREQ MOMENTARILY TO COMPLETE THE TASK. (WE WERE STOPPED HOLDING SHORT AT THE TIME). AS I CHKED BACK IN WITH THE CAPT, WE WERE CLRED TO CROSS RWY 22R AND CONTACT GND ON 121.9. I ONLY CAUGHT THE LAST PART OF THE ATC XMISSION, SAYING TO 'CONTACT GND 121.9' THE CAPT ACKNOWLEDGED THE ATC CALL AND I ASKED IF WE WERE CLRED TO CROSS. HE SAID YES, AND WE PROCEEDED TOWARDS THE RWY. IT LOOKED AS THOUGH THE TFC WAS ROLLING ON RWY 22R. SO I ASKED THE CAPT, 'IS THAT GUY ROLLING?' THE CAPT APPLIED THE BRAKES, BUT I GUESS DUE TO AN OPTICAL ILLUSION, WE BOTH AGREED HE WAS STATIONARY. BUT AS WE CROSSED THE RWY, THE OTHER ACFT ROTATED AND PASSED OVERHEAD. HE WAS APPROX 3500 FT AWAY WHEN HE LIFTED OFF AND 400 FT ABOVE US. NEITHER THE CTLRS OR OTHER ACFT SAID ANYTHING, WHICH LEFT US ALL PUZZLED. I SUGGESTED THE CAPT CALL THE TWR, BUT HE SAID THEY'LL CALL US IF THEY NEED US. ABOUT AN HR LATER, WE DEPARTED, AND ON TAXI OUT WE WITNESSED ALMOST THE EXACT SAME THING WITH ANOTHER ACFT XING RWY 22R. EVEN THOUGH THESE XINGS ARE AT THE END OF AN ACTIVE RWY, IT IS STILL VERY DISCONCERTING TO SEE ANOTHER ACFT BARRELLING DOWN THE RWY TOWARDS YOU. I DO NOT KNOW IF THIS IS A NORMAL PROC AT BOS, BUT IT SURE HAD MY ADRENALIN PUMPING. ABSOLUTE VIGILANCE ON RWY XING IS A MUST, AND A SET OF RULES SHOULD BE IN PLACE SO THAT AN ACFT IN POS SHOULD HAVE NO LIGHTS ON, AND ONE ON THE ROLL SHOULD HAVE ALL LIGHTS ON. THIS WAY AN APCHING ACFT WILL KNOW IF ONE HAS BEEN CLRED TO DEPART. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THEIR ACFT STAYED ON TXWY SIERRA (S) ALL THE WAY ACROSS TO THE RAMP. HE ALSO STATED, THAT BECAUSE OF DARKNESS, SNOW AND LOW VISIBILITY AT THE TIME, THEY WERE UNSURE IF THE OTHER ACFT ON RWY 22R WAS ACTUALLY IN ITS TKOF ROLL OR NOT. RPTR CLAIMS, ONCE THEY REALIZED THAT THE OTHER ACFT WAS TAKING OFF, THEY INCREASED THEIR TAXIING SPEED, BUT IT WAS TOO LATE, AS THE OTHER ACFT WHICH APPEARED TO BE COMMERCIAL JET, PASSED DIRECTLY ABOVE THEM.

Synopsis

BOS TWR DEPARTS ACFT Y AS ACFT X IS XING THE SAME RWY.

ACN: 502960**Time**

Date : 200102

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Saab-Scania Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : BOS.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 502960

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 503081

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 501972

Person / 4

Function.Flight Crew : First Officer

ASRS Report : 501826

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Combined Local

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 6
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Independent Detector.Other.Other : 3
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Narrative

WE WERE TOLD TO TAXI INTO POS AND HOLD ON RWY 33L AND TO KEEP POWER UP FOR AN IMMEDIATE FOR CLOSE IN TFC. WE WERE CLRED FOR TKOF BEFORE COMPLETING THE TURN TO LINE UP AND STARTED THE ROLL IMMEDIATELY. AT SOME POINT AFTER SET TKOF THRUST CALL, I NOTICED A SAAB 340 APCHING THE RWY AT TXWY G. THE SAAB WAS MOVING VERY SLOWLY SO I ASSUMED HE WOULD HOLD SHORT. I POINTED OUT THAT THE SAAB WAS GETTING CLOSE TO THE RWY BY SAYING 'WHAT IS THIS GUY DOING?' WE WERE ALREADY ABOVE 80 KTS IN THE HIGH SPD REGIME SO WE FELT ABORTING WAS INAPPROPRIATE DUE TO THE FACT THAT THE SAAB WAS MOVING SO SLOWLY WE THOUGHT HE INTENDED TO STOP. BY THE TIME WE REALIZED HE WAS NOT STOPPING, WE WERE ABOVE 100 KTS AND ABORTING WAS OUT OF THE QUESTION. TWR SAID 'ACR Y STOP' OVER THE FREQ WITH NO CALL SIGN. THE SAAB STOPPED IMMEDIATELY AND MADE A SLIGHT TURN AWAY FROM THE RWY, LEAVING IS RIGHT WING OVER THE RWY, WE THINK. I BROUGHT THE ACFT SLIGHTLY RIGHT OF CTRLINE TO PROVIDE SOME MARGIN FOR ERROR AND CONTINUED THE TKOF WITHOUT INCIDENT. WE HEARD ATC GIVE GAR INSTRUCTIONS TO ANOTHER ACFT AND BELIEVE IT WAS THE ONE LNDG BEHIND US. SUPPLEMENTAL INFO FROM ACN 503081: DURING TKOF ON RWY 33L AT BOS I BECAME AWARE OF AN ACR Y SAAB 340 SLOWLY MOVING ON TXWY GOLF TOWARD RWY 33L. ALTHOUGH INITIALLY I HAD NO REASON TO BELIEVE THE SAAB WOULDNT STOP PRIOR TO RWY 33L, AT APPROX 90 KNOTS IT BECAME APPARENT THE SAAB WAS PAST THE HOLD LINE AND ALMOST ONTO THE RWY. AT THIS POINT ATC ORDERED THE SAAB TO STOP, WHICH HE DID IMMEDIATELY. I DECIDED NOT TO ABORT THE TKOF, FEELING THAT I HAD THE SAAB BEAT THROUGH THE RWY 33L TXWY GOLF INTXN AND THAT DOING SO MAY HAVE CAUSED A COLLISION HAD THE SAAB NOT STOPPED. WE PASSED GOLF INTXN AT 110 KIAS. V1 WAS 149 KNOTS. SUPPLEMENTAL INFO FROM ACN 501972: I WAS CAPT OF ACR Y FROM BOS TO ROC. WE HAD COMPLETED THE STARTING CHKS AND WERE READY TO TAXI AND RECEIVED INTRUCTIONS TO TAXI TO RWY 27 FROM OUR RAMP AREA VIA TXWYS KILO, CHARLIE AND DELTA WITH INSTRUCTIONS TO HOLD SHORT OF RWY 33L AT DELTA. AS WE TAXIED, WE WERE GIVEN THE OPTION OF DEPARTING FROM RWY 33L AT INTXN GOLF. WE HAVE PERFORMANCE DATA FOR THAT LOCATION SO I ELECTED TO ACCEPT THEIR OFFER. NEW INSTRUCTIONS WERE TO HOLD SHORT OF RWY 33L AT INTXN GOLF. AS WE WAITED THERE WE HEARD WHAT WE THOUGHT WERE INTRUCTIONS FOR ACR Y, 'TAXI POS AND HOLD,' SO I CALLED FOR THE BEFORE TKOF CHKS AND THE FO RESPONDED TO ATC 'ACR Y, POS AND HOLD.' WE PROCEEDED PAST THE HOLD LINE TOWARD THE RWY, AT THAT POINT I ASKED THE FO IF WE HAD BEEN CLRED FOR TKOF TO MAKE SURE I HAD NOT MISSED A XMISSION, AND HE REPLIED, 'NO, POS AND HOLD.' WE WERE PAST THE HOLD SHORT BARS ABOUT 30 FT FROM THE EDGE OF THE RWY WHEN WE HEAR 'ACR Y, STOP.' WE STOPPED AND SAW THAT ACR X HAD BEGUN A TKOF ROLL ON RWY 33. WE WERE TOLD TO MAKE A U TURN AND EXIT AND HOLD SHORT AT GOLF WHICH WE DID AND THEN WE WERE GIVEN A TKOF CLRNC. VFR CONDITIONS PREVAILED, AND CREW IS FAMILIAR WITH OPS AT LOGAN ARPT AND OTHER HIGH DENSITY AREAS. CONVERSATION WITH CTLR REVEALED THAT AFTER ACR X WAS CLRED FOR TKOF THERE IS ONLY A GARBLED XMISSION. ALSO, ONE FREQ WAS IN USE FOR RWY 33L AND RWY 27, 128.8. USUALLY 128.8 IS FOR 33L AND 119.1 IS USED FOR RWY 27, HOWEVER, ONLY ONE WAS IN USE AT THE TIME. IT WAS A BUSY TIME OF THE DAY, AND THEY WERE DOWN TO USING ONLY 2 RWYS FOR OPS DUE TO WINDS, HOWEVER, WINDS WERE NOT EXCEEDING 20 KNOTS. CREW WAS WELL RESTED. FLT WAS BEHIND SCHEDULE, HOWEVER THERE WAS NO RUSH AS SUCH. CAN ONLY SURMISE THAT THE CTLR ERRONEOUSLY USED OUR CALL SIGN OR THAT WE MISTOOK SOMEONE'S CALL SIGN FOR OUR OWN. CONGESTION ON THE FREQ WAS A FACTOR. SUPPLEMENTAL INFO FROM ACN 501826: ON THE ABOVE DATE I WAS SERVING AS FO ON ACR Y FROM BOS TO ROC. WE HAD RECEIVED A CLRNC TO TAXI KILO, CHARLIE, DELTA TO RWY 27. HOLD SHORT OF RWY 33 AT DELTA. 'ATC INFORMED US THAT RWY 33L AT GOLF WAS AVAILABLE FOR TKOF ONLY FOR ANOTHER 5 MIN.' THE CAPT WAS THE PF SO HE STATED HE WOULD LIKE TO ACCEPT AN INTXN TKOF RWY 33L AT GOLF AND I PROCEEDED TO REVIEW THE TKOF DATA FOR RWY 33L AT GOLF PROVIDED IN THE MANUAL. WE WERE INSTRUCTED TO 'HOLD SHORT RWY 33L AT GOLF.' AFTER WAITING THERE WE RECEIVED INSTRUCTIONS TO TAXI INTO POS AND HOLD. THE INSTRUCTIONS WERE REPEATED BACK TO ATC. 'POS HOLD RWY 33L AT GOLF' THE CAPT CALLED FOR THE BEFORE TKOF CHECKLIST RELEASED THE BRAKES AND I

Synopsis

DURING INITIAL TKOF ROLL AT BOS, A DEPARTING AIR CARRIER TURBOJET TOOK EVASIVE ACTION BY SWERVING AROUND A COMMUTER TURBOPROP MOVING TOWARD RWY 33L ON TXWY G.

ACN: 508070

Time

Date : 200104

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Medium Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Airbus Industrie Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : BOS.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 508070

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 508571

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Executed Go Around

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

LEAVING THE RAMP AT BOSTON, WE WERE CLRED TO TAXI VIA TXWY A, TO THE TXWY B HOLD POINT, AND EXPECT RWY 4R FOR DEP. APCHING THE HOLD POINT, WE WERE TOLD OUR SEQUENCE WAS BEHIND AN ACR Y AIRBUS, APCHING R TO L ON TXWY K, TO FOLLOW THE AIRBUS AND 'MONITOR' TWR 128.8. AFTER ISSUING THIS CLRNC, GND DID NOT ISSUE AN ADDITIONAL CLRNC TO HOLD AT THE TXWY B HOLD POINT, AND MY UNDERSTANDING WAS THAT I WAS NOW CLRED TO FOLLOW THE AIRBUS ALL THE WAY TO RWY 4R. AT ABOUT THE SAME TIME THAT GND HAD CALLED WITH THE CHANGE IN OUR TAXI INSTRUCTIONS, THE FLT ATTENDANT CALLED TO ADVISE THAT THE CABIN WAS READY FOR TKOF. AS I CONTINUED TO TAXI BEHIND THE AIRBUS PAST THE TXWY B HOLD POINT I REALIZED THERE WAS AN ACFT ON FINAL FOR RWY 4L. I IMMEDIATELY STOPPED THE ACFT AND ASKED THE FO TO VERIFY OUR TAXI INSTRUCTIONS WITH TWR. SIMULTANEOUSLY GND CALLED TO ADVISE US THAT WE COULD NOT STOP WHERE WE WERE AND INSTRUCTED US TO CROSS RWY 4L AND HOLD SHORT OF RWY 4R. (AT THIS POINT I REALIZED WE WERE STILL ON 121.9 INSTEAD OF 128.8.) THE ACFT ON FINAL TO RWY 4L WAS TOLD TO GO AROUND. I ADVISED GND THAT MY LAST INSTRUCTIONS HAD BEEN TO FOLLOW THE AIRBUS IN SEQUENCE, TO WHICH GND REPLIED THAT I WAS ONLY SUPPOSED TO FOLLOW THE AIRBUS 'TO THE BRAVO HOLD POINT' (WHICH WAS NOT THE SAME CLRNC THAT HE HAD ISSUED). IN ALMOST 3 YRS OF FLYING TO BOSTON, I HAVE NEVER TAXIED VIA THAT RTE, AND MY LACK OF FAMILIARITY WITH TXWY B HOLD POINT PROCS, TOGETHER WITH THE GND CTLR'S CONFUSING TAXI CLRNC, WERE CONTRIBUTING FACTORS IN THIS INCIDENT. OTHER FACTORS WERE THE FO'S CONFUSION REGARDING THE FREQ CHANGE, THE TIMING OF THE FLT ATTENDANT'S CALL FROM THE BACK (WHICH DISTR ME FROM MONITORING WHAT THE FO WAS DOING WITH THE RADIOS), AND MY FATIGUE RESULTING FROM 2 NIGHTS OF LOUSY, FREQUENTLY INTERRUPTED SLEEP AT 2 OF THE WORST HOTELS I HAVE EVER STAYED IN. SUPPLEMENTAL INFO FROM ACN 508571: I ADVISED THE CAPT THAT WE WERE APCHING THE TXWY B HOLD POINT AND HE ACKNOWLEDGED BY SAYING HE WAS FOLLOWING THE AIRBUS. AS THE CAPT TAXIED OVER THE TXWY B HOLD POINT, I VERIFIED WITH GND CTL THAT WE WERE CLRED ACROSS. IN A MOMENT OF CONFUSION THE CAPT STOPPED OUR ACFT ON RWY 4L AND AN ACFT ON FINAL WAS TOLD TO GO AROUND. I WAS DISTR BY A CHANGE IN DEP PROCS AND WAS LOOKING OVER THE SID WHEN I COULD HAVE BEEN KEEPING AN EYE ON THE CAPT. GND CTL ISSUED VAGUE TAXI INSTRUCTIONS WHEN HE TOLD US TO FOLLOW THE AIRBUS, WITHOUT GIVING A CLRNC LIMIT.

Synopsis

AN SF340 FLC TAXIES PAST THE TXWY B HOLD POINT WHEN INSTRUCTED TO FOLLOW AN AIRBUS THAT HAD BEEN CLRED PAST THE HOLD POINT NEAR RWY 4L AT BOS, MA.

ACN-509208

Time

Date : 200104

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : EMB ERA 145 ER&LR

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509208

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509207

Person / 4

Function.Flight Crew : First Officer

ASRS Report : 509633

Person / 5

Function.Controller : Local

Person / 6

Function.Oversight : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FLT BOS-LAS SCHEDULED DEP XA09 ACFT WT AT TAKEOFF 16400,1 F.O.B. WX CLR 12 DEGS C, WIND 190 12. AT XA29 WE WERE CLRED FOR TAKEOFF ON RWY 15R. PRIOR TO 80 KT CALLOUT (APPROX 75 KTS), TWR CTLR ASKED US TO 'ABORT TAKEOFF' (VERY CASUAL VOICE, NO REASON GIVEN). SUBSEQUENTLY NOTICED REGIONAL JET DEPARTING RWY 22R. EXECUTED REJECT. AUTO BRAKE MAX AND FULL REVERSE BROUGHT ACFT TO A FULL STOP JUST SHORT OF TXWY NOVEMBER. NO HOT BRAKES ENCOUNTERED (MAX 200 DEGREES). ANNOUNCED OVER PA 'REMAIN SEATED, SIT UNDER CONTROL.' REMAINED ON RWY FOR APPROX 5 MINS DUE TO BLOCKED EXIT TXWY. TAXIED CLR OF RWY THEN MADE PA TO PASSENGERS REGARDING REJECTED TAKEOFF TO REASSURE THEM. HAD FLT ATTENDANTS DO A CABIN WALK THROUGH TO CHECK FOR ADVERSE PASSENGER REACTIONS. COMPLETED AFTER LNDG AND TAXI CHECK, THEN CLRED FOR TAKEOFF. UNEVENTFUL DEP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR'S CONCERN WITH THIS EVENT WAS THAT THE LOCAL CTLR THAT ISSUED THE ABORT MESSAGE TO THEM HAD NO SENSE OF URGENCY TO IT. THEIR VOICE SEEMED LIKE NOTHING WAS GOING TO HAPPEN. RPTR STATED THAT IF THE ABORT MESSAGE WAS RECEIVED A FEW SECONDS LATER, THEY PROBABLY WOULD HAVE COLLIDED WITH THE OTHER ACFT. THE RPTR INDICATED THAT HE HAD TALKED TO A SUPVR AT THE TWR ABOUT THIS EVENT AND THE LACK OF URGENCY BY THE CTLR TO ABORT HIS FLT. RPTR CLAIMS THAT HE WAS TOLD BY THE SUPVR THAT THE FAA TRAINS THEIR CTLRS NOT TO SHOW ANY EMOTION IN SITS LIKE THIS.

Synopsis

A320 IS TOLD TO ABORT ITS TAKEOFF ROLL FROM RWY 15R AT BOS, BECAUSE OF AN EMB145 ON A TAKEOFF ROLL ON RWY 22R AT THE SAME TIME.

ACN: 509441

Time

Date : 200104

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Do 328

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Do 328

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 509441

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

WHILE HOLDING SHORT OF RWY 04L (KBOS), WE WERE GIVEN A CLRNC TO CROSS RWY 04. IT MAY BE POSSIBLE THAT THE CLRNC TO CROSS THE RWY WAS FOR ANOTHER ACFT WITH A SIMILAR CALL SIGN. NOTHING WAS SAID ABOUT THAT BY TWR, SO I AM STILL NOT SURE WHETHER THE CLRNC WAS FOR US OR THE OTHER ACFT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT THE POSSIBILITY OF A CLRNC PROB REALLY BECAME A POSSIBILITY IN THE CREW'S MIND AFTER THEY WERE AIRBORNE AND HAD TIME TO THINK ABOUT THE CLRNC COMS. A SECOND COMPANY ACFT WITH SIMILAR SOUNDING CALL SIGN HAD JUST LANDED AND WAS WAITING FOR CLRNC TO CROSS AT THE FAR END OF RWY 04 AS RPTR HEARD CLRNC TO CROSS. READBACK WAS MADE AND TAXI BEGAN AS SECOND ACFT CALLED TO CONFIRM TO WHOM THE CLRNC WAS DIRECTED. SINCE THERE ARE TWO FREQS USED FOR TWR, RPTR HAD CHANGED TO ASSIGNED FREQ AND DID NOT HEAR THE TWR RESPONSE. CONSEQUENTLY HE DOES NOT KNOW IF THE CLRNC TO CROSS WAS FOR HIM OR NOT. WITH PREPARATION FOR TKOF AND HEARING NO COMMENT FROM TWR, THE THOUGHT DID NOT OCCUR UNTIL LATER.

Synopsis

FLT CREW OF FAIRCHILD COMMUTER ACFT HEARS CLRNC TO CROSS RWY FOR TKOF ON INTERSECTING RWY AND TAXIES ACROSS. THEY HEAR A COMPANY ACFT WITH SIMILAR CALL SIGN REQUEST CLARIFICATION OF WHO THE CLRNC WAS FOR. ONCE AIRBORNE RPTR WONDERS IF THE CLRNC MIGHT HAVE BEEN FOR THE OTHER ACFT. TWR MAKES NO COMMENT.

ACN: 509463

Time

Date : 200104

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-83

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509463

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 510002

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

DURING TAXI FOR DEP, AN INITIAL TAXI CLRNC WAS RECEIVED OF 'TAXI VIA KILO, SIERRA, HOLD SHORT OF 4L, EXPECT RWY 9.' THE FO READ BACK THE CLRNC, WHICH I THEN ACKNOWLEDGED. AFTER CLRING L AND R, I BEGAN TO TAXI. THE FO THEN DISCOVERED THE ACARS PRINTER HAD MALFUNCTIONED, AND SWITCHED TO THE NO 2 RADIO TO OBTAIN CLOSEOUT DATA FROM THE COMPANY. I CONTINUED TO MONITOR ATC. AT TXWY SIERRA, I CLRED L AND R, ILLUMINATED THE ACFT AND MADE THE TURN ONTO SIERRA, WHICH THEN TOOK ME ACROSS RWY 4L. THREE QUARTERS OF THE WAY ACROSS RWY 4L, GND STATED, 'I SEE YOU ARE CROSSING RWY 4L, CONTACT THE TWR ON 128.8.' ON INITIAL CONTACT WITH THE LOCAL CTLR, SHE REPLIED, 'WHAT WAS YOUR LAST CLRNC?' I RESPONDED, 'KILO, SIERRA, HOLD SHORT OF RWY 9,' WHICH WAS IN FACT WHAT I THOUGHT OUR CLRNC WAS AT THAT POINT IN TIME. WE THEN WERE ASKED TO CALL THE TWR ON OUR ARRIVAL AT OUR DESTINATION. UPON DISCUSSION WITH THE FO AND TWR MANAGER, I REALIZED THAT WE WERE TO HOLD SHORT OF RWY 4L AND EXPECT RWY 9. THERE HAD BEEN NO CONFLICT WITH ANY OTHER ACFT, AND IT HAD NOT CAUSED ANY REDIRECTION OF TFC. I BELIEVE CONTRIBUTING FACTORS TO THIS RWY INCURSION ARE AS FOLLOWS. FIRST, THE ATIS HAD BROADCAST THE RWYS IN USE TO BE RWY 4R AND 9. RWY 4L WAS NOT CURRENTLY IN USE. THIS WAS FIXED IN THE BACK OF MY MIND. SECONDLY, THE FO HAD LEFT THE ATC FREQ. WHILE HE CORRECTLY REMEMBERED OUR INITIAL TAXI CLRNC, HE THOUGHT I HAD RECEIVED FURTHER CLRNC WHILE HE WAS OFF THE ATC FREQ, AND DID NOT CHALLENGE ME THEREFORE, WHEN I BEGAN TO CROSS RWY 4L. THE FO WAS ALSO VERY NEW, AND MAY HAVE BEEN HESITANT TO CHALLENGE OR QUESTION MY ACTION. OTHER FACTORS WERE THAT TXWY SIERRA IS VERY SHORT WHERE IT JOINS RWY 4L FROM KILO, SO THAT IN ORDER TO TURN ONTO SIERRA WITH A LARGE ACFT ENTAILS MOVING ONTO RWY 4L. LASTLY, I COULD SEE ANOTHER ACFT TAXIING ACROSS THE APCH END OF RWY 4L DOWNFIELD ON HIS WAY TO RWY 9. THESE THINGS ALL MOVED ME TO THINK OUR CLRNC HAD BEEN TO CROSS RWY 4L AND HOLD SHORT OF RWY 9 ON SIERRA. I THINK A BETTER PHRASEOLOGY FOR THE ORIGINAL CLRNC SHOULD HAVE BEEN, 'TAXI VIA KILO, HOLD SHORT OF RWY 4L AT SIERRA,' INSTEAD OF TAXI VIA KILO, SIERRA, HOLD SHORT OF RWY 4L, DUE TO THE VERY SMALL SECTION OF TXWY AT THE INTERSECTION. IN THE FUTURE I WILL VERBALLY VERIFY WITH THE FO ANY RWY CROSSING BEFORE CROSSING IT. SUPPLEMENTAL INFO FROM ACN 510002: WHEN I HEARD 'SWITCH TO 128.8.' I THEN REALIZED THAT WE WERE CROSSING RWY 4L, AND THOUGHT THAT THE CAPTAIN WAS GIVEN CLRNC TO CROSS RWY 4L PRIOR TO ME HEARING THE FREQ CHANGE. WHEN THE TWR TOLD US TO COPY A NUMBER AND CALL IT AT OUR DESTINATION, THE CAPTAIN THEN HAD ME CONFIRM WHAT THE CLRNC WAS, AND I SAID IT WAS KILO, SIERRA, HOLD SHORT OF RWY 4L. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE CALLED THE TWR AND DISCUSSED THE PROB. THERE WILL BE NO ACTION TAKEN. RPTR FEELS HE HAS LEARNED TO QUESTION HIMSELF AND FO PRIOR TO CROSSING ANY RWY TO ASSURE THEY HAVE CLRNC. SINCE THERE WAS NO CONFLICTING TFC AND HE KNEW RWY 4L WAS NOT IN USE WHICH HE FEELS MAY HAVE GIVEN HIM A FALSE SENSE OF THE CLRNC BEING TO RWY 9. THE SHORT DISTANCE ON TXWY S IS ALSO A CONTRIBUTING FACTOR AS THE HOLD SHORT LINE IS AT THE BEGINNING OF THE TXWY. THE ACARS BEING OTS WAS THE ADDED PROB WHICH TOOK THE FO OUT OF THE LOOP.

Synopsis

AN MD83 AT BOS IS CLRED TO TAXI VIA KILO, SIERRA, HOLD SHORT OF RWY 4L, EXPECT RWY 9. AS TAXI BEGINS FO NOTICES THE ACARS MALFUNCTION AND CHANGES TO #2 RADIO TO RECEIVE CLOSEOUT NUMBERS. CAPT TAXIES ONTO TXWY S AND CONTINUES ACROSS RWY 4L TO RWY 9.

ACN: 510140

Time

Date : 200105

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.MSL.Single Value : 150

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : B737-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510140

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 509805

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLRED TO LAND ON BOS RWY 27. AT APPROX 2-3 MI FROM RWY, WERE ADVISED BY CTLR THAT TFC WAS DEPARTING ON THE 'XING RWY.' WE SAW TFC ROLLING ON RWY 22R, AND THOUGHT THAT WAS THE TFC HE WAS REFERRING TO. ON SHORT FINAL, THE CTLR SAID 'ACR X.' A FEW SECONDS LATER, AS WE WERE IN THE LNDG FLARE, WE SAW AN ACR Y FLT JUST LIFTING OFF RWY 15R. JUST PRIOR TO THE INTXN OF RWY 27 AND RWY 15R, AT THAT SAME MOMENT, THE CTLR SAID 'ACR X, GO AROUND.' I VERY QUICKLY DECIDED THAT WAS NOT A GOOD MOVE, AND JUST SAID 'NO' TO MY COPLT, WHO RELAYED A 'NEGATIVE' ON THE FREQ. THE CTLR THEN SAID 'OK, CLRED TO LAND.' AFTER ARRIVING AT THE GATE, I CALLED THE TWR AND TALKED TO MR X, THE SUPVR. HE SAID HE HAD NO PROB WITH THE FLC ACTIONS IN THIS EVENT, AND WAS GLAD I DID NOT DO THE REJECTED LNDG. HE SAID THIS WAS A CTLR ERROR. I SUGGESTED TO HIM THAT THE TWR SHOULD NOT BE USING DIFFERENT FREQS FOR OPS ON XING RWYS. SUPPLEMENTAL INFO FROM ACN 509805: EACH ACFT WAS ON A DIFFERENT TWR FREQ, SO WE DIDN'T HEAR THE OTHER ACFT CLRED FOR TKOF. THIS CONTRIBUTED TO OUR NOT SEEING THE OTHER ACFT UNTIL THE LAST MOMENT.

Synopsis

BOS TWR ADVISES LNDG B738 TO GO AROUND AS B732 DEPARTS FROM INTERSECTING RWY. LNDG ACFT REFUSES CLRNC.

ACN: 510419

Time

Date : 200105

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : SF 340A

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510419

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FATIGUE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

WAS INSTRUCTED TO TAXI TO RWY 9, TXWY K, TXWY W, TXWY S, HOLD SHORT RWY 4L. WHILE TAXIING TO RWY 9 ON TXWY W, WE ENTERED THE STOP-WAY FOR RWY 22R, WHICH WE SHOULD HAVE HELD SHORT OF. ON ARPT DIAGRAM IT WAS DEPICTED IN WHITE AS RWY 22R STOP-WAY NOT IN BLACK AS RWY. IT WAS CTLR'S INTENTION TO HAVE US HOLD SHORT. WE DIDN'T REALIZE UNTIL WE ENTERED BUT BY THEN TOO LATE. THIS WAS LAST LEG OF 5 DAYS ON 27.5 HRS. DELAYS ALL DAY. LOW TIME FO WITH 40 HRS IN TYPE. BUSY ARPT.

Synopsis

THE CREW OF AN SF34 TAXIED PAST THE HOLDING POS LINE AND TAXIED ONTO RWY STOP-WAY.

ACN: 510893

Time

Date : 200105

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 510893

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other.Other : A/C GO AROUND

Narrative

WE WERE CLRED TO TAXI TO RWY 9 VIA TXWY A, TXWY S, HOLD SHORT OF RWY 4L. WE STOPPED LATE AT THE APCH END OF RWY 4L (NOSE OF ACFT OVER RWY EDGE LINE) CAUSING ANOTHER ACFT TO GO AROUND. BOS TWR IMMEDIATELY SAW THIS AND CALLED THE GAR -- GOOD JOB BOSTON! CONTRIBUTING FACTORS: BUSY ARPT, BUSY WITHIN COCKPIT DOING THE AFTER START, TAXI, AND BEFORE TKOF CHKLISTS. APCH END OF RWY 4L AND RWY 9 VERY CLOSE.

Synopsis

A B757 CREW TAXIED PAST THE HOLD SHORT LINE DURING TAXI FOR TKOF.

ACN: 517967

Time

Date : 200107

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Do 328

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : McDonnell Douglas Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 517967

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Narrative

WE WERE TAXIING FROM GATE. BOS GND CTLR CLRED US FROM THE ALLEY TO RWY 22R VIA TXWYS K, N, ALL THE WAY TO RWY 22R. WE WERE JUST ABOUT TO CROSS RWY 15R WHEN I SAW THE DC8 HOLDING IN POS WITH ITS LIGHTS ON. WE STOPPED SHORT OF RWY 15R AND I WAS JUST ABOUT TO ASK THE CTLR IF WE WERE CLRED TO CROSS AND THE DC8 PASSED BY US ON HIS TKOF ROLL. IT WAS A LONG DAY, LATE AT NIGHT AND LUCKILY NO PAX ABOARD OUR ACFT.

Synopsis

DORNIER 328 CAPT CAME TO AN ABRUPT STOP WHILE TAXIING FOR TKOF WHEN NOTICING A DC8 ON TKOF ROLL ON THE RWY TO WHICH THEY HAD BEEN CLRED TO TAXI ACROSS.

ACN-522363

Time

Date : 200108

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Do 328

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 522363

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 522858

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Other : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE HAD FLOWN AN ILS TO VISUAL CONDITIONS FOR RWY 4R AT BOS. AFTER LNDG WE CLRED THE RWY AT TXWY Y AND TURNED L AGAIN ON RWY 33R. DURING OUR ROLLOUT, WHILE WE WERE TRANSFERRING ACFT CTL FROM THE FO BACK TO THE CAPT, WE RECEIVED A TAXI CLRNC FROM THE TWR CTLR. MY FO AND I WERE BOTH SURE THAT WE WERE CLRED TO CROSS RWY 4L, TURN L ON TXWY N, AND CONTACT GND CTL. THE FO READ BACK 'CLR TO CROSS 4L.' THE TWR CTLR DID NOT CORRECT THIS READBACK OR CHALLENGE US. IN THE ABSENCE OF A CORRECTION AFTER THE READBACK, WE CROSSED RWY 4L IN ACCORDANCE WITH ESTABLISHED PRACTICE. I HAD CHKED TO MY L PRIOR TO CROSSING RWY 4L, AN DID NOT SEE ANY ACFT ON THAT RWY. WHEN WE CONTACTED GND CTL, WE WERE GIVEN A TAXI CLRNC, AND TOLD TO CONTACT THE TWR SUPVR WHEN WE GOT IN. THE TWR SUPVR TOLD ME THAT WE HAD BEEN TOLD TO HOLD SHORT OF RWY 4L, AND THEY WERE LISTENING TO THE TAPES. THE TWR SUPVR TOLD ME THEY WERE PROCESSING AN OPDEV ON THE TWR CTLR FOR NOT CORRECTING OUR 'CLRED TO CROSS' READBACK. I FEEL THE ROOT CAUSE OF THIS INCIDENT WAS THE ISSUE OF A CRITICAL CLRNC DURING ONE OF THE MOST CRITICAL PHASES OF FLT. OUR CONCENTRATION WAS PRIMARILY ON FLYING THE ACFT DOWN TO TAXI SPEED, AND EXITING THE RWY.

Synopsis

D328 PIC DISCUSSES WITH BOS SUPVR THE CLRNC READBACK ERROR THAT IS BEING PROCESSED ON THE GND CTLR.

ACN 531092

Time

Date : 200111

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Citation II S2/Bravo

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531092

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 531730

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

THIS WAS MY FIRST VISIT TO BOS. I TOTALLY REVIEWED THE ARPT DIAGRAM. I WAS TOTALLY AWARE THAT GA WAS ON THE N CARGO RAMP. ON FINAL APCH RWY 4R, I SAID 'WE WILL TURN OFF AT TXWY H OR TXWY F' TO MY COPLT. AFTER TOUCHDOWN RWY 4R, I SLOWED THE ACFT AND BEGAN A TURN TO THE L ONTO TXWY F. TWR SAID 'MAKE A L ON RWY 33L AND CONTACT GND ON 128.8.' MY COPLT REPEATED THE CLRNC BACK TO THE TWR. TWR SAID GA HAD MOVED, 'WE ARE GOING TO TAKE YOU DOWN THE RWY, SIGN X HAS MOVED TO THE N END OF THE ARPT.' TWR THEN SAID 'STAY ON THE RWY, STAY ON THE RWY' WITH URGENCY. AT THAT POINT I WAS ABOUT TO CLR RWY 4R AT RWY 33L, L TURN. I HAD BECOME CONFUSED BY THE TWR REPEATING TWICE THAT I SHOULD 'STAY ON THE RWY.' I SLOWLY CONTINUED DOWN THE RWY 4R ON THE L EDGE. I SAID TO MY COPLT 'THIS IS WRONG.' AT THAT POINT, AN AIRLINER WENT OVER THE TOP OF US ON A GAR. MY COPLT CONTACTED ATC. THEY TOLD US TO CLR AT TXWY Y, WHICH I DID. THIS COULD HAVE BEEN AVOIDED WITH A SHORT SIMPLE CLRNC.

Synopsis

C550 CPR FLC BECAME CONFUSED AS TO THE INTERP OF TWR'S INSTRUCTIONS AFTER LNDG FOR TAXIING TO PARKING AND VACATING THE LNDG RWY RESULTING IN TWR SENDING AROUND ANOTHER ACFT.

ACN: 532544

Time

Date : 200112

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 532544

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ACKNOWLEDGED A POS AND HOLD CLRNC FROM TWR FROM TXWY S TO RWY 9. AFTER XING THE HOLD LINE, TWR SAID, 'ACR X, THAT CLRNC WAS FOR ACR Y.' TWR WENT ON TO SAY, 'ACR X, YOU ARE NOW CLRED ON TO HOLD RWY 9.' WE ACKNOWLEDGED AND WAS THEN CLRED FOR TKOF. NO FURTHER ACTION TAKEN.

Synopsis

AN MD88 CREW, TAXIING FOR TKOF AT BOS, RESPONDED TO A CLRNC MEANT FOR ANOTHER ACFT.

ACN 532825

Time

Date : 200112

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : BOS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532825

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : CREW CONCEPT CRM

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Narrative

CAPT BELIEVED HE WAS CLRED INTO 'POS AND HOLD.' UPON TAXI INTO POS, TWR CALLED 'THAT WAS FOR ACR Y, NOT ACR X.' CAPT OF MY PLANE HAD CONFIRMED CLRNC PRIOR TO XING THE HOLD SHORT.

Synopsis

MD88 CAPT HAD RWY INCURSION AFTER TAKING CLRNC MEANT FOR ANOTHER ACR AT BOS.

ACN: 537184

Time

Date : 200202

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOS.Tower

Make Model : Beech Jet 400

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 537184

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 968

Resolatory Action.None Taken : Detected After The Fact

Narrative

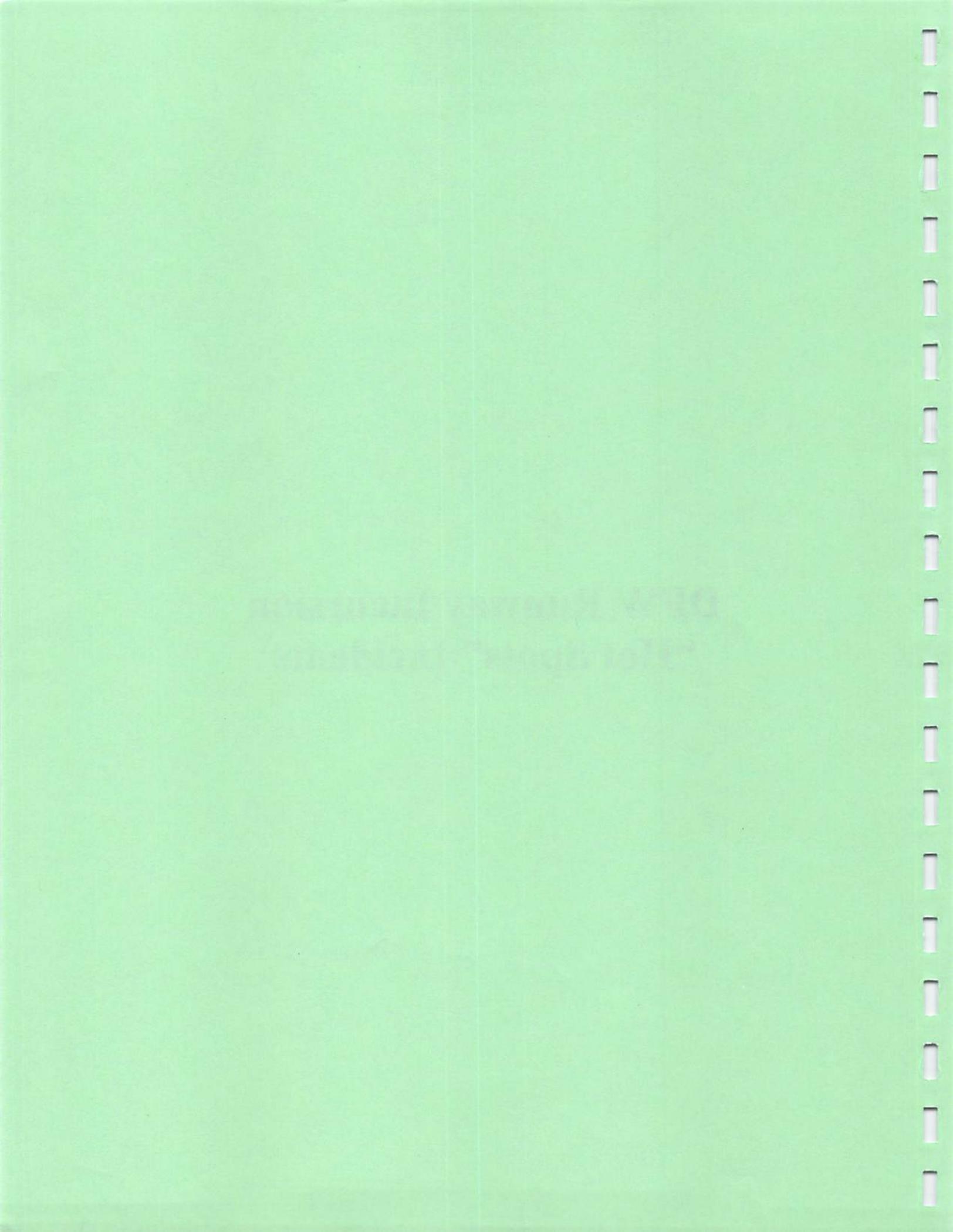
WE HAD JUST LANDED RWY 33L AT BOS. TWR INSTRUCTED US TO EXIT THE RWY ONTO TXWY Q AND TO CONTACT GND CTL. WE EXITED ONTO TXWY Q AND SWITCHED TO GND CTL FREQ. THE FREQ WAS VERY CONGESTED AS WE STOPPED WELL BEFORE RWY 4L/22R ON TXWY Q. HOWEVER, WHERE I STOPPED WAS SLIGHTLY PAST THE HOLD SHORT LINE. WE REMAINED STOPPED HERE AND WAITED FOR A BREAK IN THE XMISSION CONGESTION TO CONTACT GND FOR FURTHER INSTRUCTIONS TO THE RAMP. JUST AS WE WERE ABOUT TO CONTACT GND CTL, GND CTL CONTACTED US AND TOLD US TO PASS BEHIND AN AIRLINER TAXIING ON RWY 4L/22R, AND TAXI TO THE RAMP VIA TXWY K. TO THE BEST OF MY RECOLLECTION RWY 4L/22R WAS NOT BEING USED FOR LNDGS OR DEPS. IT WAS BEING USED ONLY FOR TAXI. THAT IS IT. THERE WAS NO INCIDENT OR INCURSION, OR ANY MENTION FROM GND CTL THAT I WAS SLIGHTLY PAST THE HOLD SHORT LINE. AFTER ALL, I STOPPED AND REMAINED WELL SHORT OF THE RWY 4L/22R, AND A RWY THAT WASN'T BEING USED FOR DEPS OR TKOFS. IN SUMMARY, I SHOULD HAVE BEEN MORE CAUTIOUS AND STOPPED BEFORE THE HOLD SHORT LINE, NOT SLIGHTLY PAST IT.

Synopsis

BEECH JET 400 FO OVERSHOT RWY HOLD SHORT LINE DURING TAXI IN RESULTING IN NO COMMENT FROM TWR CTLR, OR KNOWN CONFLICT. THE TWR WAS NOT BEING USED FOR TKOFS OR LNDGS, BUT ONLY TAXI.



**DFW Runway Incursion
“Hot Spots” Incidents**



Dallas-Ft. Worth International Airport (DFW)

28 Runway Incursion Incidents

Runway 17R			
Taxiway EM	ACN 479670	"...hold short of Runway 17R at Taxiway EM...did not see hold short line...immediately stopped the aircraft...crossed the line..."	
Runway 17C			
Taxiway Unspecified	ACN 475898	"...landing on Runway 17C...cleared to land with no restriction or land and hold short operation...aircraft taxied across our runway while we were...on rollout."	
Runway 18R			
Taxiway A	ACN 471252	"Landed Runway 13R...cleared to Taxiway A...hold short Runway 18R...crossed Runway 18R...without clearance..."	
	ACN 507703	"...holding short of Runway 18R on Taxiway A...issued instructions...cross Runway 18R...hold short Runway 18L...about 1/3...across...runway...instructions to hold short Runway 18R...unable...Tower issued go-around instructions to...landing aircraft."	
Runway 18L			
Taxiway A	ACN 472001	"...hold short of Runway 18L...heard...Tower canceling takeoff clearance...I looked up as we were crossing the runway...everybody...missed the hold short call."	
Taxiway B	ACN 483369	"...cleared to hold behind two company B727's at Taxiway B...Anticipating I would be next cleared across Runway 18L, started taxiing...past the hold short line before I realized a crossing clearance had not been received."	
Taxiway F2	ACN 511146	"...cleared...cross...Runways 18R and 18L...at Intersection WK...turn on Taxiway F...upon clearing...last runway...saw a taxi sign F2...made...R turn on F2 thinking...would lead to Taxiway F...high-speed from Runway 18L."	
Taxiway WM	ACN 478682	"After landing...holding short...Runway 18L...a B727 was given position and hold...received...crossing clearance...we entered the runway...noticed...smoke plume from...B727 engines powering up...Controller said stop...told the B727 to abort takeoff."	
	ACN 535655	"...landed Runway 18R...hold short...Runway 18L on Taxiway WM...only plane on Taxiway WM...First Officer responded 'crossing at Taxiway WM for Runway 18L.' Both of us...confirmed what we heard...Controller said we had been told to hold short."	
Taxiway Y	ACN 490394	"...on Taxiway Y...west approaching Runway 18L to hold short...looking ahead...to...see hold short line...aircraft blocked my view...saw hold short sign made an emergency stop...we rolled back...behind the hold short line."	
Taxiway Z	ACN 473331	"...checked on to Ground Control West on top of Z bridge...went into position on Runway 18L...Ground Controller stated 'Air Carrier X, you need to talk to Tower.' I truly felt that we had been cleared into position."	
	ACN 530370	"...on the bridge...given straight ahead for Runway 18L...Intersection Z takeoff...assumption...cleared into position on the runway...First Officer...said...we were not cleared into position...were still on Ground Control...immediately stopped...aircraft, still crossed...hold short line by several feet."	
Runway 35C			
Taxiway A	ACN 535491	"...taxi to 'Runway 35L via Taxiway A'...cross Runway 35C...not absolutely clear...if that was our aircraft...First Officer read back...instructions...released...brakes began to roll forward, ATC responded 'that was for Air Carrier XXX'...immediately applied heavy braking...aircraft...about 1/3...onto...runway."	
Taxiway EJ	ACN 524558	"Airline X...landed...Runway 35R...instructed to hold short...35C...Airline X crossed...Runway 35C without clearance."	
Taxiway Y	ACN 480506	"Cleared to land Runway 35C...Tower reconfirmed landing clearance without hold short restriction...observed a B727 crossing our runway at the end."	
Taxiway Z	ACN 504980	"...held short...Runway 35C on Taxiway Z behind two aircraft...followed aircraft across runway...unsure of whether we were part of the clearances..."	

Runway 35L

Taxiway EL	ACN 479896	"...cleared into position to hold on Runway 35L...2 MD80's were crossed at Taxiway EL...started rotation...last MD80's tail...extending across...runway hold line causing a runway encroachment...overflew the intersection at an estimated 50 feet AGL."
Taxiway Z	ACN 498862	"...working Local Control, north flow...several aircraft holding short...Runway 35L...B727 was...third aircraft holding on Taxiway Z...crossed 7 aircraft across Runway 35L...Air Carrier X not given a crossing clearance...down field Air Carrier X was in the middle of Runway 35L...crossed without approval."
	ACN 498892	"Landed on Runway 31R...held short of Runway 35C...cleared to cross Runway 35C...holding short...Runway 35L...heard and acknowledged 'Air Carrier XYZ cross Runway 35L...hold short of Taxiway K.' was for Air Carrier XYA."

Runway 36R

Taxiway WK	ACN 513795	"...holding short of active Runway 36R...to take position and hold...normal takeoff was made...heard...Tower say 'Air Carrier Y stop'...We were well above Air Carrier Y, when we flew past abeam...we departed without a clearance."
	ACN 514038	"...working Ground Control West...I instructed Air Carrier X to hold short...Runway 36R...by mistake. I should have said Runway 36L. Air Carrier X crossed Runway 36L at Taxiway WK...Air Carrier Y...landing on Runway 36L."
Taxiway WL	ACN 466039	"...Cleared for takeoff on Runway 36R...at approximately 70 knots...Tower called cancel takeoff clearance...aircraft...crossed...runway at Taxiway WL."
Taxiway Y	ACN 461240	"...landed Runway 36L... Tower told us...cross Runway 36R...way downfield a B737 had just rotated...stopped approximately 5 yards beyond the hold short line... Tower told us we had not been cleared."
Taxiway Unspecified	ACN 461182	"While crossing Runway 36R, an MD80... on a takeoff roll...Tower commanded the MD80 to abort the takeoff."
	ACN 513878	"...cleared for takeoff, Runway 36R...As we rolled...heard...Tower tell Aircraft Y to stop...As we passed over Aircraft Y...they were a few feet past the hold short line...that intersected Runway 36R...another aircraft (Aircraft Z) had been cleared for takeoff...not us."

Runway 36L

Taxiway Y	ACN 492440	"Landing Runway 36L...and during the rollout...noticed two company ATR's crossing downfield at Taxiway Z or Taxiway Y."
Runway Unspecified	ACN 472791	"...at 80 knot callout, Captain observed an aircraft taxi onto the runway followed shortly by Tower canceling takeoff clearance. Abort was initiated..."

ACN: 461182

Time

Date : 200001

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Brasilia EMB-120 All Series

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Observation : Company Check Pilot

Function.Flight Crew : Captain

ASRS Report : 461182

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : First Officer

ASRS Report : 461478

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 461184

Person / 4

Function.Oversight : PIC

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : FLC COORD

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG ON RWY 36L IN DFW, WE EXITED ON TXWY WL. IT WAS MY UNDERSTANDING THAT TWR TOLD US TO CROSS RWY 36R, TURN R ON TXWY G AND HOLD SHORT OF TXWY A. WHILE XING RWY 36R, AN MD80, WHICH APPEARED TO BE STOPPED, WAS IN FACT ON A TKOF ROLL. UPON XING RWY 36R UNEVENTFULLY, TWR COMMANDED THE MD80 TO ABORT THE TKOF. IN QUESTIONING MY FO AS TO THE CLRNC HE RECEIVED, HE REMEMBERED READING BACK 'HOLD SHORT OF RWY 36R.' THIS SCENARIO COULD HAVE BEEN PREVENTED HAD I VERBALLY EXPRESSED MY INTENTIONS TO THE FO. SUPPLEMENTAL INFO FROM ACN 461478: I AM A NEW HIRE FO ON THE EMB120 FOR AN ACR. DURING MY IOE, A RWY INCURSION OCCURRED BELIEVED TO BE CAUSED BY US. WE WERE FLT FROM TUL TO DFW. WE HAD LANDED ON RWY 36L AND EXITED ON TXWY WL. ONCE OFF OF THE RWY, THE TWR TOLD US TO 'HOLD SHORT OF RWY 36R AT TXWY A.' I ACKNOWLEDGED THE CLRNC AND READ BACK THE INSTRUCTIONS AS GIVEN. THE CAPT THEN ASKED FOR THE AFTER LNDG CHKLIST. I WAS DOING THE AFTER LNDG FLOW AND CHKLIST. AS I LOOKED UP FROM THE CTR INST PANEL, IT APPEARED THAT WE WERE ABOUT TO CROSS RWY 36R. NOT BEING COMFORTABLE WITH THE TXWY LOCATIONS AND LAYOUTS OF THE DALLAS ARPT SYS, I STILL HAVE TO REFER TO THE ARPT DIAGRAM. ONCE I IDENTED OUR PROX TO THE RWY WE WERE ALREADY ACROSS THE HOLDING LINE. I AM NEW TO THE ACFT AND THE AIRLINE AND UNFAMILIAR WITH THE DALLAS ARPT SYS. DALLAS IS A BUSY ARPT AND HAS SOME VERY COMPLEX TAXI PROCS. IF A CREW DOES NOT FLY OUT OF DFW ON A REGULAR BASIS, FINDING TXWYS, FREQS, AND STANDARD TAXI RTES IS CONFUSING. MANY TIMES A CREW IS XING A RWY AND CHANGING FREQS AT THE SAME TIME. IN THIS SIT, IF AN IMMEDIATE INSTRUCTION HAD TO BE ISSUED TO THE CREW, I QUESTION WHETHER IT COULD BE DONE IN A TIMELY MANNER. SUPPLEMENTAL INFO FROM ACN 461184: AS WE STARTED TKOF ROLL, I NOTICED A COMMUTER AIRPLANE GETTING CLOSE TO RWY. AS IT WAS ABOUT TO CROSS RWY, I ABORTED TKOF. COMMUTER CONTINUED TO CROSS RWY AT LEAST 1000 FT AHEAD OF US. WE HAD A SPD OF ABOUT 60 KTS AS WE REJECTED. TWR AND CREW EXCHANGED PHONE NUMBERS AND WE WENT BACK FOR TKOF.

Synopsis

AN EMB120 CROSSES RWY 36R AFTER BEING TOLD TO HOLD SHORT. AN MD80 WAS ON ITS TKOF ROLL AND HAD TO ABORT THE TKOF. EMB120 FO WAS IN IOE TRAINING. DFW, TX.

ACN: 461240

Time

Date : 200001

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : SF 340B

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 461240

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : ctrl work load

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE LANDED RWY 36L AT DFW EXITING SECOND HIGH SPD. TWR TOLD US TO GO N ON TXWY E TO TXWY Y, CROSS RWY 36R GND .8 ON TOP. WHEN WE GOT TO TXWY Y, I KNEW WE WERE CLRED BUT WANTED CONFIRMATION BECAUSE WAY DOWNFIELD A B737 HAD JUST ROTATED. THE B737 WAS IN NO DANGER BUT WE STOPPED APPROX 5 YARDS BEYOND THE HOLD SHORT LINE, BUT SHORT OF THE RWY. TWR TOLD US WE HAD NOT BEEN CLRED BUT TO CROSS RWY 36R GND .8 ON BRIDGE. WE QUIZZED HIM ON OUR CLRNC, BUT HE SAID HE HAD NOT CLRED US AT NO TIME WAS ANY ACFT IN DANGER OR SAFETY COMPROMISED. MORE STAFF NEEDED IN TWR. HE MAY HAVE BEEN WORKING WITH MINIMAL HELP.

Synopsis

AN SF340 CROSSES THE HOLD LINE FOR RWY 36R AFTER BELIEVING THAT THE FLT HAD BEEN CLRED TO CROSS RWY 36R WHILE A B737 WAS JUST ROTATING AT DFW, TX.

ACN: 466039

Time

Date : 200003

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 466039

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 4

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE CLRED FOR TKOF ON RWY 36R, CAPT'S LEG. AT APPROX 70 KTS, CAPT SAID HE THOUGHT ANOTHER ACFT WAS XING THE RWY. TWR CALLED CANCEL TKOF CLRNC AND I CALLED ABORT AND CAPT DID A LOW SPD ABORT. TWR TOLD US TO EXIT RWY AT TXWY F4. ACFT Y HAD CROSSED THE RWY AT TXWY WL AND STOPPED SHORT OF TXWY F. TWR SAID HE WAS NOT TALKING TO THEM AND THEY WERE ON ANOTHER FREQ. TWR CLRED US TO TURN SHARP R ON TXWY F AND THEN ACFT Y STARTED TO MOVE ALSO SLIGHTLY IN FRONT OF US AND TURNED L ON TXWY F. TWICE THERE WAS A POTENTIAL INCIDENT AND AT NO TIME DID WE HEAR ANY XMISSIONS TO OR FROM ACFT Y. WE WENT BACK TO RWY 36R AND WERE CLRED FOR TKOF WITHOUT FURTHER DELAY.

Synopsis

LOW SPD ABORT OF TKOF AT DFW DUE TO XING TFC ON RWY THAT WAS NOT CTLED BY CTLR
GIVING TKOF CLRNC.

ACN: 471252

Time

Date : 200005

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 471252

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 471498

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Narrative

LANDED RWY 13R AT DALLAS (DFW) AND CLRED TO TAXI TXWY A AND HOLD SHORT RWY 18R,
AND MONITOR ANOTHER TWR FREQ. CROSSED RWY 18R AND HELD SHORT AT RWY 18L
WITHOUT CLRNC TO CROSS RWY 18R. ATC DID NOT SAY ANYTHING.

Synopsis

FLC OF A DC9 FAILED TO HOLD SHORT OF RWY DURING TAXI IN AFTER LNDG AT DFW.

ACN: 472001

Time

Date : 200005

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : L-1011-500 Series

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-90 Series (DC-9-90) Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Observation : Company Check Pilot

Function.Flight Crew : Captain

ASRS Report : 472001

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 471728

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 471875

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Observation : Observer

Person / 6

Function.Observation : Observer

Person / 7

Function.Controller : Local

Person / 8

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other : FLL DISTR
Independent Detector.Other.ControllerA : 7
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

NARRATIVE FROM ACN 471728 USED: TWR ADVISED US THE MD90 WOULD GIVE WAY AND JOIN TXWY B AND HOLD SHORT OF RWY 18L. I ACKNOWLEDGED THE HOLD SHORT AND BEGAN MY FO AFTER LNDG DUTIES. THE NEXT THING I HEARD WAS TWR CANCELING A TKOF CLRNC AND I LOOKED UP AS WE WERE XING THE RWY. EVIDENTLY EVERYBODY ELSE WAS PREOCCUPIED WITH THE MD90 THAT THEY MISSED THE HOLD SHORT CALL. SUPPLEMENTAL INFO FROM ACN 471875: CTLR TOLD THE MD88 TO HOLD FOR US TO PASS AND JOIN TXWY B. I (SO) CHANGED #2 RADIO TO CONTACT COMPANY AS PER PROC, AND FINISHED AFTER LNDG CHKLIST. ON RETURNING, I HEARD THE CTLR GIVE A JET A TKOF CLRNC AND AT THE SAME TIME A CLRNC TO CANCEL THE CLRNC (RWY 18L). WE CONTINUED TO TAXI ON AND ACROSS RWY 18L. THE NEXT COMMENT WAS FROM THE CTLR REGARDING OUR XING RWY 18L -- DID WE HEAR HOLD SHORT RWY 18L. THE CAPT, 2 JUMP SEAT RIDERS, AND FO DID NOT. THE CREW WAS COGNIZANT OF 'ITS SITUATIONAL AWARENESS,' ACFT HOLDING, ETC. IF IN FACT THE FO HEARD HOLD SHORT OF RWY 18L, THEN OUR CREW FAILED TO CRM. AS A PROC, ALL CLRNCs, INSTRUCTIONS SHOULD BE ACKNOWLEDGED AND VERBALIZED.

Synopsis

A TAXIING L1011-500 EXPERIENCES A RWY INCURSION RELATED TO RWY 18L AT DFW, TX.

ACN: 472791

Time

Date : 200005

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Light Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 472791

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 472790

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerB : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Other : Tkof Clrnc Cancelled

Narrative

CAPT WAS FLYING, STARTED TKOF ROLL, AT 80 KT CALLOUT, CAPT OBSERVED AN ACFT TAXI ONTO THE RWY FOLLOWED SHORTLY BY TWR CANCELING TKOF CLRNC. ABORT WAS INITIATEI AT APPROX 90 KTS. DUE TO THE SLOW SPD AND THE TAXIING ACFT NO LONGER ON THE RWY, MAX BRAKING WAS NOT REQUIRED. WE TAXIED CLR AT TXWY EK TO TXWY M. WE CONTINUED WITH OUR PLANNED DEP/FLT AFTER REVIEWING ALL APPROPRIATE CHKLISTS. ACFT WT AT ABORT 138400 LBS, BRAKE TEMP AT TKOF WAS 120 DEGS. TAXIING ACFT WAS AN ACR FLT.

Synopsis

ACR REJECTS TKOF AS CLRNC IS RESCINDED BECAUSE OF AN ACFT XING THE RWY
DOWNFIELD.

ACN: 473331

Time

Date : 200005

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 473331

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 473330

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.ControllerB : 4

Resolutory Action.Controller : Issued Advisory

Narrative

WHEN WE CHKED ON TO GND CTL W ON TOP OF ZULU BRIDGE, CTLR ASKED IF WE HAD OUR CLOSEOUT. WE REPLIED YES. WE FELT THE CTLR THEN SAID TAXI INTO POS RWY 18L. I BELIEVE THE FO REPEATED THIS. THE FO EVEN COMMENTED TO ME THAT THE CTLR MUST BE CANADIAN SINCE HE SAID INTO POS INSTEAD OF POS AND HOLD. WITH THAT INFO, WE COMPLETED THE BEFORE TKOF CHKLIST AND WENT INTO POS ON RWY 18L. AS WE DID SO, THE GND CTLR STATED 'ACR X YOU NEED TO TALK TO TWR.' WE THEN REALIZED THAT WE WERE STILL ON GND CTL FREQ. I TRULY FELT THAT WE HAD BEEN CLRED INTO POS ON THE RWY. THERE IS, HOWEVER, NO EXCUSE FOR NOT REALIZING WE WERE TAKING POS ON THE RWY WITHOUT BEING ON TWR FREQ AND QUESTIONING THE CTLR'S NOT GIVING US A POS AND HOLD CLRNC. SUPPLEMENTAL INFO FROM ACN 473330: LOCATION: DFW AT TXWY Z AND RWY 18R. WE WERE GIVEN THE RWY 18L BRIDGE TAXI CLRNC BY GND ON 121.85. UPON REACHING THE ZULU BRIDGE I SWITCHED TO W GND ON 121.85 AND CHKED IN. THE W GND ASKED IF WE WERE READY FOR DEP WITH ALL NUMBERS AND CLOSEOUT. WE ACKNOWLEDGED THAT WE WERE AND AT THAT POINT GND ISSUED A STATEMENT THAT I INTERPED AS CLRED INTO POS. WE SHOULD HAVE QUESTIONED THE STATEMENT, BUT NEITHER OF US DID. ALSO, THE FACT THAT WE SWITCHED FROM ONE GND FREQ TO ANOTHER REINFORCED THE HABIT PATTERN OF GOING FROM GND TO TWR. THE QUESTIONS ASKED BY GND ON THE SECOND FREQ SOUNDED LIKE TWR QUESTIONS AND I SIMPLY LET MYSELF GO DOWN THE HABIT PATTERN PATH. I DID ACKNOWLEDGE THE INSTRUCTIONS AS I INTERPED THEM AND DID NOT GET ANY FURTHER RESPONSE FROM GND. WE CLRED BOTH ENDS OF THE RWY AND SLOWLY TAXIED INTO POS. I WAS THEN THAT GND SAID THE TWR WANTED TO TALK WITH US AND WE THEN REALIZED WE WERE STILL ON THE GND FREQ. WE CONTACTED TWR AND THEY CLRED US FOR TKOF.

Synopsis

ACR TAXIES ONTO RWY AT DFW, TX, WITHOUT CLRNC AND STILL ON GND CTL FREQ.

ACN: 475898

Time

Date : 200006

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : DC-9 30

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 475898

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : Fac Coord

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Insufficient Time

Consequence.Other.Other : None

Narrative

ON LNDG ON RWY 17C, AS WE WERE CLRED TO LAND WITH NO RESTR OR LAHSO INSTRUCTIONS, WE OBSERVED AN ACFT TAXI ACROSS OUR RWY WHILE WE WERE AT APPROX 100 KIAS ON ROLLOUT. THE CTLR MADE NO MENTION OF LAHSO, AND WE DID NOT ACCEPT AN LAHSO CLRNC. WE WERE NOT ALERTED TO AN ACFT XING OUR RWY.

Synopsis

A LNDG DC9-30 FLC NOTES AN ACFT XING THEIR RWY 2000 FT AHEAD WHILE THEY WERE ROLLING OUT AT 100 KTS, RWY 17C AT DFW, TX.

ACN: 478682

Time

Date : 200007

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478682

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 478683

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Other : TWR CTLR STOPPED ACFT Y.

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

LOCATION: TXWY WM AT RWY 18L. AFTER LNDG WE WERE HOLDING SHORT OF RWY 18L AT TXWY WM WHEN A B727 WAS GIVEN POS AND HOLD WITH TFC XING DOWNFIELD. WE THEN RECEIVED AND READ BACK OUR XING CLRNC. AS WE ENTERED THE RWY, I LOOKED UP FIELD AND NOTICED THE LNDG LIGHTS ON AND A SMOKE PLUME FROM THE B727 ENGS POWERING UP. I EXPEDITED THE XING AS WE WERE ALREADY OUT ON THE RWY. THE CTLR SAID STOP BUT NO CALL SIGN WAS GIVEN. SHE THEN TOLD THE B727 TO ABORT THE TKOF. IN LATER DISCUSSION WITH THE TWR SUPVR, HE SAID WE HAD FOLLOWED OUR CLRNC AND THE PROB WAS BTWN THE TWR AND THE B727.

Synopsis

FLC OF A SUPER MD80 EXPEDITED RWY XING AFTER BEING CLRED TO CROSS DURING TAXI IN DUE TO A B727 OBSERVED STARTING TKOF ROLL ON THE RWY. CTLR INSTRUCTED THE B727 TO STOP.

ACN: 479670

Time

Date : 200007

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479670

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

I NEARLY HAD A RWY INCURSION AND ALTHOUGH THE TWR SUPVR LATER TOLD ME THAT THE WERE NOT CALLING IT AN INCURSION, I FEEL THAT IT IS IMPORTANT ENOUGH FOR SAFETY ANI TREND ANALYSIS TO RPT IT. WE LANDED ON DFW RWY 17C AT XA25Z AND TURNED OFF AT HIGH SPD TXWY M5. OUR CLRNC WAS TO HOLD SHORT OF RWY 17R AT TXWY EM. WHILE TAXIING, I WAS THINKING ABOUT A WAKE TURB SEPARATION CONCERN I HAD HAD ON FINAL. THAT DISTR CAUSED ME TO THINK I WAS APCHING TXWY M WHEN IN FACT I WAS APCHING RWY 17R. I DID NOT SEE THE HOLD SHORT LINE AND IT WAS NOT UNTIL I NOTICED THE RWY CTRLINE AHEAD THAT I REALIZED THAT IT WAS THE RWY I WAS APCHING AND NOT A XING TXWY. I IMMEDIATELY STOPPED THE ACFT AND CALLED THE TWR TO RPT THAT WE HAD CROSSED THE LINE, BUT WERE STOPPED SHORT OF THE RWY. THE TWR CTLR TOLD US TO JUST HOLD OUR POS. ANOTHER ACFT TOOK OFF ON RWY 17R AS WE SAT THERE. I DO NOT KNOW IF HE HAD BEGUN HIS TKOF ROLL BEFORE WE GOT OUR RADIO CALL OFF AND I DID NO LOOK BACK TO SEE HOW FAR ACROSS THE LINE WE WERE. MY FEELING IS THAT OUR ACFT WAS NOT COMPLETELY ACROSS THE LINE, BUT THE POINT IS THAT A RWY INCURSION IS A VERY, VERY SERIOUS THING AND I ALMOST HAD ONE. ALTHOUGH I AM A NEW CAPT, I AM NOT UNFAMILIAR WITH DFW. I WAS AN MD80 FO FOR 10 YRS AND HAVE BEEN BASED AT DFW FOR 7 YRS. MY DISTR THOUGHTS WERE CLRLY THE PRIMARY CAUSE OF THIS INCIDENT AND FRANKLY I DO NOT KNOW HOW I MISSED THE HOLD SHORT LINE. PERHAPS I LOOKED DOWN. PERHAPS THE LINE IS FADING AND NEEDS TO BE REPAINTED. IN ANY CASE, MY MIND WAS BACK ON FINAL APCH AND NOT COMPLETELY ON THE TASK AT HAND.

Synopsis

A FOKKER 100 CAPT RPTED A NEAR RWY INCURSION AT DFW, CAUSED BY DISTRACTING THOUGHTS OF THE APCH HE HAD JUST MADE.

ACN: 480506

Time

Date : 200007

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 480506

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 480507

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

FO LNDG. CLRED TO LAND RWY 35C AND HOLD SHORT OF EJ. UNABLE TO HOLD SHORT, ADVISED TWR, TWR ACKNOWLEDGED, AND CAPT RECONFIRMED LNDG CLRNC. TWR RECONFIRMED LNDG CLRNC WITHOUT HOLD SHORT RESTR. AFTER TOUCHDOWN AT APPROX 120 KTS, FO OBSERVED A B727 XING OUR RWY AT THE END. CAPT QUESTIONED TWR, AND TWR ACKNOWLEDGED THEIR MISTAKE. CAPT DEBRIEFED TWR SUPVR, AND TWR SUPVR STATED THAT HE WAS FILING A RWY INCURSION RPT.

Synopsis

AN S80 FLC ON LNDG ROLLOUT ON RWY 35C NOTES A B727 XING THEIR RWY AT THE END AT DFW, TX.

AGN: 483369

Time

Date : 200008

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 3

Controlling Facilities.Tower : DFW.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 4

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Captain

ASRS Report : 483369

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 483370

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 483371

Person / 4

Function.Flight Crew : First Officer

ASRS Report : 483372

Person / 5

Function.Controller : Ground

Person / 6

Function.Controller : Ground

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : ATC TECHNIQUE COM

Independent Detector.Other.Flight CrewA : 3

Independent Detector.Other.Flight CrewB : 7

Resolatory Action.None Taken : Insufficient Time

Consequence.Other : Company Review

Narrative

ACFT X LANDED RWY 18R AT DFW, EXITED HIGH SPEED AND WAS CLRED TO HOLD NUMBER TWO BEHIND COMPANY B757 AT TXWY BRAVO. COMPANY ACFT WERE WAITING AT WM BRAVO AND ALPHA TO CROSS RWY 18L. AN ACFT WAS CLRED INTO POS AND HOLD RWY 18L AND ADVISED OF TFC XING DOWNFIELD. THE COMPANY ACFT AT WM BRAVO, AND ALPHA WERE CLRED TO CROSS RWY 18L. A SECOND S80 WAS BELIEVED TO BE CLRED TO CROSS 18L THAT WAS ACTUALLY BEHIND ME BEING # TWO AT BRAVO. ANTICIPATING THAT I WOULD BE NEXT CLRED ACROSS RWY 18L, I STARTED TAXIING TOWARD THE HOLD SHORT LINE, VACATED BY THE COMPANY B757. WHILE OBSERVING THE TFC ON ALPHA AND UPFIELD ON WM, I TAXIED PAST THE HOLDSHORT LINE BY HALF AN ACFT LENGTH BEFORE I REALIZED A XING CLRNC HAD NOT BEEN RECEIVED. AT THAT POINT THE WM TFC WAS STILL SLIGHTLY AFT OF MY ACFT AND CONSIDERED THE MOST PRUDENT ACTION WAS TO CONTINUE ACROSS RWY 18L. NO LOSS OF SEPARATION NOR SAFETY WAS COMPROMISED. THE TWR FREQ WAS NONSTOP DURING THIS ENTIRE EVOLUTION. WE TAXIED OVER THE ALPHA BRIDGE, CONTACTED E GND AND TAXIED TO PARK WITHOUT FURTHER INCIDENT. I SUBSEQUENTLY CALLED TWR CHIEF, IDENTIFIED MYSELF AS CAPT OF ACFT X AND ASKED HIM TO REVIEW THE OCCURANCE. THE CAUSE OF THIS RWY EXCURSION WAS MY HEIGHTENED ANTICIPATION OF CROSSING CLRNC AMID COMPANY ACFT THAT WERE CLRED TO CROSS IN FRONT OF AND ON BOTH SIDES OF ME. SUPPLEMENTAL INFO FROM ACN 483370: LOCATION TWY BRAVO, BTWN RWY 18R AND RWY 18L. WE WERE HOLDING SHORT OF RWY 18L AT TXWY B AFTER HAVING LANDED ON RWY 18R. TWR CLRED NUMEROUS ACFT TO CROSS RWY 18L, BUT HE DID NOT CLR US. NEVERTHELESS THE CAPT ADDED PWR AND STARTED TO CROSS. I TOLD HIM WE HAD NOT BEEN CLRED TO CROSS. HE SAID THAT HE REALIZED THAT, BUT TWR HAD CLRED EVERYONE ELSE AND THAT HE WAS GOING TO CROSS ANYWAY. I DID NOT TAKE ACFT CTL AWAY FROM HIM BECAUSE WHAT HE WAS DOING WAS NOT UNSAFE. WE FOLLOWED A B757 ACROSS AND THERE WERE NUMEROUS OTHER ACFT CROSSING SO THERE WAS NO ACTUAL CONFLICT. I MENTIONED THIS INCIDENT TO HIM ON THE TAXI IN AND AGAIN AT THE GATE. HE DID NOT SEEM CONCERNED ABOUT IT AND DID NOT PLAN ON SUBMITTING AN ASAP RPRT. I HATE TO SUBMIT A RPRT WITHOUT THE CAPT DOING THE SAME, BUT THIS IS BLATANTLY ILLEGAL AS FAR AS I CAN SEE, AND I FEEL I HAVE NO OTHER OPTION. SUPPLEMENTAL INFO FROM ACN 483371: HOLDING # 2 TO CROSS RWY 18L AT TXWY A WE RECEIVED A RAPID FIRE CLRNC TO CROSS RWY 18L. BY THAT, I MEAN A LARGE # OF ACFT WERE CLRED IN MASS IN THE SAME XMISSION. I DON'T BELIEVE THE BREAK-BREAK TECHNIQUE WAS USED BY TWR. I STARTED ACROSS ALONG WITH ACFT AHEAD AND FO ASKED IF WE HAD BEEN CLRED. I SAID TO CONFIRM BUT THE FREQ WAS TOTALLY JAMMED AND WE GOT NO RESPONSE. BY THIS TIME I HAD STOPPED THE ACFT, BUT WAS ACROSS THE HOLD LINE. I LOOKED UP THE RWY, NO ONE IN HOLDING POS AND SAW A SECOND MD80 ON BRAVO XING AND A SECOND B757 AT THE NEXT TXWY NEAR THE MID POINT OF RWY XING. IN MY MIND, THIS CONFIRMED THAT TWR HAD CROSSED 2 SETS OF ACFT AND SINCE I WAS ACROSS THE HOLD LINE, I HELD THAT BELIEF WHEN THE FO TOLD ME SHE DID NOT HEAR A CLRNC TO CROSS. I BELIEVED I DID AND TOLD HER I HEARD A CLRNC AND CROSSED THE RWY IN WRITING THIS I STILL THINK I HEARD A CLRNC, BUT CANNOT DISPUTE TWRS ASSERTAION AS DID NOT GET UNEQUIVOCAL CONFIRMATION WITH MY FO. I DON'T EVEN KNOW IF SHE WAS ON FREQ WHEN I THINK I HEARD IT. OTHER FACTORS, 100 HR CAPT, EXTREMELY HIGH STRESS LOAD ON ME RIGHT NOW, MAYBE SOME GET HOMEITIS, BUT I DON'T THINK SO. RAPID FIRE MULTIPLE ACFT CLRNC RADIO CALLS, NO ONE WAY FREE RADIO FREQ TO GIVE TWR A CRITICAL MSG, THE WHOLE RWY XING-MESS.

Synopsis

WITH NUMEROUS ACFT WAITING TO CROSS A RWY AT DFW. THE CTLR ISSUES NUMEROUS CLRNCES WITH NO BREAK IN XMISSION LEADING TO TWO RWY INCURSIONS AND MUCH CONFUSION.

ACN: 490394

Time

Date : 200011

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Brasllia EMB-120 All Series

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 490394

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : SURFACE MARKING VIGABILITY

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Narrative

I WAS TAXIING ON TXWY Y TO THE W APCHING RWY 18L TO HOLD SHORT. IT WAS RAINING AND THERE WAS STANDING WATER ON THE TXWY. I WAS LOOKING AHEAD AND TO THE L TO TRY TO SEE HOLD SHORT LINE. I ALSO TRIED TO SEE SIGN ON TXWY Z, BUT AN ACFT BLOCKED MY VIEW. I LOOKED TO THE R AND SAW THE HOLD SHORT SIGN AND MADE AN EMER STOP THAT SURPRISED ME IN THE INTENSITY OF THE STOP CAUSING ME TO LET OFF THE BRAKES AND WE ROLLED BACK. I PULLED THE EMER PARKING BRAKE AND WE STOPPED. AT THAT TIME WE WERE DEFINITELY BEHIND THE HOLD SHORT LINE. I DON'T KNOW IF WE BROKE THE HOLD LINE OR NOT. THE GLARE (CLRING SUNLIGHT BELOW CLOUDS TO THE W) AND THE STANDING WATER WERE THE CAUSE OF MY INABILITY TO SEE THE LINE. I DID NOT SEE LIGHTS ON THE HOLD SHORT LINE EITHER. I DO NOT THINK THEY WERE ON. THEY SHOULD HAVE BEEN ON. I WILL BE BRIEFING MY FO TO MONITOR R-HAND HOLD SHORT SIGNS AND VERBALLY APPRISE ME OF COASTING, OR IF TIME TOO SHORT TO PUT ON BRAKES HIMSELF. AFTER XING RWY 18L TO HOLD SHORT OF RWY 18R THE HOLD SHORT LIGHTS WERE A BIG HELP.

Synopsis

**STANDING WATER OBSCURING HOLD SHORT LINES AT DFW RESULT IN A NEAR RWY
INCURSION.**

ACN: 492440

Time

Date : 200011

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : ATR Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Captain

ASRS Report : 492440

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

LNDG RWY 36L AT DFW. FO WAS LNDG AND DURING THE ROLLOUT HE XFERRED ACFT CTL BACK OVER TO ME. I NOTICED 2 COMPANY ATR'S XING DOWNFIELD AT TXWY Z OR TXWY Y. WE HAD RECEIVED A LNDG CLRNC, BUT NOT A HOLD SHORT CLRNC. AFTER CLRING ALL RWYS, I CALLED TWR ON RADIO AND ADVISED HIM OF THE SIT. ATC APOLOGIZED TO US.

Synopsis

TWR LCL CTLR CROSSED 2 ATR ACFT ACROSS ACTIVE RWY IN FRONT OF AN EMBRAER 145 ROLLING OUT.

ACN: 498696

Time

Date : 200101

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498696

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 498567

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

AFTER CLRING RWY 31R AT THE END OF TXWY P, WE WERE INSTRUCTED TO HOLD SHORT OF RWY 35C AND MONITOR THE TWR FREQ FOR THAT RWY. AS I TURNED THE CORNER ONTO TXWY Y, I WAS WATCHING A B757 TAXIING ON A PARALLEL TXWY AT R ANGLES TO OURS. ONCE ASSURED THERE WOULD BE NO CONFLICT WITH HIM AT THE INTXN (HE WAS CLRED ONTO TXWY Z) I LOOKED TO MAKE SURE OUR NOSE WAS ON THE CTRLINE OF THE TXWY Y WHILE THE FO COMPLETED THE AFTER CLRING RWY CHKLST. WHEN I LOOKED TO THE L, I SAW THAT I HAD ALREADY STUCK MY NOSE ONTO A RWY ABOUT THE SAME TIME AS THE TWR ASKED WHO WAS THE SUPER 80 ON TXWY Y. I IDENTIFIED MYSELF BY CALL SIGN AS I FINISHED CROSSING THE RWY 35C AT THE VERY END OF ITS 13400 FT LENGTH. THE CTRLR INSTRUCTED ME TO CALL HIM WHEN I GOT TO THE GATE, WHICH DID QUICKLY. NO RPT WAS FILED BY ATC SINCE LAHSO INSTRUCTIONS HAD BEEN ISSUED TO THE ACFT ON RWY 35C THAT WAS COMPLETING ITS LNDG ROLL SOME DISTANCE DOWN THE RWY. I ADMITTED THE FAULT WAS MINE AS I DID NOT REALIZE I WAS APPROACHING THE RWY 35C SO QUICKLY. WX WAS NO FACTOR. DAYLIGHT VMC.

Synopsis

AN MD80 CREW CLRING RWY AT DFW CROSSED A RWY THEY WERE TO HOLD SHORT OF.

ACN: 498862

Time

Date : 200101

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Controller : Ground

ASRS Report : 498862

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

I WAS WORKING THE LCL CTL POS, N FLOW. I HAD SEVERAL ACFT HOLDING SHORT OF RWY 35L AND SEVERAL DIFFERENT TXWYS. RWY 35L DEP RWY. A B727 WAS THE THIRD ACFT HOLDING ON TXWY Z. I STOPPED DEPS AND CROSSED 7 ACFT ACROSS RWY 35L (2 AT TXWY Z, ACR X WAS NOT GIVEN A XING CLRNC. WHEN I GOT READY TO START DEPS AGAIN, I LOOKED DOWN FIELD AND ACR X WAS IN THE MIDDLE OF RWY 35L. HE HAD CROSSED WITHOUT APPROVAL, AND SINCE 2 HAD CROSSED AHEAD OF HIM, HE DID NOT HAVE THE ROOM TO CLR. I RPTD THE PLTDEV TO THE SUPVR BUT NOTHING WAS DONE ABOUT IT (AS IS COMMON PRACTICE AT THIS FACILITY).

Synopsis

DFW GND CTLR ISSUES MULTIPLE TAXI CLRNCs AND AN ACR, NOT INCLUDED IN THOSE CLRNCs, TAXIES ONTO THE RWY AND IS UNABLE TO VACATE DUE TO CONGESTION. CTLR PERCEIVES RPT OF PLTDEV TO SUPVR IS NOT ACKNOWLEDGED.

ACN: 498892

Time

Date : 200101

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-88

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 498892

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : SIM. CALL SIGNS

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

LANDED ON RWY 31R AT DFW. TAXIED TO AND HELD SHORT OF RWY 35C AS PER TWR'S INSTRUCTIONS. AFTER BEING CLRED TO CROSS RWY 35C AND HOLDING SHORT OF RWY 35L WITH NUMEROUS OTHER ACFT, WE HEARD AND ACKNOWLEDGED 'ACR XYZ CROSS RWY 35L UP TO AND HOLD SHORT OF TXWY K.' APPARENTLY THE CALL WAS FOR ACR XYA WHO ACKNOWLEDGED THE CALL SIMULTANEOUSLY WITH US. TWR WAS PROBABLY CONFUSED ON WHO ACKNOWLEDGED THE CALL. NO CONFLICT WITH TFC WAS OBSERVED. ADDING TO THE SIT WAS A TWR CTLR WHO WAS DOING A GOOD JOB, BUT SEEMED INTENT ON XING AS MANY ACFT AS POSSIBLE QUICKLY, AND SEEMED IMPATIENT WITH ACFT THAT RESPONDED SLOWLY INSISTENCE ON POSITIVE READBACK, AS WELL AS NOT ALLOWING OURSELVES TO FEEL RUSHED, IS EXTREMELY IMPORTANT AS WELL.

Synopsis

AN MD80 CREW RESPONDING TO ANOTHER ACFT'S CLRNC TAXIED ACROSS AN ACTIVE RWY
AT DFW.

ACN: 504980

Time

Date : 200103

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : B757-200

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 504980

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 504979

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : CLRNC INTERP

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Company Review

Narrative

WE WERE HELD SHORT OF RWY 35C ON TXWY Z BEHIND 2 ACFT WHEN TWR ISSUED NUMEROUS CLRNCs TO CROSS. WE FOLLOWED ACFT ACROSS RWY. RADIOS WERE BUSY WITH CLRNCs AND READBACKS. WE WERE UNSURE OF WHETHER WE WERE PART OF THE CLRNCs AND REALIZED WE WERE ALREADY ON THE RWY. WE CONTINUED TO CROSS AND HELD SHORT OF RWY 35L. IT WAS DAY VFR AND RWY WAS CLR. TWR DID NOT MENTION ANY PROBS WITH OUR TAXI AND WE WERE CLRED ACROSS RWY 35L AND HANDED OFF TO GND FOR FURTHER TAXI. WE DID NOT RECEIVE ANY INDICATIONS FROM CTLRS THAT AN INCURSION TOOK PLACE. SUPPLEMENTAL INFO FROM ACN 504979: TWR SAID NOTHING TO US, BUT IT IS POSSIBLE THAT WE CROSSED WITHOUT CLRNC.

Synopsis

A B757 FLC IS UNCERTAIN AS TO WHETHER THEY HAD RECEIVED CLRNC TO CROSS RWY 35C ALONG WITH 2 OTHER ACFT AT DFW, TX.

ACN: 507703

Time

Date : 200104

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 507703

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 507702

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

WE LANDED AT DFW ON RWY 13R. WHILE HOLDING SHORT OF RWY 18R ON TXWY A, THE TWR ISSUED INSTRUCTIONS TO CROSS RWY 18R AND HOLD SHORT RWY 18L. HE ALSO SAID TO EXPEDITE XING AS THE ACFT LNDG WAS UNRESTR. I ACKNOWLEDGED THE IMMEDIATE XING AND SIMULTANEOUSLY ADVANCED THE THROTTLES. I WAS ABOUT 1/3 THE WAY ACROSS THE RWY WHEN I HEARD INSTRUCTIONS TO HOLD SHORT RWY 18R. I REPLIED I WAS UNABLE BECAUSE I WAS ALREADY ON THE RWY. THE TWR ISSUED GAR INSTRUCTIONS TO THE LNDG ACFT. I WAS INSTRUCTED TO CALL TWR ON TERMINATION. ANOTHER ACFT SAID, ON TWR FREQ, THAT THE FIRST HOLD SHORT INSTRUCTION WAS BLOCKED. I TALKED TO THE W TWR SUPVR. HE SAID POSSIBLY THE FIRST HOLD SHORT WAS BLOCKED AND ACKNOWLEDGED IT WAS TOO LATE TO STOP WHEN I ACKNOWLEDGED WITH AN UNABLE TO HOLD SHORT. HE SAID HE CONSIDERED THE INCIDENT CLOSED.

Synopsis

AN S80 FLC IS UNABLE TO HOLD SHORT OF ACTIVE RWY AFTER CTLR CHANGES HIS MIND ABOUT METHOD OF SEPARATION OF TAXIING AND LNDG ACFT FOR RWY 18R AT DFW, TX.

ACN: 511146

Time

Date : 200105

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Fairchild & Swearingen Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 511146

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 511135

Person / 3

Function.Flight Crew : First Officer

ASRS Report : 511657

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated

Narrative

MAY, 2001 AT APPROX XD30 HRS. I WAS CLRED TO TAXI AND CROSS TWO PARALLELING RWYS AT DFW, RWYS 18R AND 18L. MY CLRNC WAS TO CROSS THE RWY AT INTERSECTION 'WK' AND TURN R ON TXWY 'F.' UPON CLRING THE LAST RWY, 18L I SAW A TAXI SIGN 'F2.' I MADE THE R TURN ON 'F2' THINKING IT WOULD LEAD TO TXWY 'F', ONLY TO FIND OUT THAT IT WAS THE HIGH-SPEED FROM RWY 18L. AS I REALIZED MY MISTAKE I HAD ALREADY ENTERED THE RWY AND IMMEDIATELY EXITED AT 'F3' A FEW YARDS AHEAD AND JOINED TXWY 'F.' THIS INCURSION OCCURRED BECAUSE OF MY UNFAMILIARITY WITH THE AIRPORT AND IN ORDER TO PREVENT THIS FROM HAPPENING TO ANY OTHER FELLOW PLTS MY ADVICE WOULD BE, IF YOU ARE NOT FAMILIAR WITH A PARTICULAR HIGH DENSITY AIRPORT, GET CHECKED OUT WITH ANOTHER PLT WHO IS FAMILIAR AND WHEN IN DOUBT IN THESE SITS, STOP IN YOUR TRACKS AND ASK FOR PROGRESSIVES FROM GND CTL. SUPPLEMENTAL INFO FROM ACN 511135: WE WERE CLRED FOR A NIGHT IMC TAKEOFF ON RWY 18L. DURING TKOF ROLL AT APPROX 130 KTS AND JUST PRIOR TO V1 WE ENCOUNTERED A DIMLY LIT 'DIM NAV LIGHTS ONLY' UNAUTHORIZED TWIN TURBOPROP ON THE RWY IN FRONT OF US WITHIN 1000 FT AND TOO CLOSE FOR US TO ABOR. WE VEERED SHARPLY TO THE R AND INITIATED EARLY ROTATION. FORTUNATELY THE UNAUTHORIZED ACFT WAS L OF CTRLINE SO WE PASSED JUST OFF HIS R SIDE PRIOR TO US LIFTING OFF AT THE FAR R EDGE OF THE RWY. ESTIMATED LATERAL MISS DISTANCE WAS LESS THAN A FEW FT WITH UNKNOWN VERTICAL SEPARATION. AFTER BECOMING AIRBORNE BETWEEN V1 AND V2 WE HELD THE NOSE DOWN AND WERE ABLE TO MANEUVER BACK OVER THE RWY SURFACE AS WE ACCELERATED IN LEVEL FLT TO NORMAL CLIMB SPEED. REST OF CLIMB OUT WAS UNEVENTFUL ALTHOUGH WE NEEDED TO MAKE AN IMMEDIATE CALL BACK TO TWR CTLR IN AN ATTEMPT TO PREVENT TAKEOFF CLRNC OF THE NEXT ACFT. AFTER ENSURING NO IMPACT WITH THE TURBOPROP NOR ANY OVER BOOST OF THE ENGINES WE CONTINUED ON TO MDW. PASSENGERS WERE TOLD ENROUTE THAT THE ABRUPT AND ABNORMAL MANEUVERING ON TKOF WAS DUE TO AN UNAUTHORIZED OBJECT ON THE RWY THAT WE WERE ABLE TO AVOID. FLT ATTENDANTS WERE BOTH A BIT SHAKEN BUT OK. PASSENGERS SEEMED IN GOOD SPIRITS UPON ARRIVAL IN MDW WITH ONLY A FEW HAVING MORE QUESTIONS. NEAR MISS MAY HAVE BEEN MORE EASILY AVOIDED BY BRIGHT LIGHTING ON THE WANDERING ACFT WITH PERHAPS A BIT TIGHTER TWR CTL HOWEVER, IN THEIR DEFENSE THE ACFT WAS NEAR IMPOSSIBLE TO SEE AT LONG RANGE WITH ITS DIM LIGHTS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE ACFT WAS BEING FLOWN BY HIMSELF.

Synopsis

SW4 TAXIES ONTO RWY 18L AT DFW, WHILE AN F100 IS ON ITS TKOF ROLL, WHICH HAD TO SWERVE TO MISS THE ACFT.

ACN: 513795

Time

Date : 200106

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513795

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : TKOF W/O CLRNC

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.Other : CANCELLED CROSSING CLRNC

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ABCD DEPARTING DFW TO XNA AT XC00 WAS HOLDING SHORT OF ACTIVE RWY 36R DFW. A HEAVY ACFT JUST DEPARTED, WHEN WE WERE INFORMED TO TAKE POS AND HOLD RWY 36R AS I SLOWLY TOOK POS MAKING AN 90 DEG ENTRY, I REQUESTED 'BEFORE TAKEOFF CHKLIST.' THE CO-PLT READ ALOUD THE ITEMS. DFW TWR SPOKE EXACTLY, THE SAME TIME, ITEMS WERE READ. I DID NOT HEAR WHAT TWR SAID, OUR VOICES OVER-RODE TWR'S. I DID NOT THINK IT WAS FOR US, SINCE WAKE TURB SEPARATION JUST STARTED, BUT THE CO-PLT HEARD 'ACR X FLT ABCD CLRED FOR TAKEOFF (RWY 36R?).' THE ONLY PART I HEARD FROM TWR WAS ENDING TRANSMISSION WAS 'CLRED FOR TAKEOFF.' THE CO-PLT CLEARLY READBACK, 'CLRED FOR TAKEOFF ON RWY 36R, ACR X FLT ABCD.' DFW TWR DID NOT CORRECT THE READ BACK. WHILE STILL COMPLETING THE 90 DEG TURN ON THE ACTIVE RWY, CO-PLT ASKED IF I WANTED HIM TO TURN ON EXTERIOR LIGHTS, WITH HANDS FULL, I REPLIED 'YES, TURN ALL THE LIGHTS ON.' THE POINT HERE IS, THIS IS WHERE DFW TWR WAS TALKING TO AN ACR Y ACFT AND WE DIDN'T CATCH THE CONVERSATION, BECAUSE WE WERE STILL VERBALLY COMPLETING THE CHKLIST. A NORMAL TKOF WAS MADE, WHEN WE BOTH HEARD DFW TWR SAY 'ACR Y STOP,' BUT WE NOTED ACR Y ACFT HAD ALREADY STOPPED. I THOUGHT ACR Y MIGHT HAVE MISSED A TRANSMISSION. WE WERE WELL ABOVE ACR Y ACFT, WHEN WE FLEW PAST ABEAM. WE THOUGHT NOTHING OF IT TILL HALF WAY TO XNA, WHEN CTR TOLD US TO CALL DFW TWR. I CALLED AT XNA ARPT. DFW TWR MANAGER ON DUTY SAID WE DEPARTED WITHOUT A CLRNC. MANAGER ON DUTY SAID IT WAS FOR ACR X EFGH FOR RWY 31L. I COULDN'T BELIEVE IT AND I SAID, WE READ BACK, WE WERE DEPARTING RWY 36R FOR ACR X FLT ABCD. MANAGER ON DUTY SAID 'I KNOW, WE HEARD THE TAPES.' I SAID 'SO, NOW WHAT?' MANAGER ON DUTY SAID 'IT'S OUR FAULT, BECAUSE YOU GAVE A FULL READBACK AND DFW TWR SHOULD HAVE CAUGHT THE MISTAKE AND CORRECTED IT.' MANAGER ON DUTY ASKED ME A FEW MORE QUESTIONS ABOUT OTHER ACFT ON FREQ. I SAID I WAS BUSY WITH CHECKLIST AND COMPLETING MY REQUIRED DUTIES. THE REST IS HISTORY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CROSSING ACR WHOSE CLRNC TO CROSS WAS CANCELED WAS AN MD80. HE WAS UNABLE TO STOP UNTIL SLIGHTLY ACROSS THE HOLD SHORT LINE, BUT WAS WELL OFF THE RWY. THE ACFT 'X' WAS APPROX 1400 FT AGL AS IT WENT BY THE INTERSECTION THAT WAS APROX 9000 FT DOWN THE RWY.

Synopsis

SIMILAR CALL SIGNS, ACCEPTANCE OF THE WRONG CLRNC AND A MISSED READBACK COUPLED WITH CHKLIST ACTIVITY DISTRS LEAD TO A TAKEOFF WITHOUT CLRNC AND A RWY INCURSION BY A TAXIING ACFT WHEN THE RWY CROSSING CLRNC IS TOO LATE FOR A STOP SHORT OF THE HOLD SHORT LINE.

ACN: 513878

Time

Date : 200106

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 513878

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS DOING A SCHEDULED FLT FROM DFW TO XNA. WE WERE CLRED INTO POS FOR RWY 36R AT DFW. AS WE PROCEEDED ONTO THE RWY, THE CAPT CALLED FOR THE 'BEFORE TKOF' CHKLIST. THIS CHKLIST IS PARTIALLY A CHALLENGE AND RESPONSE CHKLIST. THE REST OF THE LIST IS DONE VERBALLY BY THE FO. AS WE RAN THROUGH THE CHKLIST, I HEARD 'ACFT X CLRED FOR TKOF.' I RESPONDED, 'CLRED FOR TKOF, RWY 36R, ACFT X.' AS WE TURNED THE ACFT ONTO THE CTRLINE, I ASKED THE CAPT IF HE WANTED THE EXTERIOR LIGHTS ON. HE SAID YES. THIS LAST ITEM ON THE CHKLIST IS DONE WHEN WE HAVE BEEN CLRED FOR TKOF. BELIEVE THAT DUE TO THE VERBAL NATURE OF THE CHKLIST, THIS IS WHERE THE MISUNDERSTANDING AROSE. (I WILL EXPLAIN THIS LATER IN THIS BRIEF). AS WE ROLLED DOWN THE RWY, I HEARD DFW TWR TELL ACFT Y TO STOP WHERE THEY WERE. I THOUGHT THAT ACFT Y HAD MISUNDERSTOOD A TAXI CLRNC. BY THE TIME WE WERE ABEAM THEM, WE WERE WELL ABOVE THEM. AS WE PASSED OVER ACFT Y, I NOTICED THAT THEY WERE A FEW FT PAST THE HOLD SHORT LINE ON A TXWY THAT INTERSECTED RWY 36R. AS WE FLEW TO XNA, CTR ASKED US TO CALL DFW TWR WHEN WE ARRIVED AT XNA. UPON ARR AT XNA, MY CAPT CALLED DFW TWR AND SPOKE WITH A SUPVR. THE SUPVR EXPLAINED THAT ANOTHER ACFT (ACFT Z) HAD BEEN CLRED FOR TKOF FROM RWY 31L AND NOT US. I THINK WHAT HAPPENED WAS, WHILE WE WERE VERBALLY DOING THE TKOF CHKLIST, I MUST HAVE COMBINED THE NUMBERS FROM ACFT AND RWY AND HEARD 'ACFT X.' I DIDN'T REALIZE THAT AT XC00 IN THE AFTERNOON DFW TWR WAS WORKING RWY 36R, RWY 36L, AND RWY 31L. SINCE THERE WAS NO OTHER ACFT ON THE RWY (RWY 36R) AND I DIDN'T KNOW TWR WAS WORKING 3 RWYS, I HAD NO REASON TO THINK IT COULDN'T BE US THEY WERE TELLING 'CLRED FOR TKOF.' AFTER REVIEWING THE TAPES, THE SUPVR TOLD THE CAPT THAT DFW TWR WOULD TAKE RESPONSIBILITY FOR WHAT HAPPENED. THE SUPVR SAID THAT SHE COULD HEAR MY TKOF CLRNC READ BACK. SHE SAID THE TWR CTRLR SHOULD HAVE ASKED FOR CLARIFICATION AS TO WHO WAS TAKING OFF FROM WHAT RWY AND/OR COULD HAVE ASKED US TO ABORT THE ROLL WHEN HE SAW US MOVING DOWN RWY 36R. IN CLOSING, I AM NOT THE TYPE OF PLT THAT TAKES OFF WITHOUT A CLRNC. THERE HAVE BEEN OCCASIONS WHEN HAVE BEEN UNSURE SO I ASKED THE TWR FOR CLARIFICATION. IN THIS INSTANCE, I BELIEVE THAT DUE TO THE VERBAL NATURE OF THE CHKLIST, I MISHEARD THE INSTRUCTION, BUT WAS SURE IT WAS FOR US AND CONTINUED THE TKOF.

Synopsis

DFW SUPVR REVIEWS INCIDENT WITH E145 CONCERNING DEP CLRNC ACKNOWLEDGEMENT FOR WRONG ACFT MISSED BY CTRLR.

ACN: 514038

Time

Date : 200106

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Brasilia EMB-120 All Series

Person / 1

Function.Controller : Ground

ASRS Report : 514038

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Function.Maintenance : Technician

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.ControllerB : 2

Independent Detector.Other.Flight CrewA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I AM AN ATC AT DFW. I WAS WORKING GND CTL W. DFW WAS N FLOW. ACR X (MECHANIC RELOCATING ACFT) CALLED TO GO FROM THE ACR X HANGAR TO THE RAMP AT TERMINAL XY. I INSTRUCTED ACR X TO HOLD SHORT OF RWY 36R. I SAID RWY 36R BY MISTAKE. I SHOULD HAVE SAID RWY 36L. ACR X CROSSED RWY 36L AT TXWY WK AT THE TIME ACR Y (E120) WAS LNDG ON RWY 36L. THERE WAS NO EVASIVE ACTION TAKEN. THERE SHOULD NOT EVER BE ANY IMPLIED CROSSING APPROVAL TO ACFT. THERE SHOULD ALWAYS BE A REQUIREMENT TO STATE 'CROSS RWY.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO. RPTR STATED HE WAS NOT LISTENING CAREFULLY. I SHOULD HAVE HEARD THE PLT'S READBACK. HE SAID IT WAS NOT VERY BUSY AT THE TIME AND HE HAD ONLY BEEN ON THE POS ABOUT 20 MINS WHEN THE INCIDENT OCCURRED. THE PLT IN THE LNDG ACFT CALLED ATTENTION TO THE CROSSING ACFT TO LOCAL CTLR. HE SAID THE CONFLICT ALERT WENT OFF ABOUT THE SAME TIME ON TWO ACFT ON THE FINAL CAUSING SOME DISTRACTION. RPTR BELIEVES IMPLIED CROSSINGS SHOULD BE PROHIBITED AND THAT A SPECIFIC CLRNC SHOULD BE REQUIRED TO CROSS EACH RWY.

Synopsis

ATCT GND CTLR INCORRECTLY CLRED A PASSENGER JET TO HOLD SHORT OF THE WRONG PARALLEL RWY WHICH CAUSED A CONFLICT WITH A LNDG COMMUTER.

ACN: 524558

Time

Date : 200109

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : Coordinator

Function.Controller : Local

ASRS Report : 524558

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : WRONG FREQUENCY

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.ControllerB : 2

Independent Detector.Other.Flight CrewA : 4

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.None Taken : Insufficient Time

Narrative

AIRLINE XX HAD LANDED BY RWY 35R AND HAD BEEN INSTRUCTED TO HOLD SHORT OF RWY 35C AND MONITOR TWR ON 126.55. GND E WAS WORKING ANOTHER AIRLINE XA ON 121.65. AIRLINE XX APPARENTLY WAS ON 121.65 AND MISTOOK THE CLRNC FOR AIRLINE XA AS HIS OWN. AIRLINE XX CROSSED BY RWY 35C WITHOUT ATC CLRNC. TO THE BEST OF MY KNOWLEDGE, FAA HAS NOT FILED ANY RWY INCURSION, OPERROR PAPERWORK ON THIS INCIDENT. I BELIEVE THE FOLLOWING TO BE CONTRIBUTING FACTORS: 1) AIRLINE XX ON WRONG FREQ. 2) GND E DID NOT MAINTAIN AWARENESS OF ACFT ON FREQ/POS. 3) DFW ATCT PREPARING FOR EVALUATION DOES NOT FOLLOW UP ON INCIDENT AND FILE APPROPRIATE PAPERWORK, THEREFORE, INVALIDATING STATISTICAL DATA ON CTLR/PLT PERFORMANCE.

Synopsis

ATCT COORD AT DFW OBSERVED A B737 CROSS A RWY WITHOUT AUTH.

ACN: 530370

Time

Date : 200111

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 530370

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.None Taken : Detected After The Fact

Narrative

LOCATION: DFW. WE WERE TAXIING FOR TKOF ON RWY 18L. CONTACTED W GND ON THE BRIDGE AN WERE GIVEN STRAIGHT AHEAD FOR RWY 18L, WHICH WOULD BE INTXN Z TKOF. ASKED THE FO TO REQUEST A NEW TPS SINCE WE DIDN'T HAVE DATA FOR INTXN Z TKOF. CONTINUED TAXI, NOTING THAT THERE WAS ONLY ONE OTHER ACFT AHEAD OF US. THAT ACFT HAD BEEN HOLDING SHORT OF RWY 18L FOR AWHILE, SO I THOUGHT IT WAS PROBABLY GOING TO THE HANGAR, AND EXPECTED THAT WE WOULD BE CLRED FOR TKOF AS SOON AS WE GOT TO THE RWY. THAT ASSUMPTION FOR WHATEVER REASON BECAME A BELIEF THAT WE HAD BEEN CLRED INTO POS ON THE RWY. AS WE APCHED THE RWY, I ASKED THE FO, STILL BUSY WITH HER TKOF DATA, IF SHE WAS READY. SHE SAID, THAT WE WERE NOT CLREC INTO POS AND THAT WE WERE STILL ON GND CTL. I IMMEDIATELY STOPPED THE ACFT, BUT W STILL CROSSED THE HOLD SHORT LINE BY SEVERAL FEET. WE WERE NOT OBSTRUCTING THE RWY, AND I HAD CHKED THE FINAL APCH FOR TFC, SO THERE WAS NO CONFLICT WITH LNDG TFC. WE CONTACTED THE TWR CTLR WHO DID NOT EXPRESS CONCERN. EVENT WAS LIKE GNI SCHOOL WHERE YOU PRETTY MUCH GO WHEN YOU'RE READY, POSSIBLY A LITTLE FATIGUE, AND HOPING FOR AN EXPEDITIOUS DEP SINCE WE WERE 2 HRS LATE, ARE POSSIBLE REASONS.

Synopsis

AN S80 PIC CROSSES THE HOLD SHORT LINE FOR RWY 18L, BELIEVING HE HAD BEEN CLRED INTO POS AT DFW, TX.

ACN: 535491

Time

Date : 200201

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : SA-227 AC Metro III

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535491

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : ACFT IN POSITION FOR TKOF

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Advisory

Narrative

THERE WAS A VERY SHORT TAXI TO THE ACTIVE RWY. AS A CREW OF 2, WE WERE BUSY TRYING TO RUN CHKLISTS AND REVIEW DEP PROCS. I TAXIED THE ACFT SLOWLY TO ALLOW FOR TIME TO COMPLETE ALL THE REQUIRED ITEMS. GND GAVE US CLRNC TO TAXI TO 'RWY 35I VIA TXWY A.' THE DISTANCE FROM RWY 35L TO OUR STARTING POINT IS LESS THAN 1500 FT. NEEDLESS TO SAY, WE WERE BUSY. WE STOPPED SHORT OF THE RWY AND WHILE HOLDING SHORT, I REVIEWED THE SID. AT THE SAME TIME, ATC (TWR NOW) ADVISED COMPANY ACFT TO 'CROSS RWY 35C, ACFT IS HOLDING IN POS.' I WAS NOT ABSOLUTELY CLR AS TO IF THAT WAS OUR ACFT. THE FO READ BACK THE INSTRUCTIONS AS 'CROSS RWY 35L.' I RELEASED THE BRAKES AND SAW THAT AN MD80 WAS IN POS, HOLDING WITH HIS LIGHTS OFF. AS WE BEGAN TO ROLL FORWARD, ATC RESPONDED 'THAT WAS FOR ACR XXX.' WE WERE ACR XXY. I IMMEDIATELY APPLIED HVY BRAKING. THE ACFT HAD ALREADY CROSSED WELL PAST THE HOLD LINE. WE WERE PROTRUDING ABOUT 1/3 OF THE WAY ONTO THE RWY. I LOOKED TO MAKE SURE THE MD80 WAS HOLDING AND MADE A DECISION TO PROCEED EXPEDITIOUSLY ACROSS THE RWY. LOOKING BACK, I SHOULD HAVE PAID MORE ATTN TO OTHER ACFT AND M' OWN WITH LESS DISTR. I SHOULD HAVE JUST STOPPED AND ADVISED ATC OF OUR SIT. BEING RUSHED AND ANTICIPATING A CLRNC TO CROSS THE RWY SEEMED TO MAKE IT CLR IN MY MIND AND MY FO'S MIND THAT THE CALL TO CROSS WAS FOR US. SO I DIDN'T QUESTION WHAT HE HEARD.

Synopsis

DURING SHORT TAXI FROM TERMINAL TO RWY, AN SA227 CREW MISTAKE A COMPANY CALL SIGN AS THEIR OWN AND BEGIN TO TAXI ACROSS THE RWY AT DFW.

ACN: 535655

Time

Date : 200201

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Make Model : Fokker 100

Aircraft / 2

Controlling Facilities.Tower : DFW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535655

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 535686

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : CLRNC/INTERP

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

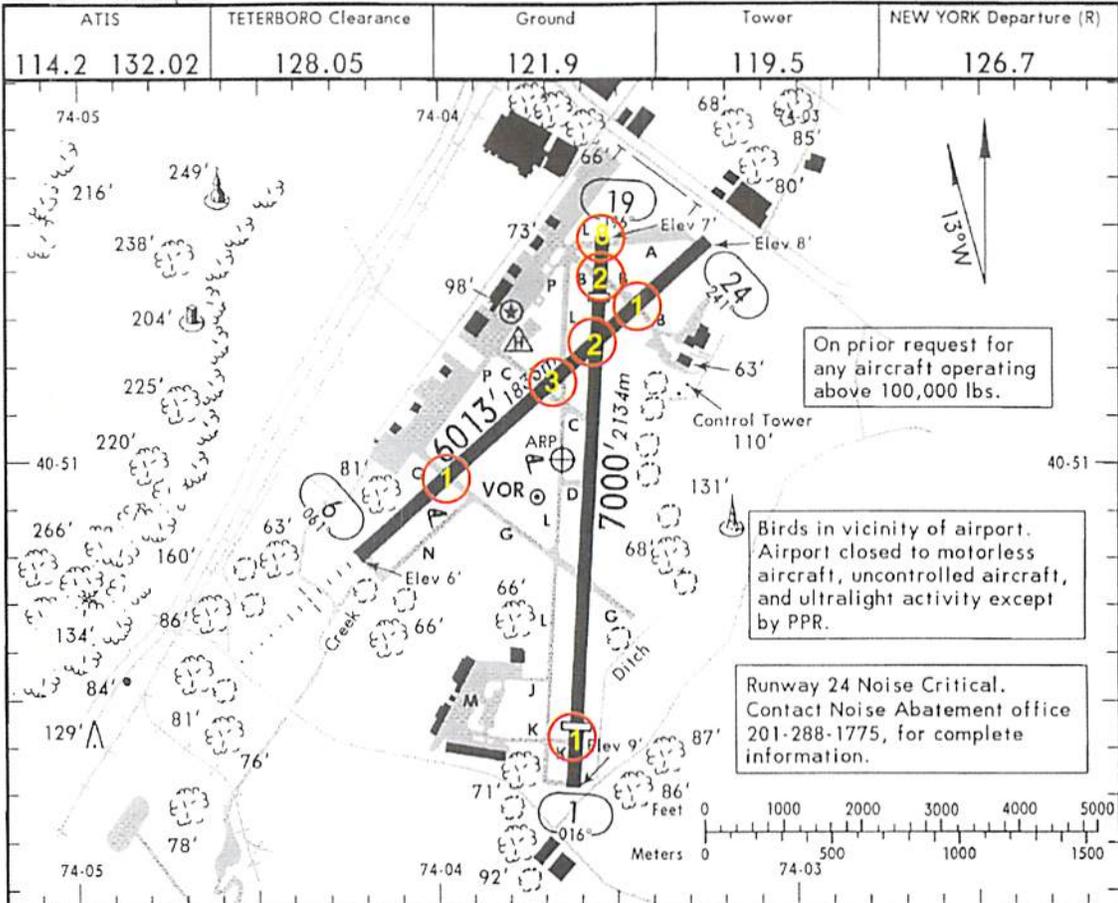
LOCATION: DFW. WE LANDED RWY 18R, TURNED OFF HIGH SPD AND WERE TOLD TO HOLD SHORT OF RWY 18L ON TXWY WM. BEFORE WE GOT TO THE HOLD LINE, BOTH OF US HEARD THE TWR CTLR SAY TXWY WM CROSS RWY 18L. WE WERE THE ONLY PLANE ON TXWY WM. THE GUY IN FRONT HAD ALREADY CROSSED. THE FO RESPONDED 'XING AT TXWY WM FOR RWY 18L.' BOTH OF US HAD CONFIRMED WHAT WE HEARD. AFTER WE CROSSED, THE TWR CTLR SAID WE HAD BEEN TOLD TO HOLD SHORT. WE SAID WE HEARD HIM CLR US ACROSS. WE TALKED WITH THE GND CTLR. HE SAID HE THOUGHT NO HARM, NO FOUL.

Synopsis

AN F100 FLC HEARS A CLRNC FOR THEM TO CROSS RWY 18L, BUT THE ATCT LCL CTLR DENIES ISSUANCE OF CLRNC AT DFW, TX.

**TEB Runway Incursion
“Hot Spots” Incidents**

THE UNIVERSITY OF CHICAGO
LIBRARY



On prior request for any aircraft operating above 100,000 lbs.

Birds in vicinity of airport. Airport closed to motorless aircraft, uncontrolled aircraft, and ultralight activity except by PPR.

Runway 24 Noise Critical. Contact Noise Abatement office 201-288-1775, for complete information.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	
1	HIRL	REIL	VASI-R (angle 3.46°)	grooved	6229' 1899m	6/24 4550' 1387m	150' 46m
19	HIRL	REIL		grooved	6230' 1899m	5945' 1820m	
6	HIRL	MALSR		grooved		4990' 1521m	150' 46m
24	HIRL	REIL	VASI-L (angle 3.25°)	grooved		1/19 3750' 1143m	

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 24		Rwy 1			Rwy 6			Rwy 19		
	Adequate Vis Ref	STD	With Min climb of 250'/NM to 300'		Other	With Min climb of 230'/NM to 400'		Other	With Min climb of 340'/NM to 700'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1	RVR 16 or 1/4	RVR 50 or 1	300-2	1/4	1	700-2
3 & 4 Eng		1/2	1/4	1/2		RVR 24 or 1/2				1/2	

Rwy 1: Cross departure end of runway at or above 35' AGL/42' MSL.
 Rwy 6: Cross departure end of runway at or above 35' AGL/43' MSL.
 Rwy 19: 36' AGL tree 215' from departure end of runway, 120' left of centerline. Cross departure end of runway at or above 35' AGL/44' MSL.
 Rwy 24: Cross departure end of runway at or above 35' AGL/41' MSL.
 OBSTACLE DP: Rwy 1, 6, 19, 24: Use Teterboro Departure.

FOR FILING AS ALTERNATE

	VOR Rwy 24	VOR DME-A	VOR DME-B	COPTER ILS Rwy 6	Other
A	800-2	1000-2	1000-2	NA	800-2
B	1000-3				800-2 1/4
C		800-2 1/2			
D		800-2 1/2			

CHANGES: Minimums, departure procedure.

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Of 24 runway incursion incidents at TEB, 18 locations were identified.

Teterboro Airport (TEB)

24 Runway Incursion Incidents

Runway 1	
Taxiway B	ACN 464608 "...instructed to 'turn left at Taxiway B, hold short of Runway 1'...turned onto Taxiway B...snow/slush covered...aircraft slid. Braking here was poor to nil...aircraft stopped...I was already into Runway 1..."
Runway 6	
Taxiway G	ACN 510892 "...cleared to taxi Runway 6...at Taxiway G...proceeded across Runway 6...told us he had not given us clearance to cross Runway 6...it was the active runway..."
Taxiway K	ACN 530025 "...instructed turn left Taxiway K hold short of Runway 6...approached Runway 6 hold line...checked for traffic...continued across runway..."
Taxiway L	ACN 476503 "...reaching intersection of Runway 6 and Taxiway L...observed aircraft on short final...stopped short but beyond the hold short stripe...aircraft on final initiated a go-around..."
	ACN 533474 "...taxi via Taxiway L to Runway 1...check for traffic before crossing Runway 6/24... Ground reprimands us stating that we just crossed Runway 6/24..."
Runway 19	
Runway 6	ACN 462915 "...landing Runway 6...given LAHSO Runway 1...accepted too late to comply with."
	ACN 528834 "Cleared to land on ILS Runway 6 TEB...landing rollout...turned onto an intersecting runway...informed we entered an active runway."
Taxiway L	ACN 483960 "...clearance to cross Runway 24, wait for a Challenger...continue behind and hold short of Runway 19...followed the Challenger across Runway 19...Ground Controller reminded me to...hold short of Runway 19."
	ACN 531474 "...taxi to Runway 24, hold short of Runway 19...later given...continue 'straight ahead' follow Gulfstream to Runway 24. I followed as instructed only I did not stop at Runway 19. I followed him through Runway 19..."
	ACN 534736 "...taxiing to Runway 24...to hold short of Runway 19...looked up...we had passed hold line for Runway 19...aircraft on final to Runway 19 went around."
	ACN 534922 "...cleared to taxi to Runway 19...I was thinking Runway 24...to get to Runway 24, you have to cross Runway 19, which I did...we crossed Runway 19..."
	ACN 535354 "...taxi to Runway 24 hold short of Runway 19...nosewheel rolled over the hold short line...Two aircraft landed on Runway 19 as we waited to cross."
	ACN 540448 "...to Runway 24, hold short of Runway 19...cleared us across Runway 19 to the holding pad for Runway 24...hold short line behind the aircraft."
Taxiway Unidentified	ACN 518093 "...tug came to get the aircraft, they did not get a clearance crossing Runway 1...aircraft was 7 miles out..."
	ACN 532362 "...taxi to Runway 24...cleared to cross Runway 24...heard pilot flying announce, '...position and hold Runway 19'...began to take position...confronted by a Citation back-taxiing...asked which runway we were on. 'Runway 19 as instructed' was response. '...you were cleared onto Runway 24...'"

Synopsis

CPR JET MISSES XING ALT ON APCH TO TEB, NJ, AND ACCEPTS LAHSO CLRNC THAT HE WAS UNABLE TO COMPLY WITH.

ACN: 464608

Time

Date : 200002

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

Locale Reference.ATC Facility : TEB.Tower

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : BAe 125 Series 1000

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 464608

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly : Loss Of Aircraft Control

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Unable

Narrative

INSTRUCTED BY GND CTL TO TAXI TO RWY 1 VIA TXWY L. UPON REACHING THE INTXN OF RWY 6 AND TXWY L, I OBSERVED AN ACFT ON SHORT FINAL. I STOPPED SHORT OF THE RWY BUT BEYOND THE HOLD SHORT STRIPE, BUT DID NOT CROSS OR ENTER THE RWY. I DID NOT RECEIVE A HOLD SHORT RESTR FROM THE GND CTLR AND DECIDED TO STOP BEFORE ENTERING THE RWY. SUPPLEMENTAL INFO FROM ACN 476519: GND CTL TOLD US TO IMMEDIATELY TAXI ACROSS RWY 6 BUT WE DIDN'T FEEL THERE WAS ENOUGH TIME WITH ACFT ON FINAL APCH. ACFT ON FINAL INITIATED A GAR AND WE WERE THEN RECLRED ACROSS RWY 6 TO HOLDING AREA FOR RWY 1.

Synopsis

A TAXIING SABRELINER HOLDS SHORT OF RWY 6 WHEN THEY SEE A LNDG ACFT THAT ATC HAD NOT POINTED OUT. CREW HAD RECEIVED CLRNC ALL THE WAY TO RWY 1, BEING LEGAL TO CROSS RWY 6 AT TEB, NJ.

ACN: 483960

Time

Date : 200009

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : BAe 125 Series 800

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Challenger Jet Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 483960

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : FLC DISTR / RESUTIL / CLRNC INT.

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE TAXIING AT TEB, I WAS GIVEN A CLRNC TO CROSS RWY 24, WAIT FOR A CHALLENGER TO COME OUT OF AN FBO, THEN CONTINUE BEHIND HIM AND HOLD SHORT OF RWY 19. THE CHALLENGER WAS TOLD THAT I WAS HOLDING FOR HIM, AND WAS TOLD TO CROSS RWY 19 AND HOLD SHORT OF RWY 24. AT THIS TIME I HAD INSTRUCTED MY FO TO PICK UP AN AMENDED CLRNC AND THEREFORE HE WAS NOT MONITORING ME. (THIS WAS A MISTAKE ON MY PART. I SHOULD HAVE KEPT HIM ON THE GND FREQ TO BACK ME UP.) I FEEL THAT BECAUSE MY TAXI CLRNC WAS GIVEN TO ME WITH REF TO THE CHALLENGER THE FOCUS OF MY ATTN BECAME THE CHALLENGER AND NOT THE INSTRUCTION TO HOLD SHORT OF RWY 19. CONSEQUENTLY I FOLLOWED THE CHALLENGER ACROSS RWY 19 AND INTO THE HOLDING PAD. IT WAS AT THIS TIME THAT THE GND CTLR REMINDED ME THAT I WAS TOLD TO FOLLOW THE CHALLENGER AND HOLD SHORT OF RWY 19.

Synopsis

A HAWKER 800 PIC TAXIES ACROSS A RWY THAT HE WAS TOLD TO HOLD SHORT OF WHEN HI WAS FOLLOWING A CHALLENGER THAT HAD CLRNC TO CROSS THAT RWY AT TEB, NJ.

ACN: 485550

Time

Date : 200009

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Citation V

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 485550

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 485122

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerB : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

REACHING THE ARPT AND PREPARING FOR THE FLT, THE TRIP WAS CANCELED. WE THEN LEF TO REPOS TO TEB. TSTMS DEVELOPED ALONG OUR RTE. UPON TAXI, OUR DEP GATE CLOSED. WE CONTINUED TO TAXI WHILE AWAITING DEP TIME ESTIMATE. UPON JOINING THE LINE FOR DEP OFF RWY 24, WE RECEIVED REROUTING INSTRUCTIONS. WHEN ASKING FOR DEP ESTIMATES, WE WERE ADVISED THAT ATC WAS WORKING ON IT. WE CONTINUED TO MOVE UF IN THE LINE FOR DEPS TILL WE WERE NEXT TO THE HOLD SHORT FOR RWY 24 NEXT TO THE RWY - OUR DEP GATE CLOSED. I WAS THEN DOING FUEL CALCULATIONS TO DECIDE IF WE COULD STILL MAKE OUR DEST. WE ADVISED ATC THAT WE MAY HAVE TO TAXI IN AND GET FUELED IF DELAY IS LONGER. WE WERE ADVISED OUR DEP TIME SHOULD BE SOON. MY COPLT WAS MONITORING THE GATE HOLD FREQ AND I WAS MONITORING TWR. I HEARD WHAT BELIEVED TO BE 'ACFT X PULL UP TO THE HOLD SHORT LINE, YOU'RE #1.' I ANSWERED AND PULLED TO THE HOLD SHORT LINE. THEN HE SAID 'ACFT X POS AND HOLD.' I ANSWERED AND REPOSITIONED AND HELD. THEN HE SAID 'ACFT X CLR FOR TKOF RWY 24.' I ANSWERED AND TOOK OFF. NO PROBS TILL HANDED OFF TO DEP, WHO CALLED US ACFT Y. I CORRECTED HIM WITH THE OPTIONS NUMBER WE FILED UNDER. REALIZING THERE WAS A MIX-UP, I THOUGHT THEY HAD MISTAKENLY REFILED US FOR RERTE TAIL NUMBER. I IMMEDIATELY TOLD THE CTLR WE COULD DO ANYTHING HE ADVISED US AND ONCE AT A SAFE ALT, I CALLED TEB TWR AND APOLOGIZED FOR MY MISTAKE. CONTRIBUTING FACTORS WERE FATIGUE AND POOR NOURISHMENT AND CONFUSION OVER RERTE.

Synopsis

A CPR CITATION FLC DEPARTING TEB RPTS ACCEPTING A TKOF CLRNC MEANT FOR ANOTHER ACFT WITH A SIMILAR CALL SIGN.

ACN: 486178

Time

Date : 200009

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Learjet 35

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 486178

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : CLRNC INTERP

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE REQUESTED A TAXI CLRNC. WE WERE TOLD TO TAXI TO RWY 24, FOR DEP. WHEN WE GOT TO THE DEP END OF THE RWY THE CTRLR ASKED US IF WE HAVE A MIN. WE SAID YES. CTRLR INFORMED US THAT WE SHOULD HAVE HELD SHORT ON TXWY L. CTRLR SAID THAT IT WAS NOT A BIG DEAL BECAUSE 70% OF THE PEOPLE DO THE SAME THING. THE FAR/AIM IS VERY CLR ABOUT A CLRNC TO TAXI TO A RWY. IT DOES NOT GIVE YOU AUTH TO CROSS THE ASSIGNED RWY, ALTHOUGH WE DID LOOK TO MAKE SURE IT WAS 'CLR.' AFTER REVIEWING THE REGS WE REALIZED THAT WE WERE IN ERROR. I CANNOT THINK OF ANOTHER PLACE WHERE I HAVE HAD TO CROSS THE 'ACTIVE' TO GET TO THE END OF IT FOR DEP WITHOUT BEING TOLD TO 'HOLD SHORT OF RWY 24 AT TXWY L.' I SUGGEST THAT THE TWR CTRLRS VERBALLY REQUEST A READBACK WITH A HOLD TO HELP REDUCE THE POSSIBILITY OF A FUTURE INCIDENT.

Synopsis

A LEAR 35 FLC CROSSES THE ACTIVE RWY AT CTR FIELD WHILE TAXIING TOWARDS THE DEP
END AT TEB, NJ.

ACN: 489119

Time

Date : 200010

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Skyhawk 172/Cutlass 172

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Controller : Ground

ASRS Report : 489119

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Investigated

Narrative

I WAS WORKING GND CTL AND INSTRUCTED C172 TO HOLD SHORT OF AN ACTIVE RWY.
CROSSED THE RWY WITH ANOTHER C172 ON DEP ROLL.

Synopsis

PLT OF A CESSNA 172 FAILED TO HOLD SHORT OF ACTIVE RWY AND CROSSED IT IN FRONT O
ANOTHER C172 ON TKOF ROLL.

ACN: 489550

Time

Date : 200010

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSP.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 489550

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : ADVISED TWR

Narrative

DURING TAXI FOR TKOF, WE HEARD TWR ISSUE WINDSHEAR ADVISORIES. THE CAPT DIRECTED A MAX PWR TKOF AND I SUGGESTED USING 'FLAPS 5 DEGS' TO CONFORM WITH THE FLT MANUAL. HE AGREED AND I PLUGGED ACARS FOR THE NEW TKOF DATA. THE BEFORE TKOF CHKLIST HAD ALREADY BEEN COMPLETED. AS WE APCHED THE HOLD SHORT (APPROX 50 YARDS AWAY) I TOLD TWR THAT WE WERE READY TO GO. I HEARD TWR CLR SOMEONE FOR TKOF. I MISSED THE CALL SIGN AND DID NOT RESPOND. THE CAPT DID NOT RESPOND EITHER BUT HE BEGAN TO CROSS THE HOLD SHORT LINE. I ASKED TWR TO CONFIRM IF WE WERE CLRED FOR TKOF. WE WERE THEN TOLD TO HOLD SHORT BY TWR. WHEN WE STOPPED WE WERE ABOUT 10-15 FT ACROSS THE LINE, BUT NOT NEARLY ON THE RWY. I TOLD TWR OUR POS AND HE SAID 'THAT'S OK, JUST HOLD SHORT.' OUR SIT DID NOT IMPROVE. I MISSED RESETTING THE FLAPS IN THE CONFUSION, BUT THE CAPT CAUGHT IT. TWR CLRED US FOR TKOF. I BELIEVED I HEARD 'FLY RWY HDG.' ONCE AIRBORNE, THE CAPT BEGAN A L TURN. HE HAD RESET HIS HDG BUG TO THE TKOF CLRNC HE HAD MISTAKENLY FOLLOWED BEFORE. I CONFIRMED OUR DEP INSTRUCTIONS WITH HIM IMMEDIATELY. AT THIS POINT WE REALIZED THAT WE WERE IN AN ERROR CHAIN. WE MADE EVERY EFFORT TO TIGHTEN AND IMPROVE OUR SITUATIONAL AWARENESS AND WE PROCEEDED WITHOUT FURTHER INCIDENT. WE WERE CORRECT TO RECONFIGURE THE ACFT FOR TKOF IN A WINDSHEAR ENVIRONMENT. WE WERE INCORRECT IN RUSHING. WE SHOULD HAVE STOPPED THE ACFT AND RERUN THE BEFORE TKOF CHKLIST. WE WERE SAVED FROM ANY INCIDENT BY GOOD ENOUGH SITUATIONAL AWARENESS TO NOTE THAT QUESTIONS NEEDED TO ASKED (WERE WE CLRED? ARE THE FLAPS CORRECTLY SET? WHAT WAS OUR ASSIGNED HDG?). FURTHER, WE EMPLOYED SOLID AIR CREW COORD/COMMAND LEADERSHIP RESOURCE MGMNT TECHNIQUES TO RECOGNIZE AND BREAK AN ERROR CHAIN.

Synopsis

RWY INCURSION AND TRACK DEV WHEN CREW CONCEPT BREAKS DOWN.

ACN: 497564

Time

Date : 200101

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Challenger Jet Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Gulfstream IV

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 497564

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLRED TO TAXI TO RWY 24 TO HOLD SHORT OF RWY AT TXWY G. WHILE RUNNING THE TAXI CHKLST, I NOTICED THAT THE PF WASN'T SLOWING DOWN FOR THE HOLD LINE. I TOLD HIM TO HOLD SHORT. OUR ACFT WAS STOPPED SHORT OF THE RWY, BUT ACROSS THE HOLD LINE. I ADVISED GND THAT WE PASSED THE HOLD LINE, BUT WERE WELL SHORT OF THE RWY. GND REPLIED THAT WE WOULDN'T BE A FACTOR FOR THE DEPARTING G-IV. WX AND FATIGUE WERE FACTORS IN THIS INCIDENT.

Synopsis

A CL60 CREW TAXIED PAST THE HOLD SHORT LINE DURING TAXI FOR TKOF.

ACN: 510892

Time

Date : 200105

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Mooney Aircraft Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 510892

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS ACTING AS THE FO AND THE PF FROM THE L SEAT OF A KING AIR B200 ACFT. THE CAPT WAS OCCUPYING THE R SEAT OF THE ACFT. AT APPROX XA20, WE HAD STARTED ENGS AND RECEIVED TAXI CLRNC TO RWY 6 AT TEB ARPT FROM OUR POS AT THE FBO. THE TWR CTLR WAS USING TWR FREQ TO CTL BOTH GND AND TWR TFC, AND INSTRUCTED US TO FOLLOW A MOONEY TO RWY 6. AFTER WE WAITED BRIEFLY AND DID NOT SEE THE MOONEY, WE QUERIED THE TWR CTLR AND THE CTLR ASKED THE MOONEY FOR HIS POS. AFTER THE MOONEY REPLIED STATING HE WAS DELAYED GETTING OUT OF PARKING, THE TWR CTLR CLRED US TO TAXI TO RWY 6. FROM OUR POS AT THE FBO WE WERE ALREADY AT TXWY G, WHICH CROSSES RWY 6. IT IS NECESSARY TO CROSS RWY 6 AT TXWY G TO GET TO THE PARALLEL TXWY ON THE OTHER SIDE OF THE RWY AND PROCEED TO THE HOLD SHORT POINT FOR TKOF ON RWY 6. AFTER RECEIVING CLRNC TO TAXI TO RWY 6, WE VISUALLY CHKED FOR TFC ON THE TXWYS, THE RWY, AND IN THE AIR AND PROCEEDED ACROSS RWY 6 AT TXWY G AND CONTINUED TAXIING TO THE HOLD SHORT POINT AT THE APCH END OF RWY 6. AT THIS POINT, THE TWR CTLR TOLD US HE HAD NOT GIVEN US CLRNC TO CROSS RWY 6, SINCE IT WAS THE ACTIVE RWY AND CLRNC TO TAXI TO THE ACTIVE RWY DOES NOT GIVE YOU CLRNC TO CROSS THE ACTIVE RWY. ALTHOUGH THE CTLR WAS CORRECT, THE TERMINOLOGY USED FOR OUR TAXI CLRNC STRONGLY IMPLIED WE SHOULD TAXI ACROSS RWY 6, SINCE WE WERE ALREADY CLOSE TO THE HOLD SHORT LINE FOR RWY 6 AT TXWY G WHEN THE CTLR ISSUED OUR TAXI CLRNC. TO US, THE WORDING USED IN THE CLRNC IN NO WAY IMPLIED WE SHOULD HOLD SHORT AT TXWY G. WITH THE PROB RWY INCURSIONS HAVE BECOME THROUGHOUT THE INDUSTRY AND AT MANY LOCATIONS, TAXI INSTRUCTIONS SHOULD BE MUCH MORE PRECISE. ANY CLRNC GIVEN TO ANY RWY SHOULD INCLUDE INSTRUCTIONS TO HOLD SHORT AT ANY RWY, IF NECESSARY. AIM SECTION 4-3-18, PARAGRAPHS 5, 6, AND 7, SHOULD BE REWRITTEN TO REMOVE CONFUSING GUIDANCE, AND TO REQUIRE THE CTLR TO ISSUE HOLD SHORT INSTRUCTIONS FOR ANY RWY, INCLUDING THE ACTIVE/ASSIGNED DEP RWY, SO AS TO AVOID ANY POSSIBLE AMBIGUITY TO BOTH THE CTLR AND THE PLT.

Synopsis

BE20 FLC CROSS TEB RWY 6 ENRTE TO TXWY G TO RWY 6 APCH END AND CHALLENGED BY TWR BECAUSE OF THE XING. RPTR QUESTIONS AIM GUIDANCES TO PLT AND CTLR AS NOT SUFFICIENTLY CLR.

ACN: 518093

Time

Date : 200107

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Learjet 60

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 518093

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Person / 4

Function.Other Personnel : Vehicle Driver

Person / 5

Function.Other Personnel : Vehicle Driver

Person / 6

Function.Other Personnel : FBO Personnel

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Other : DEPLANED PAX-TOWED

Consequence.Other : Maintenance Action

Narrative

ESTABLISHED ON THE LOC FOR RWY 6 WITH THE GEAR SELECTED DOWN, THE NOSE STEERING DID NOT ARM. THE GEAR INDICATED 3 GREEN AND NO RED AND PRESSING THE ARM SWITCH DID NOT ENGAGE THE SYS. AFTER LNDG, THE CTL WHEEL MASTER DID NOT ENGAGE THE STEERING EITHER. WE CLRED THE RWY, STOPPED AND PULLED AND RESET THE NOSE STEERING CIRCUIT BREAKERS WITH NO EFFECT. DUE TO THE DIFFICULTY IN STEERING, WE ELECTED TO HAVE THE PAX TAKEN TO THE FBO BY VAN AND HAVE THE ACFT TOWED. WE ADVISED THE TWR, PAX AND FBO OF THE SIT. ARPT OPS TOOK THE PAX TO THE FBO. WHEN THE FBO TUG CAME TO GET THE ACFT, THEY DID NOT GET A CLRNC WHEN XING RWY 1. THERE WAS NO IMMEDIATE CONFLICT WITH THE TUG ON THE RWY, BUT THE NEXT ACFT WAS 7 MI OUT THE ARPT OPS VEHICLE LED THE WAY WHILE THE ACFT WAS TOWED TO THE HANGAR.

Synopsis

A LEAR 60 FLC AND PAX HAVE TO ABANDON THEIR ACFT WHEN THE CAPT IS UNABLE TO STEER HIS ACFT DUE TO A NOSEWHEEL STEERING MALFUNCTION DURING LNDG AT TEB, NJ.

ACN: 528834

Time

Date : 200110

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Small Transport, Low Wing, 2 Recip Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 528834

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : CTRLR PHRASEOLOGY

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLRED TO LAND ON ILS RWY 6 TEB. UPON LNDG ROLLOUT WE WERE INSTRUCTED TO TURN ONTO THE NEXT AVAILABLE INTXN. WHEN WE TURNED ONTO AN INTERSECTING RWY THE TWR INFORMED US THAT WE ENTERED AN ACTIVE RWY. WE DID NOT RECEIVE ANY LAHSO INSTRUCTIONS PRIOR TO LNDG, NOR WERE WE INFORMED THAT SIMULTANEOUS INTERSECTING RWYS WERE IN EFFECT. OCCURRENCES LIKE THIS CAN BE PREVENTED IF MORE INFO IS PROVIDED, SPECIFICALLY CURRENT INFO. RECOMMEND THAT ATC NOT CLR ACFT #2 ON INTERSECTING RWYS FOR TKOF AS ACFT #1 IS STILL ON A ROLLOUT.

Synopsis

AN SMT CREW TURNED ONTO AN ACTIVE RWY AFTER LNDG AT TEB.

ACN: 529171

Time

Date : 200111

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Citation II S2/Bravo

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 529171

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

NIGHTTIME, VFR ON AN IFR FLT PLAN, SHOOTING A VOR/DME-A APCH INTO TEB, NJ. BOTH PLTS WERE UNFAMILIAR WITH THE AREA, ESPECIALLY AT NIGHT. WE DID NOT GET SWITCHED OVER TO TWR FROM NEW YORK APCH UNTIL WE ASKED, RIGHT OVER THE TOP OF TEB. I RECALL LOOKING R DOWN AT RWY 24 LIGHT BRIGHTLY. AS I TURNED DOWNWIND, TWR RECEIVED OUR CALL AND CLRED US TO LAND #2. I UNDERSTOOD IT TO BE RWY 24, I WAS THE PLT FLYING. AS WE CONTINUED DOWNWIND, BOTH PLTS' ATTN WERE OUTSIDE THE COCKPIT LOOKING FOR OTHER ACFT, OBSTACLES, AND TWRS. THE PNF SAID, 'HILL AT 12 O'CLOCK POS AND TWR.' AT THAT POINT I STARTED A L BASE TURN FOR RWY 24 AND CONTINUING ONTO FINAL, CALLING FLAPS TO LAND, CONTINUE CHKLIST. PNF SAID CHKLIST COMPLETE EXCEPT FOR YAW DAMPER, WHICH I THEN DISENGAGED, THEN CALLED CHKLIST COMPLETE. AN AIRPLANE WAS JUST DEPARTING RWY 24 AT TEB AS WE WERE ON ABOUT A 2 MI FINAL. I THEN ASKED PNF TC VERIFY WE WERE CLRED TO LAND. TWR SAID, 'ROGER, CLRED TO LAND.' AFTER WE LANDED AND EXITED THE RWY, THE TWR THEN SAID WE WERE SUPPOSED TO LAND RWY 19 (SOLUTION). WE SHOULD HAVE BEEN SWITCHED TO TWR EARLIER, TWR SHOULD HAVE MONITORED US CLOSER IF WE WERE SUPPOSED TO LAND RWY 19 INSTEAD OF RWY 24, ESPECIALLY WHEN WE VERIFIED CLRED TO LAND ON A 2 MI FINAL FOR RWY 24. THAT PARTICULAR VOR DME-A APCH TO A VISUAL WHERE 2 RWYS INTERSECT SO CLOSELY, SHOULD NOT BE ALLOWED. AS PLTS, WE SHOULD HAVE COMMUNICATED BETTER AND BEEN LOOKING INSIDE AS WELL AS OUTSIDE -- NOT JUST OUTSIDE. WHEN YOU'RE ON A VISUAL, YOL DONT WANT TO RUN INTO ANYTHING.

Synopsis

A CE550 CREW LANDED ON THE WRONG RWY AT TEB.

ACN: 530025

Time

Date : 200111

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Falcon 2000

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 530025

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER LNDG ON RWY 6 AT TEB, WE WERE INSTRUCTED BY THE TWR TO TURN L ON TXWY B AND TO CROSS RWY 19, THEN CONTACT GND CTL. AFTER XING RWY 19 AT TXWY B, GND CTL INSTRUCTED US TO TURN L ONTO TXWY K AND HOLD SHORT OF RWY 6. THE XMISSION WAS ACKNOWLEDGED. DURING THE TAXI TOWARDS OUR FBO, I BEGAN SOME TROUBLESHOOTING DIALOGUE WITH THE COPLT. AS I APCHED THE RWY 6 HOLD LINE, I CHKD THE RWY FOR TFC (BOTH DIRECTIONS) AND CONTINUED THE TAXI ACROSS THE RWY. JUST AFTER XING THE HOLD LINE I REALIZED THAT WE HAD BEEN INSTRUCTED TO HOLD SHORT OF RWY 6. MY INSTIGATION OF NON PERTINENT CONVERSATION WITH THE COPLT TOOK US BOTH OUT OF THE TASK AT HAND, IE, SAFELY TAXIING THE ACFT.

Synopsis

A DA2000 CREW, AFTER LNDG AT TEB, TAXIED ACROSS A RWY THEY WERE TO HOLD SHORT OF.

ACN: 530031

Time

Date : 200111

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 530031

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

DURING TAXI TO FBO, GND CTL ADVISED US TO 'HOLD SHORT OF RWY 24.' WE UNDERSTOOD AND I AS PNF READ BACK INSTRUCTIONS. THE PF ASKED ME TO CHK THE CIRCUIT BREAKER AND LIGHT'S REACTIONS (WARNINGS) FOR MAINT OF THE PITOT SYS. WHILE LOOKING UP TO THE CIRCUIT BREAKER PANEL, WE CROSSED RWY 24. GND DID ADVISE US OF OUR ERROR.

Synopsis

LTT CPR FLC INADVERTENTLY CROSSED RWY DURING TAXI TO PARKING DUE TO THE FO DISTRS NOT BEING AWARE TO REMIND THE TAXIING CAPT TO HOLD SHORT.

ACN: 530998

Time

Date : 200111

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Controlling Facilities.Tower : TEB.Tower

Make Model : PA-46 Malibu

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 530998

Person / 2

Function.Controller : Ground

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Approach

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : PLT OUT OF HIS ELEMENT AT BUSY NYC ARPT

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.ControllerB : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Narrative

I WAS 3-4 MI OUT ON THE VOR DME A, WHEN NEW YORK APCH FAILED TO HAND ME OFF TO TETERBORO TWR. I HAD PREVIOUSLY ASKED APCH, WHICH RWY TEB WAS LNDG ON BECAUSE THE ATIS SAID BOTH RWYS 19 AND 26 AND WAS TOLD TWR WOULD TELL ME. I HAD THE ARPT IN SIGHT, BUT DIDN'T KNOW WHICH RWY I WAS LNDG ON. I WAS 3 MI FROM THE ARPT AND WAS FAILED TO BE NOTIFIED TO CONTACT TWR. I INQUIRED AND WAS INSTRUCTED TO CONTACT TWR. WHEN I CALLED TWR FREQ, I HAD A HARD TIME CHKING IN BECAUSE IT WAS SO BUSY. TWR INSTRUCTED ME TO ENTER A DOWNWIND. I WAS CONFUSED, BECAUSE I THINK THEY GAVE ME SPECIFIC INSTRUCTIONS WHEN I WAS ON APCH. I DIDN'T KNOW WHICH RWY, SO I ASKED. IN A NEGATIVE TONE I WAS TOLD TO ENTER A MIDFIELD XWIND TO A L DOWNWIND TO RWY 19. MEANWHILE, I LOST THE ARPT, AND DIPPED MY R WING DOWN TO LOOK FOR THE RWY. TWR THEN JUMPED ON THE FREQ AND TOLD ME NOT TO TURN TO THE S DUE TO DEPARTING TFC ON RWY 19. THEN I SAW THE RWY AND ENTERED THE PATTERN AND LANDED AFTER THAT POINT I FELT FLUSTERED BY THE WHOLE INCIDENT. AFTER LNDG, I TURNED R ON A TXWY AND CALLED GND. WHERE I WAS STOPPED AT I WAS ON INTERSECTING TXWYS. I WAS TOLD TO TURN R AND TAXI STRAIGHT AHEAD AND CROSS THE TXWY I WAS ALREADY ON AND DO A 180 DEGS AND HOLD SHORT OF THAT TXWY. NOT REALIZING I WAS ON THAT TXWY I WAS TOLD TO CROSS AND DO A 180 DEGS, I KEPT TAXIING STRAIGHT AHEAD LOOKING FOR THE TXWY I WAS TOLD TO CROSS AND DO A 180 DEGS. I WAS APCHING RWY 24 AND FELT SOMETHING WAS WRONG. BY THE TIME GND REPLIED TO ME QUESTIONING IF I WAS CLRED TO CROSS RWY, I HAD JUST CROSSED THE HOLD SHORT LINE BUT WAS NOT ON THE ACTUAL RWY. I THEN ASKED IF I SHOULD DO A 180 DEGS. THEY TOLD ME YES, AND I ASKED FOR A PROGRESSIVE. I DO NOT BELIEVE THERE WAS DEPARTING TFC ON RWY 24, I NEVER SAW A PLANE. I FEEL THAT I WAS FLUSTERED FROM TWR'S PREVIOUS LNDG INSTRUCTIONS, AND LOOSING SIGHT OF THE ARPT, PLAYED A MAJOR ROLE IN THIS INCIDENT. IT BROKE MY CONCENTRATION AND WAS NOT THINKING STRAIGHT. I SHOULD HAVE ASKED FOR A PROGRESSIVE AFTER BEING FLUSTERED PREVIOUSLY, AND SLOWED DOWN AND STOPPED TO RE-ORIENTATE MYSELF WHERE I WAS WITH THE ARPT DIAGRAM, ESPECIALLY BEING THAT THIS TOOK PLACE AT NIGHT ON AN UNFAMILIAR FIELD DURING BUSY OPS.

Synopsis

P46 PLT BECAME DISORIENTED BY THE HIGH INTENSITY OP WHILE ARRIVING AT NIGHT AT TEE

ACN: 531474

Time

Date : 200112

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Super King Air 200/Huron

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Gulfstream Jet Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531474

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TEB, NJ. INSTRUCTIONS WERE TO TAXI TO RWY 24, HOLD SHORT OF RWY 19. 100 FT FROM A XING TXWY, ADDITIONAL INSTRUCTIONS WERE LATER GIVEN TO HOLD SHORT THAT TXWY TO ALLOW A SABRELINER TO CROSS IN FRONT FROM R TO L. AFTER THE SABRELINER CROSSED MORE INSTRUCTIONS FOLLOWED, INSTRUCTING ME TO CONTINUE 'STRAIGHT AHEAD' FOLLOW THE GULFSTREAM GOING TO RWY 24. I FOLLOWED AS INSTRUCTED ONLY I DID NOT STOP AT RWY 19, I FOLLOWED HIM THROUGH RWY 19 AND IN LINE FOR DEP FOR RWY 24. MY ERROR WAS BROUGHT TO ATTN BY THE GND CTLR, HOW IMPORTANT IT WAS THAT I STOPPED AND NOT WENT THE LAST 50 FT TO RWY 24, AS I HAD READ BACK TO HER. LATER, [DURING] MY REVIEW OF THE INCIDENT, I THEN SAW THE INSTRUCTIONS TO BE CLR. HOWEVER, AT THE TIME, IT DID SEEM A BIT LIKE THE RWY HAD BEEN CHANGED TO RWY 24 AS WAS SAID 'FOLLOW THE GULFSTREAM.' I WAS AWARE I WAS TOLD EARLIER TO HOLD SHORT OF RWY 19 (BUT LATER PERCEIVED A DIFFERENT VIEW). MORNING WAS VERY CLR, AND PLEASANT TFC SLOW AS FOR THIS ARPT, AND AS I RESOLVE WAS JUST FOLLOWING MORE THAN LISTENING.

Synopsis

**BEECH 200 PLT FAILED TO HOLD SHORT OF RWY DURING TAXI OUT DUE TO GND CTLR
SUBSEQUENT INSTRUCTIONS TO FOLLOW A GULFSTREAM TO THE ASSIGNED RWY.**

ACN: 532362

Time

Date : 200112

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : IAI1125 (Astra)

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Cessna Citation Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532362

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 532155

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.ControllerB : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Narrative

RWY 19 AT TEB IS 500 FT LONGER THAN THE 'ACTIVE RWY' RWY 24. WE ELECTED TO REQUEST THE LONGER RWY FOR DEP. DURING THE TAXI TO RWY 24, I REQUESTED RWY 19 AND THE CTLR RESPONDED, 'WE HAVE YOUR REQUEST.' WE WERE CLRED TO CROSS RWY 24 AND WAIT IN THE RUNUP AREA BTWN RWYS 24 AND 19. NORMALLY, THE GND CTLR SAYS TO 'MONITOR THE TWR' AT THIS POINT, BUT NO SUCH INSTRUCTIONS WERE GIVEN. I MONITORED THE GND FREQ AND THE PF MONITORED BOTH TWR AND GND. AFTER A SHORT WAIT, I HEARD THE PF ANNOUNCE, '...POS AND HOLD RWY 19.' I NEVER HEARD THE TWR INSTRUCTIONS, ONLY THE PF'S RESPONSE. WE BEGAN TO TAKE POS ON THE RWY AND WERE CONFRONTED BY A CITATION BACK-TAXIING TOWARD US. ASSUMING HE HAD MADE THE ERROR, WE MANEUVERED AROUND HIM AND PRESSED ON. AFTER A BIT OF CONFUSION, THE TWR ASKED US WHICH RWY WE WERE ON. 'RWY 19 AS INSTRUCTED' WAS MY RESPONSE. 'I DIDN'T REALIZE YOU WANTED RWY 19, I THOUGHT YOU WERE CLRED ONTO RWY 24,' THE CTLR SAID. SOME ASSUMPTIONS WERE MADE BY ME: 1) I HAD REQUESTED RWY 19 AND ASSUMED WE WOULD GET IT. 2) THE PF - WHO I HAVE FLOWN WITH FOR OVER 10 YRS AND TRUST VERY MUCH - WAS THE ONLY ONE TO HEAR THE TWR CALL AND I ASSUMED HE HEARD WHAT HE SAID HE HEARD. IN RETROSPECT, I SHOULD HAVE: 1) ALSO LISTENED TO THE FREQ, ASSUMED SOMETHING WAS NOT RIGHT WHEN CONFRONTED WITH THE ONCOMING CITATION, AND 3) ALTHOUGH THE GND CTLR SAID HE HAD OUR REQUEST CONFIRMED THAT WHAT WE WANTED WAS REALLY WHAT WE WERE GIVEN. LOOKING BACK THROUGH A FEW OTHER NASA RPTS I HAVE FILED OVER THE YRS, I HAVE DISCOVERED A PATTERN: ALL HAVE BEEN RELATED TO THE 'OTHER' PLT MISHEARING ATC INSTRUCTIONS WHILE I WAS BUSY WITH OTHER TASKS, AND I ASSUMING THE OTHER PLT UNDERSTOOD CORRECTLY. I WILL NEVER ASSUME AGAIN. SUPPLEMENTAL INFO FROM ACN 532155: THE LESSON LEARNED IS - DON'T MONITOR 2 FREQS AT ONE TIME, AND TO GET A CLARIFICATION AS TO WHICH FREQ SHOULD BE MONITORED EVEN IF IT IS NEARLY IMPOSSIBLE TO GET THROUGH ON AN OVER SATURATED FREQ.

Synopsis

WHILE WAITING THEIR TURN TO DEPART, AN IA-1125 CAPT, MONITORING BOTH THE LCL AND GND FREQS, TAXIED INTO POS WHEN HE THOUGHT HE HEARD AN INSTRUCTION FROM THE TWR.

ACN: 533474

Time

Date : 200112

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Citation V

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533474

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : FLC Rpted Wrong Arpt Loc for Taxi

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AT TEB AND FBO THE FO REQUESTED TAXI FROM FBO (WRONG FBO) TO ACTIVE RWY. GND CTLR TOLD US TO GIVE WAY TO A CESSNA 172 AND THEN TAXI AS WE WERE NOT IN SIGHT BY THE GND CTLR. WE DID NOT SEE THE C172 AND ASKED FOR VERIFICATION. GND STILL THINKS WE ARE AT ANOTHER FBO. GND TELLS US TO TAXI VIA TXWY L TO RWY 1. TXWY L EXITS RIGHT IN FRONT OF FBO AT TEB, SO NOW WE FEEL SHE KNOWS WHERE WE ARE. TXWY L CROSSES RWY 6/24 ENRTE TO RWY 1. WE BEGIN OUR TAXI VIA TXWY L SLOWING TO CHK FOR TFC BEFORE XING RWY 6/24. ONCE ACROSS RWY 6/24, GND REPRIMANDS US STATING THAT WE JUST CROSSED RWY 6/24 ON TXWY L. OUR TAXI CLRNC WAS TO TAXI VIA TXWY L TO RWY 1 FOI DEP, WITHOUT INSTRUCTIONS TO HOLD SHORT OF RWY 6/24. NO FURTHER DISCUSSIONS WITH GND CTL FOLLOWED. ARPT GND TFC WAS MINIMAL AT THE TIME AND ONLY 1 ACFT ARRIVED BEFORE OUR DEP. PROB, CONFUSION COULD HAVE BEEN AVOIDED IF WE HAD MADE IT MORE CLR WHICH FBO WE WERE PARKED AT.

Synopsis

**CESSNA 560 FO REQUESTED TAXI OUT INSTRUCTIONS WITH THE WRONG FBO LOCATION
RESULTING IN TAXI RTE CONFUSION AND XING A RWY WITHOUT CLRNC.**

ACN: 534728

Time

Date : 200201

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Hawker Horizon (Raytheon)

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 534728

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : TOOK OFF WITHOUT CLRNC

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

DURING TKOF AT TEB RWY 24, TWR DIRECTED ANOTHER ACFT TO MAKE A GAR. AFTER TKOF, WE HEARD THE OTHER PLANE ASK IF THAT HAWKER WAS TAKING OFF. THE TWR ASKED US WHY WE DEPARTED AFTER BEING INSTRUCTED TO TAXI INTO POS AND HOLD. WE SAID WE MUST HAVE MISUNDERSTOOD OUR CLRNC. WE HAVE NO REASON AS TO WHY WE WOULD TAKE OFF WITHOUT A CLRNC TO DO SO. AS PROFESSIONAL PLTS, WE CAN THINK OF NO CONTRIBUTING FACTORS. WE WERE FAMILIAR WITH THE ARPT, WELL RESTED. WE NOTIFIED MGMNT OF WHAT TOOK PLACE UPON LNDG AT OUR DEST, AND WERE AIRLINED HOME FOR RETRAINING.

Synopsis

AN LTT CREW, DEPARTING TEB, TOOK OFF WITHOUT A CLRNC.

ACN: 534736

Time

Date : 200201

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Falcon 50

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 534736

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE TAXIING TO RWY 24, OUR INSTRUCTIONS WERE TO HOLD SHORT OF RWY 19. I WAS THE PNF. WHILE REVIEWING THE DEP PROC, I LOOKED UP AND NOTICED THAT WE HAD PASSED THE HOLD LINE FOR RWY 19. WE STOPPED ABOUT 20 FT SHORT OF RWY 19. GND CTL THEN INFORMED US WE HAD PASSED THE HOLD LINE AND TO HOLD OUR PRESENT POS. WE ACKNOWLEDGED. AN ACFT ON FINAL TO RWY 19 WENT AROUND BECAUSE OF OUR CLOSE POS TO THE APCH END OF RWY 19. THE PF SAID HE DID NOT SEE THE HOLD LINE FOR RWY 19. GND CTL THEN CLRED US TO CROSS RWY 19. I THINK THE CAUSE FOR MISSING THE HOLD LINE WAS DUE TO NEW RAMP AND TXWY CONSTRUCTION. THE HOLD LINE SEEMED TO BE PLACED FURTHER AWAY FROM THE RWY THAN IT WAS BEFORE THE CONSTRUCTION. WE GO INTO TEB OFTEN AND ARE FAMILIAR WITH THE TXWY AND HOLD LINES. THIS WAS THE FIRST TIME WE WERE INTO TEB SINCE THE COMPLETION OF THE CONSTRUCTION IN THAT AREA.

Synopsis

AN FA50 CREW, TAXIING FOR TKOF AT TEB, TAXIED PAST A HOLD SHORT LINE.

ACN: 534922

Time

Date : 200201

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Gulfstream V

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 534922

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER A LONG DAY THAT STARTED WITH A DEP FROM HEATHROW AT XA35Z AND TO PARIS, AND THEN TO TETERBORO, WE ARRIVED AT TETERBORO AT ABOUT XK35Z. WE CLRED CUSTOMS, SAID GOOD-BYE TO OUR PAX AND PREPARED TO RELOCATE THE ACFT TO ISP. WE RECEIVED OUR IFR CLRNC, AND CALLED FOR TAXI. THE GND CTLR ASKED IF WE COULD ACCEPT A DIFFERENT DEP OFF OF RWY 19. WE TOLD HIM TO STAND BY WHILE WE CHKED, THEN WE ACCEPTED THE DEP OFF OF RWY 19. HE CLRED US TO TAXI TO RWY 19. HOWEVER, IN MY MIND, I WAS THINKING OF RWY 24. I AM QUITE FAMILIAR WITH TETERBORO AND I KNOW TO GET TO RWY 24, YOU HAVE TO CROSS RWY 19, WHICH I DID. THE CTLR TOLD US WE CROSSED RWY 19 AND TO MAKE A 180 DEG AND HOLD SHORT. I HAVE BEEN FLYING FOR MORE THAN 30 YRS. THE PNF ABOUT THE SAME. WE HAVE WORKED TOGETHER FOR ABOUT 15 YRS, AND BOTH COULDN'T BELIEVE WE HAD CROSSED THAT RWY. IT WAS LATE AT NIGHT, ABOUT XL00Z AND THERE WAS NOT MUCH TFC AND THEREFORE DID NOT CREATE A PROB. I THINK THE FACT THAT WE WERE TIRED AND THE CHANGE IN THE DEP (WE WERE GOING OVER THE DEP AT THAT TIME). I THINK FATIGUE WAS THE THING THAT GOT US. THE INCIDENT SNAPPED US BACK TO A HIGHER STATE OF AWARENESS AND WE HAD NO MORE PROBS AFTER THAT. WE DECIDED THAT WHAT WE SHOULD DO IN THE FUTURE TO AVOID THIS SIT IS TO TAXI TO THE HOLDING POINT BEFORE BRIEFING THE DEP.

Synopsis

A GLF5 CREW, TAXIING FOR TKOF AT TEB, TAXIED ACROSS THEIR DEP RWY WITHOUT A CLRN:

ACN: 535354

Time

Date : 200201

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

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

Aircraft / 2

Controlling Facilities.Tower : TEB.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 535354

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FLC DISTR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Resolatory Action.Other : STOPPED ON LINE

Narrative

FIRST FLT OF THE DAY IFR FROM TEB TO PBI. PAX SHOWED UP EARLY. I WAS GETTING THE ATIS, CLRNC AND RELOADING THE FMS BECAUSE OF A FULL RTE RERTE. CAPT BRIEFED THE PAX AND WAS IN A LITTLE BIT OF A HURRY TO GET MOVING. WE WERE PARKED AT FBO AND GND CTL CLRED US TO TAXI TO RWY 24 HOLD SHORT OF RWY 19. WE REPEATED 'TAXI RWY 24 HOLD SHORT OF RWY 19.' THE CAPT STARTED TO TAXI AND ONCE WE WERE CLR OF OTHER PARKED ACFT ON THE RAMP I WENT HEAD-DOWN AND STARTED THE TAXI CHKLIST. THE CHKLIST IS ON THE MFD SO MY EYES WERE FOCUSES DOWN AND IN THE LOWER MIDDLE OF THE CTR PANEL. AS WE STARTED TO LEAVE THE RAMP, I REPEATED 'RWY 24 HOLD SHORT RWY 19.' THE CAPT REPEATED, ALOUD, MY INSTRUCTIONS. I CONTINUED WITH THE CHKLIST AND OUT OF THE CORNER OF MY EYE I SAW THE HOLD SHORT LINE COMING UP RATHER RAPIDLY. I AGAIN SAID 'HOLD SHORT OF RWY 19' AS OUR NOSEWHEEL ROLLED OVER THE HOLD SHORT LINE. THE CAPT SAID 'THAT WAS OUR HOLD SHORT LINE WASN'T IT?' I SAID YES. WE CAME TO A STOP WITH OUR MAIN GEAR ON THE HOLD SHORT LINE. 2 ACFT LANDED ON RWY 19 AS WE WAITED TO CROSS. I TRULY BELIEVE THAT OUR MISTAKE WENT UNNOTICED TO GND CTL AND THE 2 ACFT THAT LANDED. THE ACFT IN LINE BEHIND US, HOWEVER, WAS PROBABLY THE ONLY WITNESS TO WHAT WE HAD DONE. CONTRIBUTING FACTORS: BEING IN / HURRY. THE QUICKEST WAY TO A MISTAKE IS TO BE IN A HURRY. CONSTRUCTION ADJACENT TO THE RAMP AND TXWY COMING OUT OF FBO'S RAMP MAY HAVE BEEN A DISTR. ALSO, THE HOLD SHORT LINE FOR RWY 19 APPEARS TO HAVE BEEN RELOCATED FARTHER FROM THE RWY AND CLOSER TO THE RAMP. IT COMES UP QUICK. STILL NONE OF THIS IS AN EXCUSE FOR A RWY INCURSION. LAST, THE FO HAD HIS HEAD DOWN DOING A CHKLIST DURING A TAXI AND HOLD SHORT CLRNC. DOING A CHKLIST ON A LONG PARALLEL TXWY IS A RELATIVELY SAFE PRACTICE, BUT DOING A CHKLIST WHILE CONDUCTING A SHORT TAXI WITH A HOLD SHORT CLRNC IS A BAD IDEA. IT KEEPS THE FO'S HEAD DOWN AND CAN DISTRACT THE CAPT FROM WHAT HE IS SUPPOSED TO BE DOING - PAYING ATTN OUTSIDE. IN THE FUTURE, I WILL ATTEMPT TO COMPLETE TAXI CHKLISTS AT A MORE APPROPRIATE TIME AND EVEN STOP THE ACFT FOR A SHORT PERIOD OF TIME IF NECESSARY.

Synopsis

A NIGHT OP RWY INCURSION AS A CPR JET TAXIES OVER AND STOPS ON THE HOLD SHORT LINE FOR RWY 19 AT TEB, NJ.

ACN: 540448

Time

Date : 200203

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : TEB.Tower

Make Model : Falcon 50

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 540448

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : CREW CONCEPT CRM. CAPT IN A HURRY

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

TAXI INSTRUCTIONS WERE TO TAXI TO RWY 24, HOLD SHORT OF RWY 19. ACFT WAS PROCEEDING FROM RAMP AREA OF THE FBO (HANGAR AREA) ADJACENT TO RWY 19. HOLD SHORT LINE FOR RWY 19 IS WELL BACK FROM THE RWY CLOSE TO THE RAMP AREA WHERE THE ACFT WAS PARKED. AS THE PNF, I HAD MY EYES IN AND OUT OF THE COCKPIT DOING CHKLISTS AND LOOKING FOR TFC ON THE TXWYS AND RAMP. ACFT WAS BROUGHT TO A STOP ON A TXWY SHORT OF THE APCH END OF RWY 19. GND QUERIED IF WE WERE THE ACFT SITTING ON RWY 19, WHICH WE DENIED, GND THEN CLRED US ACROSS RWY 19 TO THE HOLDING PAD FOR RWY 24. AS TAXI WAS INITIATED, I LOOKED BACK OVER MY SHOULDER TO SEE THE HOLD SHORT LINE BEHIND THE ACFT. CAPT STATED THAT HE HAD NOT SEEN THE HOLD SHORT LINE. CONSTRUCTION IN THE VICINITY OF THE HOLD SHORT LINE MAY HAVE CONTRIBUTED TO AN 'OVERLOAD OF VISUAL INFO' AND CONTRIBUTED TO HIS FAILURE TO NOTE THE LOCATION OF THE LINE. MY ATTN WAS FOCUSED ON ENSURING THE CHKLISTS WERE COMPLETED AND I HAD FAILED TO NOTE THE PROX OF THE HOLD SHORT LINE TO OUR PARKING LOCATION. THIS CAPT IS ALWAYS IN A RUSH LEAVING HIS FO SCRAMBLING TO KEEP UP. MY PRIORITIES WHILE TAXIING NEED TO BE FOCUSED MORE ON THE ACFT'S LOCATION AND MOVEMENT, AND LESS ON THE CHKLIST -- EVEN WHILE THE OTHER PLT IS CTLING THE ACFT.

Synopsis

DA50 CREW HAD A RWY INCURSION AT TEB.

**ORD Runway Incursion
“Hot Spots” Incidents**

1957-1958
1959-1960

Chicago O'Hare International Airport (ORD)

23 Runway Incursion Incidents

Runway 4R	
Taxiway Q	ACN 513477 "...landed on ORD Runway 4R with an A320 on runway exiting at end Taxiway Q."
Runway 4L	
Taxiway H	"...taxi to Runway 4L...Ground said 'the aircraft on Taxiway R will give way to you'... continued straight ahead on Taxiway H and crossed Runway 4L..."
	"...take Taxiway H and the Bravo Bridge. Supposedly...told to take Taxiway H to Taxiway P to Bravo Bridge. Neither pilot heard Taxiway P, and taxied Taxiway H across Runway 22 to B."
	"...on Taxiway H...Ground said hold short of Runway 4L on Taxiway E...crossed Runway 4L to continue to Taxiway E."
Runway 9R	
Taxiway S	"...rolling out on Runway 9R...asked to turn off on Taxiway M6, saw a Mitsubishi Diamond Jet cross our runway...a Regional Jet crossed right behind the Diamond Jet."
Taxiway T	"asked if we could make a left 140 degree turn onto Taxiway T...hold short of Runway 9R...realized that we had crossed over the hold short line...instructed an aircraft landing Runway 9R to go around."
Runway 9L	
Taxiway J	"Captain thought the Tower instructed us to taxi into position and hold on Runway 9L...We were on the runway... Tower notified us we were instructed to hold short the runway...our...delay off of the runway resulted in Tower instructing a jet to go around."
Taxiway P	"...holding on Taxiway P short of H...BA46 Jet landed on Runway 9L, rolled out to P...held short of H and never cleared the runway...Controller had already cleared a Regional Jet to takeoff on Runway 9L...the Regional Jet was airborne and approximately 50 feet above the BA46 Jet."
Taxiway Unidentified	"...Controller...cleared me into position and hold Runway 09L...then cleared Air Carrier Z into position and hold at Runway 09L...there was an Aircraft Y on final for Runway 09L...I questioned the Controller...He asked me to clear the runway..."
Runway 22R	
Taxiway R	"...landing on Runway 27R...told to turn left on Taxiway R...crossed the Runway 22R hold line on Taxiway R to get off Runway 27R..."
Runway 22L	
Taxiway D	"...instructed...to follow an air carrier...to Runway 22L...Tower ...called...'cleared for takeoff, aircraft on short final'...I was unable to positively identify the runway or the path to it...saw an approaching airliner on a very short final...Tower...called a go-around...I then heard a radio call saying, 'You are on the runway...'"
Runway 27R	
Taxiway C	"...cleared runway 22R at Taxiway C and were cleared to cross Runway 27R...received...clearance...'turn left on Taxiway H if you still can and proceed E'...made a hard left turn onto what turned out to be Runway 27R...exited at Taxiway H1."
Taxiway E	"...proceeded on Echo...crossed Runway 22R...approached the Runway 27R and crossed the hold lines, partner questioned why another aircraft was on the runway...Tower...said...you were not cleared to cross Runway 27R."
Runway 27L	
Runway 22L	"...clearance to land on Runway 27L...Passing through 300 feet AGL, noticed a B757 taxiing into position on Runway 22L...initiated a go-around at approximately 200 feet AGL and overflew the B757."
Taxiway D	"...landing on Runway 4R... taxi to the end of the runway and turn left on Taxiway D...abeam the Runway 27L pad...took another turn to the left... Controller shouted 'Air Carrier X get off the runway!'"
Taxiway T	"...clearance to taxi to Runway 27L via Taxiway T...follow the 'RJ'...informed that we were cleared to cross...reaching...other side of the runway...informed that we...did not have clearance to cross Runway 27L."



Runway 32R

Taxiway B	ACN 496572	" ...taxi to Runway 32R via Taxiway B...asked...the location of Runway 32R since we could not see any visible markings...told to taxi...on Taxiway H3... Tower called...we were on the overrun to Runway 32R."
Taxiway H	ACN 465820	" ...instructed to taxi to our parking spot via Taxiways H, P, and B...voiced some uncertainty...stated that the directions were indeed Taxiway H to Taxiway B. In the course of taxiing we crossed Runway 14L/32R."
	ACN 481797	" ...landed...Runway 22R...take Taxiways H and P to our gate...passed...Taxiway P on Taxiway H and came to stop a few feet over hold short line for Runway 14/32R."



ACN: 459607

Time

Date : 200001

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B747-400

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 459607

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Unique Event

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : Clearance Interp

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

THE INITIAL TAXI INSTRUCTIONS FROM GATE AREA FROM ORD FROM GND CTL WERE TO 'TAXI TO RWY 4L, L TURN ON TXWYS B, J, AND W.' ONCE ON TXWY H WITH OUR ACFT HDG 270 DEGS AND APCHING THE AREA OF TXWYS A AND B, GND SAID 'THE ACFT ON TXWY R WILL GIVE WAY TO YOU.' I TOLD THE CAPT THAT I WOULD BE OFF THE RADIO GETTING THE PAX COUNT AND WTS FOR TKOF. WHILE I WAS OFF THE RADIO, I COULD TELL THE CAPT AND THE GND CTLR WERE TALKING. WE THEN CONTINUED STRAIGHT AHEAD ON TXWY H AND CROSSED RWY 4L. THERE WAS NO TFC ON THE RWY OR THE APCH OR RWY 4L RUNUP AREA. AFTER XING RWY 2L, ON TXWY H, I RETURNED TO MONITOR THE GND FREQ WHERE THE CAPT AND THE GND CTLR WERE DISCUSSING THE TAXI RTE. GND ASKED WHAT WE WERE DOING. THE CAPT SAID WE WERE 'TAXIING STRAIGHT AHEAD TO RWY 4L PER YOUR LAST INSTRUCTIONS.' SINCE THIS WAS DIFFERENT THAN OUR ORIGINAL CLRNC TO TAXI, I ASSUMED THAT WHILE I WAS OFF THE RADIO THAT THE GND CTLR HAD CHANGED OUR TAXI RTE AND THAT THE CAPT WAS COMPLYING WITH HIS INSTRUCTIONS. WHEN I ASKED WHAT WAS GOING ON, THE CAPT EXPLAINED THAT HE WAS FOLLOWING GND INSTRUCTIONS TO TAXI STRAIGHT AHEAD, AND THAT THE ACFT ON TXWY R FACING SE WOULD BE HOLDING FOR US. THE CAPT TAXIED DOWN TXWY H, MADE A L TURN ON TXWY J AND A L TURN ON TXWY W, HOLDING SHORT OF RWY 4L. CONTRIBUTING FACTORS: AN ENG PROB CAUSED US TO RETURN TO THE GATE FOR MAINT. UPON OUR TAXI OUT, THE CHIEF PURSER TOLD THE CAPT SOME OF THE PAX HAD DEPLANED, BUT DID NOT GIVE US A COUNT. THIS CAUSED US TO ISOLATE THE RADIOS, CALL FOR A COUNT, ADVISE LOAD CTL OF THE CHANGE. A SHORT TAXI, WITH POOR ATC LANGUAGE 'TAXI STRAIGHT AHEAD' WHEN A 45 DEG TURN WAS REQUIRED TO GET TO TXWY B FROM TXWY H, WAS ALSO CONFUSING. LANGUAGE SUCH AS 'CONTINUE TAXI TO RWY 4L AS CLRED' OR 'CONTINUE, L ON TXWY G, R ON TXWY J, R ON TXWY W' WOULD HAVE ELIMINATED ANY CONFUSION ON THE PART OF THE CAPT. A PROC TO ISOLATE THE RADIOS FOR CABIN COM AND LOAD CTL COULD BE PUT IN PLACE TO ONLY DO THIS WHILE THE ACFT IS STOPPED. BUT THIS IS NOT PRACTICAL. BETTER ATC ADHERENCE TO STANDARD PHRASEOLOGY AS WELL AS REPEATING FULL CLRNCs WHEN THE INITIAL CLRNCs HAVE CHANGES IN PARTS OF THE INITIAL CLRNC.

Synopsis

A TAXIING B747-400 CROSSES RWY 4L WITHOUT CLRNC FROM GND CTLR AT ORD, IL.

ACN: 465820

Time

Date : 200003

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465820

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 466259

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS PIC OF A FERRY FLT FROM GRB TO ORD. AFTER LNDG ON RWY 27R AND EXITING ON THE HIGH SPD, WE WERE INSTRUCTED TO TAXI TO OUR PARKING SPOT VIA TXWYS H, P AND B. MY COPLT WAS WORKING THE RADIO AND HAD THE ONLY GND CHART. I WAS UNFAMILIAR WITH THE RTE AND ASKED MY COPLT FOR CLARIFICATION. SHE MISTAKENLY THOUGHT OUR CLRNC WAS TXWY H TO TXWY B. SHE VOICED SOME UNCERTAINTY. I QUERIED AGAIN AND SHE STATED THAT THE DIRECTIONS WERE INDEED TXWY H TO TXWY B. IN THE COURSE OF TAXIING WE CROSSED RWY 14L/32R. I ASKED HER TO CONTACT GND AGAIN. WE HAD MISSED TXWY P. HAD WE TAKEN TXWY P, WE WOULD HAVE AVOIDED RWY 14L/32R. AFTER PARKING, I CONTACTED THE O'HARE GND SUPVR, AND EXPLAINED OUR MISTAKE. MR X STATED THAT RWY 14L/32R WAS 'PROTECTED' FOR TAXI AND THAT NO RWY INCURSION OCCURRED. I INFORMED THE SUPVR THAT MY ERROR, UNDER DIFFERENT CIRCUMSTANCES, WOULD HAVE BEEN AN INCURSION AND THAT I WOULD BE SUBMITTING AN ASRS RPT. LESSONS LEARNED: MY COPLT AND I AGREED THAT AT BUSY ARPTS, TAXI INSTRUCTIONS SHOULD BE WRITTEN DOWN AND RTE CHKED BEFORE PROCEEDING. MY COPLT'S VOICING OF UNCERTAINTY WAS A 'FLAG' I SHOULD HAVE NOTICED AND TAKEN STEPS TO RESOLVE. IT WAS THE END OF A LONG DAY AND I WAS PUSHING AN EQUALLY TIRED COPLT FOR INFO. I'M RESPONSIBLE FOR SETTING THE TONE FOR THE CREW AND HAD A SERIOUS CRM 'FLAMEOUT.' SHE IS A GREAT COPLT, BUT MY INSISTENCE FOR RAPID TAXI INFO PROBABLY CREATED AN AUTH GRADIENT WHICH CAUSED HER TO GIVE ME IMPROPER CLRNC. CONCLUSION: WHEN IN DOUBT, STOP, CLR THE TXWY, IF POSSIBLE, REGROUP AND GET THE INSTRUCTIONS CORRECT. WE WERE FORTUNATE THAT WE HAD NOT COMMITTED AN ACTUAL INCURSION. HOWEVER, ALL THE ELEMENTS WERE IN PLACE

Synopsis

B727 CREW CROSSES RWY AT O'HARE WITHOUT CLRNC WHEN THEIR UNDERSTANDING OF TAXI CLRNC BECOMES CONFUSED. ONLY 1 ARPT DIAGRAM WAS AVAILABLE.

ACN: 470159

Time

Date : 200004

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 470159

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

AFTER LNDG ON RWY 27R AT ORD, WE WERE TOLD TO TURN L ON TXWY H AND CONTACT GND
GND TOLD US TO TAKE TXWY H AND THE BRAVO BRIDGE. SUPPOSEDLY, WE WERE TOLD TO
TAKE TXWY H TO TXWY P TO BRAVO BRIDGE. NEITHER PLT HEARD TXWY P IN THE CLRNC, AND
TAXIED TXWY H ACROSS RWY 22 TO BRAVO. GND THEN TOLD US WE JUST CROSSED AN
ACTIVE RWY AND TO TURN R ON BRAVO. WE APOLOGIZED AND COMPLETED THE TAXI. I
ATTRIBUTE THIS TO BOTH PLTS' UNFAMILIARITY WITH THE ARPT, AND FOR US NOT TAKING OUT
TIME WITH THE INSTRUCTIONS, AND TO THE GND CTLR'S RAPID FIRE DELIVERY OF OUR CLRNC.

Synopsis

A CPR FO DESCRIBED LNDG AT ORD AND INADVERTENTLY XING AN ACTIVE RWY DURING TAXI.

ACN: 472547

Time

Date : 200005

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : MU-300 Diamond 1/1A

Aircraft / 3

Controlling Facilities.Tower : ORD.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 472547

Person / 2

Function.Flight Crew : Second Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ON BEING CLEARED TO LAND AT ORD ON RWY 09R WE WERE NOT ISSUED A LAHSO CLEARANCE, JUST, 'CLEARED TO LAND RWY 09,' WE EVEN VERIFIED THIS AT 1000 FT AGL BECAUSE I WAS UNSURE OF THE CALL. AS WE WERE ROLLING OUT ON RWY 09R, BETWEEN 90 KTS AND 80 KTS, WHICH WE STILL CONSIDER THE HIGH SPEED REGIME, WE WERE CALLED BY ORD TOWER AND ASKED TO TURN OFF ON TXWY M6, AT THE SAME TIME WE SAW A MITSUBISHI DIAMOND JET CROSS OUR RUNWAY AT TXWYS. WE WERE BETWEEN TXWY M5 AND TXWY M6 AT THE TIME OF THE CALL. WE WERE STOWING REVERSERS AND PREPARING TO MAKE THE TURN WHEN AN REGIONAL JET CROSSED RIGHT BEHIND THE DIAMOND JET. UPON CALLING THE TOWER AT ORD, THE TOWER SUPERVISOR SAID THAT THEY, TECHNICALLY COULDN'T CLEAR US FOR A LAHSO OPERATION BECAUSE THERE WAS A 4 KT TAILWIND. BUT THAT THE TOWER CONTROLLER THOUGHT THAT WE WOULD BE SLOWED ENOUGH THAT HE COULD CROSS THE 2 AIRCRAFT. I BROUGHT UP THAT THE DIAMOND JET WAS ON OUR RWY BEFORE WE HAD ACKNOWLEDGED BEING ABLE TO MAKE TXWY M6 AND THAT IF WE HAD A HYDRAULIC MALFUNCTION THAT THE OPERATION COULD HAVE BEEN A REAL MESS. HE TECHNICALLY COULDN'T GIVE US A LAHSO CLEARANCE DUE TO THE TAILWIND BUT HE DID THE OPERATION ANYWAY. THE RUNWAY WAS LEGALLY OURS AS THE LANDING AIRCRAFT AND A RUNWAY INCURSION OR TWO WAS CAUSED BY ORD TOWER.

Synopsis

DURING LANDING ROLL, ORD ATCT CTLR INSTRUCTED MLG CREW TO TURN OFF AT TAXIWAY M-6. BEFORE THE CREW COULD ACKNOWLEDGE, TFC WAS OBSERVED AHEAD CROSSING THE RWY.

AGN: 475882

Time

Date : 200006

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 475882

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 476307

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : Complacency Freq. Comg

Independent Detector.Other.ControllerA : 5

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE RECEIVED TAXI CLRNC TO TAXI TO RWY 27L VIA TXWY T, HOLD SHORT OF RWY 27L AND FOLLOW THE 'RJ.' WHILE I WAS UPDATING THE FMC, THE ACFT IN FRONT OF THE RJ VERIFIED THAT THEY WERE CLRED TO CROSS THE RWY. THE ACFT CONTINUED AND THE RJ FOLLOWED THE FIRST ACFT. I INFORMED THE CAPT THAT I WAS ONCE AGAIN 'HEADS UP' AND ASKED IF WE WERE CLRED TO CROSS RWY 27L. HE INFORMED ME THAT WE WERE CLRED TO CROSS. I INFORMED HIM I DID NOT HEAR THE CLRNC DUE TO PERFORMING OTHER DUTIES. HE ONCE AGAIN INFORMED ME THAT WE WERE TO FOLLOW THE RJ AND THAT HE WAS CLRED TO CROSS THE RWY. WE CLRED THE RWY AND PROCEEDED TO CROSS. UPON REACHING THE OTHER SIDE OF THE RWY, WE WERE INFORMED THAT WE IN FACT DID NOT HAVE CLRNC TO CROSS RWY 27L. WE APOLOGIZED DUE TO FREQ CONGESTION. WE WERE UNABLE TO ASK FOR CLARIFICATION. IF GIVING INSTRUCTIONS TO FOLLOW ACFT AROUND SHOULD ADVISE EACH ACFT INDIVIDUALLY. INSTRUCTIONS TO FOLLOW OR CROSS INTXNS. SUPPLEMENTAL INFO FROM ACN 476307: GND CTL VERY BUSY WITH DELAYS OUTBOUND DUE TO WX. OUR CLRNC WAS TO RWY 27L, FOLLOW THE 'RJ.' WE WERE THEN TOLD TO MONITOR TWR FREQ. A COMBINATION OF 'PERCEIVED' TAXI CLRNC, OTHER COMS, A CLR RWY ALL LED TO THIS XING WITHOUT CLRNC. IN A 'PERFECT' WORLD, EACH ACFT SHOULD RECEIVE ITS OWN CLRNC. THE SAME CONGESTION ON FREQ THAT LED THE CTLR TO GIVE THE 'FOLLOW' CLRNC ALSO LED US TO CROSS WITHOUT VERIFYING. IN THE FUTURE, I WILL ALWAYS VERIFY CLRNC TO CROSS A RWY.

Synopsis

AN ACR TWIN JET FOLLOWS AN RJ ACROSS RWY 27L WHEN THEIR INITIAL CLRNC HAD BEEN TO 'HOLD SHORT OF RWY 27L, FOLLOW THE RJ.'

ACN: 478010

Time

Date : 200006

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : A319

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 478010

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 477337

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : FLC FAM / ARPT

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

WE WERE INSTRUCTED TO TAXI FROM THE GATES TO RWY 32L FULL LENGTH. INSTRUCTIONS WERE TO TAXI BY WAY OF TXWYS B, F, M, HOLD SHORT OF RWY 32L ON TXWY M. WE WERE JUST SHORT OF TXWY T HDG W ON TXWY M, WHEN THE GND CTLR ASKED IF WE COULD MAKE A L 140 DEG TURN ONTO TXWY T AND CLR AN ACFT THAT WAS IN FRONT OF US HOLDING SHORT OF RWY 32L. WE DECIDED THAT WE HAD WINGTIP CLRNC AND TOLD THE GND CTLR THAT WE COULD MAKE THE TURN. HE THEN INSTRUCTED US TO MAKE THE L TURN ONTO TXWY T, HOLD SHORT OF RWY 9R AND SWITCH TO THE TWR. I WAS CONCERNED WITH THE WINGTIP CLRNC ON MY R SIDE WHILE WE MADE THE TURN AND ALSO SWITCHING TO THE TWR FREQ. AS I LOOKED FORWARD, I REALIZED THAT WE HAD CROSSED OVER THE HOLD SHORT LINE. I ADVISED THE CAPT AND HE STOPPED THE ACFT. WE BOTH REALIZED THE PROB OCCURRED JUST AS WE MADE THE TURN ONTO TXWY T. IT WAS A 130-140 DEG TURN AND THE HOLD SHORT LINE WAS ALREADY BENEATH THE ACFT JUST BEFORE THE TURN WAS MADE AN UNUSUALLY LONG DISTANCE FROM THE ACTUAL RWY. THIS WAS NOT A NORMAL TAXI RTE FOR US TO THIS RWY, AND THE FACTORS OF ACFT CLRNC AND SWITCHING FREQS ALL AT THE SAME TIME ADDED IN OUR INABILITY TO LOCATE THE HOLD SHORT LINE. SUPPLEMENTAL INFO FROM ACN 477337: I SAW THERE WAS APPROX 200 FT OF TXWY PRIOR TO RWY 9R ON TXWY T. SO WE SAID WE COULD COMPLY. WE MADE THE TURN AND STARTED LOOKING FOR THE HOLD SHORT LINE. NOT SEEING THE HOLD SHORT LINE BUT SEEING RWY 9R WAS APPROX 75 FT IN FRONT OF US, WE STOPPED. SHORTLY THEREAFTER, TWR CTL INSTRUCTED AN ACFT LNDG RWY 9R TO GO AROUND. I THEN DETERMINED THAT THE REAL REASON FOR THE GND CTLR'S QUERY IF WE COULD FOLLOW HIS TURN TO HOLD SHORT WAS BECAUSE THE HOLD SHORT LINE WAS JUST 10-20 FT OFF OUR SIDE AND WOULD REQUIRE A TURN OF APPROX 110 DEGS AND A QUICK STOP. I DID NOT REALIZE THE HOLD SHORT LINE WAS SO FAR FROM RWY 9R AND JUST OFF OUR SIDE WHILE ON TXWY M. ALSO, THE RED RWY SIGNAGE FOR RWY 9R WAS HIDDEN FROM VIEW BY OUR NOSE DURING THE TURN. I ESTIMATE OUR ACFT STOPPED WITH THE TAIL OVER OR JUST PAST THE HOLD SHORT LINE. IF THE GND CTLR HAD MENTIONED HIS REASON FOR THE QUERY OR HAD KEPT US ON HIS FREQ UNTIL OUR TURN WAS COMPLETED, THIS INCURSION WOULD HAVE BEEN AVERTED. NONETHELESS, I SHOULD HAVE IDENTED THE HOLD SHORT POINT PRIOR TO STARTING THE TURN ONTO TXWY T.

Synopsis

AN A319 FLC CROSSES OVER THE HOLD SHORT LINE FOR RWY 9R WHILE ATTEMPTING TO COMPLY WITH A CHANGE IN TAXI ROUTING INSTIGATED BY GND CTL AT ORD, IL.

ACN: 478463

Time

Date : 200007

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478463

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued Alert

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG ON RWY 4R AT ORD, TWR TOLD US TO TAXI TO THE END OF THE RWY AND TURN L ON TXWY D. AT THE END OF THE RWY, I TURNED L ONTO TXWY D, CLRED THE RWY WHILE MY COPLT CHANGED FREQS FROM TWR TO GND, AND I STOPPED ON TXWY D POINTING N, ABEAM THE RWY 27L PAD. AHEAD OF ME, 'D' TOOK ANOTHER TURN TO THE L, AND I WAS NOT SURE IF I WAS SUPPOSED TO MAKE ANOTHER L, AND WANTED TO DOUBLECHK WITH GND. BEFORE WE CALLED GND, HOWEVER, THE GND CTLR SHOUTED 'ACR X GET OFF THE RWY!' (VERBIAGE MAY NOT BE EXACT, BUT IT IS CLOSE.) RATHER THAN DEBATE ON THE AIR, I IMMEDIATELY ADDED PWR AND MOVED FURTHER AHEAD (STILL POINTING N), AND MY FO ASKED 'IS THIS GOOD ENOUGH?' AGAIN I CANNOT QUOTE THE CTLR EXACTLY, BUT HE SHOUTED BACK 'YES, AND DON'T STOP ON THE RWY!' AT THIS POINT I KEYED THE MIKE AND SAID, 'THIS IS THE CAPT, AND I WASN'T SURE WHERE TO GO,' TO WHICH THE CTLR RESPONDED WITH ANOTHER SHOUT, 'I'M STANDING NEXT TO YOUR PREVIOUS CTLR, AND I HEARD HER (I THINK IT WAS 'HER') TELL YOU TO TURN L ON DELTA!' I TOLD MY COPLT TO JUST ANSWER WITH A 'ROGER,' AND PROCEEDED TO TURN L ONTO THE WBOUND PART OF 'DELTA,' PAST D6 AND D5 TOWARD OUR GATE. I WAS ABOUT TO ASK MY COPLT TO GET A NUMBER TO CALL WHEN THE CTLR CAME ON AND GAVE US A PHONE NUMBER, WHICH WE COPIED DOWN. I CALLED THE NUMBER WHEN WE GOT TO COMPANY OPS AND TALKED TO THE SUPVR. I IDENTED MYSELF, AND SAID THAT I THOUGHT WE HAD A MISUNDERSTANDING. HE RESPONDED WITH 'YOU STOPPED ON THE RWY.' I EXPLAINED TO HIM THAT I DID NOT THINK WE DID, AND ADDED THAT 'IF I CAUSED YOU A PROB, IT WAS UNINTENTIONAL AND I APOLOGIZE.' HE TOLD ME THAT THEY (THE CTLRS AS A GROUP, I ASSUME) HAD BEEN HAVING PROBS WITH ACR X PLTS, AND THEY KNEW 'WHAT'S GOING ON,' AND THEY NO LONGER THOUGHT WE (THE ACR X PLTS) WERE VERY PROFESSIONAL. HE RELATED AN INCIDENT TO ME THAT OCCURRED A WK OR 2 EARLIER INVOLVING ANOTHER ACR X FLT, AND SAID WE WERE BEING UNSAFE, AND THEY MIGHT HAVE TO START VIOLATING ACR X PLTS. I TOLD HIM THAT I WOULD NEVER DELIBERATELY ENDANGER MY CREW OR PAX, AND AGAIN THAT I WAS SORRY FOR ANY PROBS OR MISUNDERSTANDINGS. ALSO, I TOLD HIM THAT I WAS NOT VERY FAMILIAR WITH ORD, AND THAT'S WHY I STOPPED AT ALL. IT WAS THE FIRST TIME IN ORD IN 9 YRS (I CHKED MY PREVIOUS SCHEDULES SINCE THE CONVERSATION, AND IT WAS ACTUALLY THE SECOND), I EXPLAINED. THE SUPVR BELIEVED MY SINCERITY, I THINK, AND SAID THE INCIDENT WOULD GO NO FURTHER. IN MY HOTEL ROOM THAT NIGHT, I WENT OVER THE ORD GND CHART CAREFULLY, AND I STILL HONESTLY BELIEVE I WAS CLR OF THE RWY. HOWEVER, I DID STOP BEFORE MAKING A SECOND L TURN AND CONTINUING W DOWN THE TXWY D. I ATTRIBUTE THAT TO MY OWN LACK OF FAMILIARITY WITH ORD AND NOT KNOWING THE CTLR'S INTENTION WHEN TOLD TO 'TURN L ON DELTA' AT THE END OF RWY 4R. WHILE I THINK THE GND CTLR WAS COMPLETELY UNPROFESSIONAL IN HIS COMS AND REMARKS (GND CTL FREQ IS NOT THE PLACE FOR SHOUTING, BLAMING, OR DISCUSSING INCIDENTS), THE SUPVR WAS VERY POLITE AND PROFESSIONAL ON THE PHONE.

Synopsis

B757 FLC CHALLENGED AFTER LNDG RWY 4R BY ORD TWR FOR APPARENTLY STOPPING TAXI AND NOT CLR OF AN ADJOINING RWY.

ACN: 479124

Time

Date : 200007

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : ATR 42

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Medium Large Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479124

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 478920

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE HOLDING SHORT OF TXWY H ON TXWY J AND #3 FOR TKOF. TWR COULD NOT CONTACT AN ACR ON TXWY H HOLDING SHORT OF TXWY J. TWR TOLD US WE WOULD BE NEXT FOR TKOF. CAPT THOUGHT THE TWR INSTRUCTED US TO TAXI INTO POS AND HOLD ON RWY 9L AND CALLED FOR THE BEFORE TKOF CHKS. FO LATER RECALLED TWR INSTRUCTING US TO TAXI UP TO AND HOLD SHORT OF THE RWY, BUT AT THE TIME OF THE OCCURRENCE, SHE SAID NOTHING AND EXECUTED THE BEFORE TKOF CHKS. WE WERE ON THE RWY AWAITING A TKOF CLRNC. TWR NOTIFIED US THAT WE WERE INSTRUCTED TO HOLD SHORT OF THE RWY AND NO CLRNC TO HOLD IN POS. TWR INSTRUCTED US TO EXPEDITE OFF THE RWY VIA TXWY Z, WHICH IS OFF RWY 4L AND NOT RWY 9L, WHICH WE WERE ON. THE CAPT SEARCHED FOR TXWY Z, BUT ONLY SAW TXWYS J AND E, AND THUS WAS UNSURE OF WHERE TWR WANTED US TO GO. OUR ENSUING DELAY OFF OF THE RWY RESULTED IN TWR INSTRUCTING A JET ON FINAL TO GAR. ONCE WE WERE CLR OF THE RWY, WE WERE RESEQUENCED FOR TKOF WITHOUT FURTHER INCIDENT. SUSPECT TWR'S NONSTANDARD USE OF THE WORDS 'TAXI' AND 'HOLD' AS A SOURCE OF CONFUSION, IE, 'TAXI INTO POS AND HOLD' VERSUS 'TAXI UP TO AND HOLD SHORT.' SUPPLEMENTAL INFO FROM ACN 478920: FO COMPLETED ALL THE ITEMS ALLOWED PRIOR TO RECEIVING A TKOF CLRNC. WHEN I LOOKED UP, THE ACFT WAS ALIGNED WITH THE RWY CTRLINE. THEN A CONFUSED SOUNDING CTLR COMMENTED, 'YOU'RE NOT SUPPOSED TO BE ON THE RWY. I TOLD YOU TO SHORT. THERE'S AN ACFT ON FINAL. TURN L ON TXWY Z AND EXPEDITE.' AT THIS POINT, MY CAPT BECAME CONFUSED. THE MOST CONVENIENT L WOULD HAVE BEEN AT TXWY J. TXWY Z WAS ALMOST 1/2 WAY DOWN THE RWY. MY CAPT WAS MUTTERING 'Z, HOW CAN I TURN L ON Z?' I RESPONDED 'JUST TURN L, GET OFF THE RWY.' BY THE TIME WE TURNED L ONTO TXWY E, THE TWR HAD PROMPTED THE APCHING ACFT TO GO AROUND. AFTER A BRIEF DELAY, THE TWR GAVE US INSTRUCTIONS BACK TO THE TOP OF THE RWY. WE TOOK OFF, IN TURN, WITHOUT INCIDENT. I BELIEVE THAT THE NON STANDARD CALL FROM THE TWR 'I GUESS YOU'LL BE NEXT' CONTINUED WITH THE PROMPTS TO 'TAXI' AND 'HOLD' CONFUSED THE CAPT. NEXT, I BELIEVE I BECAME ABSORBED WITH THE BEFORE TKOF CHK AND LOST SITUATIONAL AWARENESS. FINALLY, I BELIEVE THE CTLR WAS DISORIENTED AND GAVE US INSTRUCTIONS TO TAXI CLR OF RWY 4L, NOT RWY 9L. THE 'ERROR CHAIN' OUTLINED ABOVE COULD HAVE BEEN BROKEN EARLIER IF THE CTLR HAD RETRAINED FROM USING NONSTANDARD PHRASEOLOGY, AND ESPECIALLY IF THE CAPT AND I HAD VERBALLY VERIFIED OUR INSTRUCTIONS WITH EACH OTHER.

Synopsis

RWY INCURSION AT ORD, IL, RESULTING IN GAR BY ARRIVING ACFT.

ACN: 481797

Time

Date : 200008

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-88

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 481797

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : ARPT SINSGE - MARKINGS ARPT CONSTRUCTION

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : NOTIFIED TWR

Narrative

JUST LANDED ORD RWY 22R AND CLRED RWY. LOTS OF CONSTRUCTION GOING ON. GND CTL DIRECTED US TO TAKE TXWYS H AND P TO OUR GATE ON THE CONCOURSE. DID NOT SEE SIGN FOR TXWY P (MAY HAVE BEEN BLOCKED OR REMOVED BY CONSTRUCTION EQUIP). WE PASSED INTXN OF TXWY P ON TXWY H AND CAME TO A STOP A FEW FT OVER HOLD SHORT LINE FOR RWY 14L/32R. WE CONTACTED GND AND THEY CLRED US ONTO RWY 14L/32R AND R TURN TO THE END OF RWY AND TO OUR GATE.

Synopsis

MD88 CREW HAD RWY INCURSION AT ORD.

ACN: 482740

Time

Date : 200008

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 482740

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 482739

Person / 3

Function.Oversight : Flight Attendant In Charge

Function.Flight Attendant : On Duty

Person / 4

Function.Observation : Passenger

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : CREW DISTRACTION

Independent Detector.Other.ControllerA : 6

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Company Review

Narrative

POSSIBLE RWY INCURSION. LEAVING GATE AT ORD. GND GAVE DIRECTIONS TO RWY 4L, L ON TXWYS B, P, H, AND E. WHILE ON TXWY H, APCHING TXWY A, GND SAID HOLD SHORT OF RWY 4L ON TXWY E, MONITOR TWR. I CROSSED RWY 4L TO CONTINUE TO TXWY E. AFTER WE CROSSED RWY 4L TWR CALLED US. THE FO, WHO HAD BEEN OFF THE FREQ AND ON THE INTERCOM, ANSWERED, SAYING WE THINK WE MADE A WRONG TURN TO RWY 4L. TWR THEN SAID HOLD SHORT OF RWY 4L ON TXWY E. NOTHING MORE WAS SAID FROM TWR. THE DIRECTIONS I DESCRIBED FROM GND ON INITIAL CONTACT ARE WHAT I HEARD, WROTE DOWN AND THE FO CONFIRMED WITH GND. ON READBACK TO GND THERE WAS NO RESPONSE LEADING US TO PROCEED AS DIRECTED. LOOKING AT THE ARPT DIAGRAM, IT MAKES MORE SENSE TO APCH RWY 4L FROM THE S OF TXWY E, BUT I BELIEVE WE TAXIED AS DIRECTED. THERE WAS AN ACFT OCCUPYING THAT POS ON TXWY E AND NO ROOM FOR ANOTHER ACFT. AN ADDITIONAL FACTOR WAS FO WAS OFF FREQ AT A CRITICAL TIME DISCUSSING A PAX PROI WITH A FLT ATTENDANT. THERE WERE NO ACFT TAKING OFF OR LNDG ON RWY 4L AT THE TIME AND THERE WERE NO OTHER ACFT TAXIING NEAR OUR POS AT THE TIME. SUPPLEMENTAL INFO FROM ACN 482739: GND CTL GAVE US TAXI INSTRUCTIONS COUNTER-CLOCKWISE FLOW TO RWY 4L. WE THOUGHT THE INSTRUCTIONS WERE TXWYS B, P H, E TO RWY 4L. AS WE TURNED WBOUND ON TXWY H, FLT ATTENDANT #1 CALLED US WITH A PAX PROB. I LISTENED TO THE PROB, AND THEN RELAYED THE INFO TO THE CAPT. WE DISCUSSED THE PROB AND THEN I RELAYED THE SOLUTION FOR THE PAX BACK TO FLT ATTENDANT #1. AFTER HANGING UP THE PHONE, I GOT MY BEARINGS AND REALIZED WE WERE TAXIING ACROSS RWY 4L ON TXWY H. I DO NOT THINK WE WERE SUPPOSED TO TAXI ACROSS RWY 4L L TO GET TO THE END OF THE RWY, BUT WERE SUPPOSED TO TAKE TXWY H TO TXWY A TO TXWY E TO RWY 4L. THE CAPT HAD BEEN HANDED OFF TO TWR WHILE I WAS ON THE PHONE. AFTER XING RWY 4L, THE TWR CALLED US AND TOLD US TO TURN L ONTO TXWY E FOR RWY L. THERE DID NOT APPEAR TO BE A CONFLICT WITH ANY OTHER ACFT WHEN WE TAXIED ACROSS RWY 4L. I FEEL THIS POSSIBLE INCURSION WOULD NOT HAVE HAPPENED IF WE HAD NOT BEEN INTERRUPTED WITH THE PAX PROB. ALSO, IT WAS A NON STANDARD TAXI TO RWY 4L, AS WE USUALLY TAXI CLOCKWISE ON ORD OUTBOUNDS.

Synopsis

MD80 CREW HAD RWY INCURSION AT ORD.

ACN: 483710

Time

Date : 200008

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 483710

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : FLC DISTR / DISORIENTATION

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

AFTER CLRING RWY 14R AT ORD, GOT TAXI INSTRUCTIONS. I WAS LOOKING FOR NEXT TXWY WHEN I LOOKED FORWARD TO SEE HOLD SHORT MARKINGS. SLAMMED ON BRAKES, TWR SAID, 'YOU MISSED YOUR TXWY.' HE SAID, 'TURN L TO GATE.' CALLED TWR SUPERINTENDENT ON PHONE. HE SAID, 'NO PROB.' GOOD LESSON: KEEP FO WITH ME TILL WE GET CLOSE TO RAMP.

Synopsis

AN S80 PIC TAXIES PAST THE HOLD SHORT LINE FOR AN ACTIVE RWY WHEN HE MISSES HIS TXWY FOR THE TERMINAL AT ORD, IL.

ACN: 496572

Time

Date : 200012

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-90 Series (DC-9-90) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 496572

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other : SNOW ON RWY, MARKINGS, AND SIGNS.

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other.Other : REQUESTED SNOW REMOVAL

Narrative

WE WERE GIVEN TAXI INSTRUCTIONS BY ORD'S GND CTL (121.75) TO TAXI TO RWY 32R VIA TXWY B. IT WAS STILL DARK WITH SKIES STILL SNOWING AND VISIBILITY APPROX 1 MI AND SNOW AVERAGED 4 INCHES IN DEPTH. THE PLOWED SNOW DEPTH WAS GREATER THAN THE SIGNAGE MARKINGS IN THIS AREA, BUT THE TXWYS WERE NOT JUST BARELY CRUSTED WITH LIGHT SNOW. THE RESPECTIVE MARKINGS AND LIGHTS IN MOST AREAS GOING N OF 'B' BRIDGE WERE COVERED. WE WERE SWITCHED TO TWR (126.9) AND IMMEDIATELY ASKED AS TO THE LOCATION OF RWY 32R SINCE WE COULD NOT SEE ANY VISIBLE MARKINGS NOR ITS RESPECTIVE LIGHTING. WE WERE TOLD TO TAXI NBOUND ON TXWY H3. WELL, WHAT WE THOUGHT WAS 'B' PAD AND RWY 32R WAS ACTUALLY RWY 32R AND RWY 27. TWR THEN CALLED TO LET US KNOW THAT WE WERE ON THE OVERRUN TO RWY 32R. WE THEN NOTICED RWY 32R'S MIDPOINT LIGHTING AND MARKINGS, BUT ALL THE WHILE THOUGHT IT WAS 'B' PAD SINCE ALL OF THE SIGNAGE, MARKINGS AND REILS WERE COVERED AND OBSCURED AT THE DEP END. WE COULD SEE RWY 27'S THRESHOLD LIGHTING VERY CLRLY ABOUT 1/4 MI FROM US, ALL THE WHILE THINKING IT WAS RWY 32R'S LIGHTING. SNOW REMOVAL OPS WERE IN EFFECT. ALSO, THERE WAS NOT A TFC CONFLICT SINCE RWY 32R WAS BEING USED FOR DEPS. WE HAPPENED TO BE THE FIRST OF 2 ACFT OUT THIS PARTICULAR MORNING SINCE THE LAST SNOW REMOVAL IN THIS AREA WAS STILL IN OP. SINCE 'B' PAD TO THE N OF 'B' BRIDGE WAS COMPLETELY INDISCERNIBLE AS WELL AS RWY 32R'S OVERRUN AREA, SNOW REMOVAL EQUIP WAS REQUESTED BY US. TXWY H3 AND RWY 27 WAS VISIBLE VIA ITS UNCOVERED SIGNAGE AND MARKINGS BY PREVIOUS SNOW REMOVAL EQUIP. IT JUST HAD NOT GOTTEN TO RWY 32'S AND 'B' PAD'S AREA RECENT ENOUGH FOR US. SUBSEQUENT OPS WERE NORMAL.

Synopsis

MD90 CAPT INADVERTENTLY TAXIED ONTO THE ACTIVE RWY EARLY IN THE MORNING DUE TO SNOW COVERING RWY, MARKINGS, AND SIGNS. HOWEVER, SINCE HE WAS 1 OF THE ONLY 2 ACFT TAXIING OUT FOR TKOF, AND THE RWY END HE HAD TAXIED ON WAS THE DEP RWY, NO CONFLICT HAD OCCURRED.

ACN: 509182

Time

Date : 200104

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Bonanza 36

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 509182

Person / 2

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Narrative

I TAXIED TO RWY 09L AT ORD. I HELD SHORT AND THE TWR CTLR WAS HANDLING 3 RWYS, RWY 32L T10, 09L AND 04L. HE CLRED ME INTO POS AND HOLD RWY 09L. I READ THE CLRNC BACK AND TAXIED INTO POS. HE THEN CLRED ACR Z INTO POS AND HOLD AT RWY 09L, PLUS THERE WAS AN ACFT Y ON FINAL FOR RWY 09L. I DID NOT LIKE WHAT I WAS HEARING SO I QUESTIONED THE CTLR AND EXPLAINED I WAS IN POS ON RWY 09L. HE ASKED ME TO CLR THE RWY AND I DID. HE THEN READ ME THE RIOT ACT. I TOLD HIM TO PULL THE TAPES AND ACR Z ALSO AGREED WITH ME THAT THE CTLR HAD CLRED ME INTO POS. THE PROBLEM HERE IS MISCOM BETWEEN ATC AND ACFT, BUT THE PROB LIES IN THE TWR CTLR NOT LISTENING TO WHAT IS BEING READ BACK AND HIM BEING OVERLOADED BECAUSE HE IS HANDLING THREE RWYS AT RUSH HOUR. THE ORD CTLR'S ARE THE BEST IN THE WORLD, BUT I SEE THE ATC SYSTEM OVERLOADING THEM TRYING TO MOVE ACFT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE LOCAL CTLR WAS SO BUSY THAT HE BELIEVES THAT HE NEVER TOOK THE TIME TO ENSURE THAT THE READBACKS WERE CORRECT.

Synopsis

A BE36 PLT ALREADY IN POS ON RWY 09L AT ORD AND HOLDING FOR A TKOF CLRNC, OVERHEARS ATC CLR ACFT Y ON A SHORT FINAL, TO LAND ON THE SAME RWY, RESULTING IN THE BE36 EXITING THE RWY.

ACN: 512517

Time

Date : 200105

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 512517

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513227

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : ATC HANDLING

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Unable

Consequence.Other.Other : ATC OPS ERROR

Narrative

AFTER LNDG, TWR REQUESTED A TURN-OFF AT T4 HIGH SPD TXWY (3 TIMES). UPON REACHING TXWY T4, THERE WERE NUMEROUS PLANES IN LINE, THUS BLOCKING A COMPLETE CLRNC OF THE RWY. WE THEN HEARD TWR CLR A PA146 FOR TKOF. WE THEN CLRLY TOLD THE TWR WE WERE NOT CLR OF THE RWY. HE SAID OK AND ISSUED THE CLRNC AGAIN. WE SAW THE ACFT DEPART UNEVENTFULLY. HOWEVER, WE WERE NOT OVER THE RWY CLRNC LINE AND WE WERE NOT COMPLETELY ON THE TXWY DUE TO CONGESTION FROM DEPARTING TFC.

Synopsis

B767 FLC WERE UNABLE TO COMPLETELY CLR THE RWY AT ORD AFTER LNDG AND TURNING OFF ON HIGH SPD TXWY AS INSTRUCTED BY TWR CTLR DUE TO OTHER ACFT STOPPED IN LINE ON THE TXWY. THE TWR CTLR CLRED A BA146 FOR TKOF AFTER HEARING B767 CREW ADVISED THAT THEY WERE UNABLE TO COMPLETELY CLR RWY.

ACN: 513477

Time

Date : 200106

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : A320

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 513477

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : CAPT

Resolatory Action.None Taken : Anomaly Accepted

Narrative

B727 ATL TO ORD LANDED ON ORD RWY 4R WITH AN A320 ON RWY EXITING AT END TXWY 'Q.' DURING FLARE B727 CREW SAW A320 7500 FT DOWN RWY 4R. CAPT THE PLT FLYING, ELECTED TO LAND BECAUSE WE MAY HAVE HIT THE A320 IF WE ELECTED TO GAR. B727 CREW WAS RESTED, FRESH (1ST LEG), FED AND ALERT. ORD ATC WAS EXTREMELY BUSY DUE TO TSRMS IN ORD AREA. WE SAW APCH LIGHTS AT 300 FT AGL. SAW RWY AT 200 FT AGL. SAW A320 AT FLARE. ACTUAL WEATHER WAS WORSE THAN REPORTED. PRESSURE FALLING RAPIDLY. SOLUTION: BUILD MORE RWYS TO TAKE PRESSURE OFF ORD ATC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THERE WAS SOME CONFUSION BETWEEN THE TWO FLYING PLTS AT THE OUTER MARKER AS TO WHETHER OR NOT THEY HAD CLRNC TO CONTACT TOWER. THE COPILOT HAD LIMITED EXPERIENCE. TWR CONTACT WAS MADE INSIDE THE MARKER THE RPTR'S PERCEPTION WAS THAT THE FLYING PLTS WERE 'BEHIND THE ACFT' DURING THE APCH. THE RPTR SAID THAT THE CAPT'S DECISION TO LAND WAS THE BEST ONE SINCE THE ACFT ON THE RWY WAS AT THE FAR END AND A GAF WITH LOW VISIBILITY WOULD HAVE ONLY BEEN ANOTHER CONFLICT ISSUE. THE PERCEPTION OF THE RPTR WAS THAT THE LOCAL CTLR WAS JUST ABOUT UP TO HIS LIMIT IN CAPACITY TO HANDLE THE TFC. HE WAS TALKING NON STOP LEAVING NO TIME FOR CLRNC ACKNOWLEDGEMENTS, ETC.

Synopsis

AN ACR LANDS WITH ANOTHER ACFT ON THE RWY. THE WEATHER WAS NEAR MINIMUMS. THE LNDG ACFT DID NOT SEE THE ROLLOUT ACFT UNTIL VERY NEAR THE FLARE OF THE LNDG MANEUVER.

ACN: 515086

Time

Date : 200106

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 515086

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 515087

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 515192

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Supervisor

Person / 7

Function.Other Personnel.Other : FAA INSP

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.ControllerB : 6

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : OBSERVER 7
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Insufficient Time
Resolatory Action.Other : DELAYED ROTATION
Consequence.FAA : Assigned Or Threatened Penalties
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew
Consequence.Other : Company Review

Narrative

CAPT WAS MAKING TKOF FROM 32L AT T10. TWR CLRED US FOR TKOF WITH A TURN TO 330 DEGS. TKOF WAS NORMAL UNTIL I NOTICED A 757 ON SHORT FINAL FOR 9L AT OUR 10:30 POS. WE WERE BTWN 100-120 KNOTS AT THE TIME. OUR V1 WAS 137 AND OUR VR WAS 139. CA ELECTED TO CONTINUE TKOF ROLL BUT TO DELAY ROTATION UNTIL WE WERE BEYOND THE 757'S FLT PATH. WE DID NOT NOTICE ANY CHANGE IN 757 FLT PATH TOWARDS 9L. ONCE WE HAD CLRED THE 757'S FLT PATH THE CA ROTATED AT ABOUT 170 KNOTS WITH ABOUT 2000 FT OF RWY REMAINING. REST OF CLIMB OUT/CLEANUP WAS UNEVENTFUL AND TWR HANDED US OFF TO DEP. I THINK THAT OUR DELAYED ROTATION AND CONTINUED ACCELERATION PROBABLY KEPT US IN FRONT OF THE ARRIVING 757 BUT HAD WE ROTATED NORMALLY WE WOULD HAVE COME VERY CLOSE TO A COLLISION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ACFT WERE BEING CONTROLLED BY SEPARATE ATCT LOCAL CTLRS ON SEPARATE FREQUENCIES. THE DEPARTING ACFT WAS HELD IN POS WAITING FOR WAKE TURB SEPARATION FROM A PRECEDING HEAVY ACFT DEP. NEITHER ACFT WAS ADVISED OF THE OTHER. THE ARRIVING ACFT WAS GIVEN HIS LNDG CLRNC APPROX 10 MILES OUT ON FINAL. HE WAS RECEIVING PRIORITY HANDLING DUE TO A MEDICAL EMER. HIS RWY ASSIGNMENT WAS FOR EXPEDITED HANDLING TO HIS TERMINAL. IT WAS NOT IN USE BY OTHER LNDG TFC. THERE WAS NO OPERATIONAL REASON WITH THE ACFT THAT WOULD PREVENT HIM FROM EXECUTING GAR. DURING AFTER THE FACT CONFERENCE WITH TWR SUPERVISION BY ONE OF THE CREWS, IT WAS RPTED THAT THE CTLR OF THE TKOF RWY CALLED FOR THE OTHER CTLR TO SEND THE LNDG ACFT AROUND. HIS REQUEST WAS DENIED/OVERRIDDEN BY TWR SUPERVISION WHO THOUGHT IT 'LOOKS BAD BUT WOULD WORK OUT.' WHEN THE OTHER CREW CONFERRED WITH TWR THEY WERE TOLD THAT 'IT WAS UGLY BUT IT LOOKED LIKE IT WOULD WORK OUT.' SUPPLEMENTAL INFO FROM ACN 515087: AFTER TKOF CLRNC RECEIVED TKOF ROLL WAS NORMAL UNTIL THE 9L 757 WAS SEEN ON SHORT FINAL. TO AVOID CLING INTO HIS FLT PATH I DID NOT ROTATE AT VR BUT CONTINUED TO ROLL DOWN THE RWY XING UNDER HIM ON THE EXTENDED 9L CENTERLINE. MY VR WAS 139-I ROTATED ABOUT 170 WITH APPROX 2000 FT OF 32L REMAINING. MY THOUGHTS AT THE TIME WERE. IF I ROTATE I WILL HIT HIM. IM TOO FAST TO ABORT. WILL HE SEE ME AND GAR WILL HE PASS OVER ME SAFELY. DO HAVE ENOUGH ROOM TO ROTATE BEFORE THE END OF THE 32L RWY ENDS. SUPPLEMENTAL INFO FROM ACN 515192: ON SHORT FINAL TO 9L AN MD80 PASSED APPROX UNDER US AS HE WAS MAKING HIS TKOF FROM 32L. WE WERE GIVEN ATC PRIORITY HANDLING INTO ORD BECAUSE OF A MEDICAL EMER. THE TIMING OF THE 32L DEP WAS A LITTLE OFF WHICH RESULTED IN THE MD-80 BEING APPROX UNDER OUR FLT PATH WHILE ON HIS TKOF ROL. AGGRESSIVE CONTROLLING MIGHT HAVE BEEN OR MISCOMMUNICATION BTWN TWR CTLRS. I DON'T FEEL IT WAS UNSAFE, BUT A LITTLE CLOSER THAN IT SHOULD HAVE BEEN. I WAS THE CAPT OF THE FLT AND THE PLT FLYING. I DON'T BELIEVE THAT EITHER I, THE FO, OR THE FAA INSPECTOR ON THE JUMP SEAT SAW THE MD-80 UNTIL WE WERE BASICALLY PASSING OVER HIM. I DON'T KNOW IF THE OTHER AIRPLANE SAW US OR NOT. NOTHING WAS SAID ON THE TWR FREQ. WE WERE GIVEN TAXI CLRNC TO OUR GATE BY TWR SO WE WERE ON THE FREQ FOR AWHILE. WE HAD A FEMALE PAX WITH ABDOMINAL PAIN AND HAD ARRANGED FOR EMT'S TO MEET US AT OUR GATE. WE HAD BEEN WORKING THIS PROB FOR 2-3 HRS AND HAD BEEN IN CONTACT WITH OUR DISPATCH, COMPANY DOCTOR, AND ATC REGARDING THIS SIT. A DOCTOR AND NURSE ON BOARD WERE ATTENDING TO THE LADY. DISPATCH, THROUGH OUR ATC COORDINATION HAD ARRANGED FOR PRIORITY HANDLING INTO O'HARE.

Synopsis

AN ACR PASSED APPROX 200 FT OVER ANOTHER ACR AS HE WAS LNDG ON A RWY WHOSE APCH PATH EXTENDED OVER THE RWY THAT WAS BEING USED FOR DEPARTURES.

ACN: 522823

Time

Date : 200108

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.MSL.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 522953

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Executed Missed Approach

Narrative

CLRED THE ILS RWY 27L ORD. CONTACTED TWR AT WILTT AND RECEIVED CLRNC TO LAND ON RWY 27L. BROKE OUT AT 400 FT AGL AND PICKED UP THE RWY ENVIRONMENT AT 2 MI. PASSING THROUGH 300 FT AGL, NOTICED A B757 TAXIING INTO POS ON RWY 22L. CAPT WAS FLYING AND INITIATED A GAR AT APPROX 200 FT AGL AND OVERFLEW THE B757. THE FO INFORMED TWR THAT ACFT WAS GOING AROUND AND SHORTLY THEREAFTER TWR GAVE THE COMMAND TO GAR AS WELL. INITIALLY, OUR FLT WAS ASSIGNED RWY HDG TO 4000 FT MSL THEN L TURN TO HDG 220 DEGS. OUR FLT WAS SWITCHED TO DEP AND VECTORED FOR A SECOND ILS RWY 27L. THE SECOND APCH WAS UNEVENTFUL AND LANDED WITHOUT INCIDENT

Synopsis

B737 CREW ON ILS APCH TO RWY 27L AT ORD INITIATED A MISSED APCH AT 200 FT WHEN TWI
CTLR PUT A B757 INTO POS ON RWY 22L.

ACN: 527510

Time

Date : 200110

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B777-200

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Maintenance : Technician

ASRS Report : 527510

Person / 2

Function.Maintenance : Technician

ASRS Report : 527513

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.Other : Company Review

Narrative

THIS IS A DESCRIPTION OF EVENTS OF A POSSIBLE RWY INCURSION THAT TOOK PLACE ON OCT/SAT/2001 AT ORD INTL ARPT. MYSELF AND ANOTHER MECHANIC HAD BEEN GIVEN THE ASSIGNMENT TO MOVE ACFT FROM THE INTL TERMINAL TO THE HANGER CENTER OF ACR X AIRLINES. THE TIME OF DAY WAS APPROX XA00 HRS, THE WX WAS SEVERE THUNDER STORMS, HEAVY RAINS AND WIND. WE HAD BEEN CLRED TO THE W PORT OF THE INTL RAMP BY RAMP CTL AND INSTRUCTED TO CONTACT GND CTL FOR TAXI INSTRUCTIONS. AFTER STOPPING AT THE DELTA 2 INTXN WE CONTACTED GND USING THE 'N' NUMBER OF THE ACFT. GND CHANGED OUR CALL SIGN TO ACR X AND WE WERE GIVEN THE INSTRUCTION TO TAKE ALPHA 18, ALPHA, TO ALPHA 6, JULIET, WHISKEY, TANGO, YANKEE. WE PROCEEDED AROUND THE TERMINAL AND AS WE APCHED ALPHA 8 WE NOTICED A LONG LINE OF ACFT ON THE TANGO TXWY BLOCKING SEVERAL ACFT ON THE JULIET TXWY. I TOLD MY PARTNER THAT I THOUGHT WE MIGHT BE IN FOR A LONG WAIT AND HE SUGGESTED THAT WE CONTACT GND TC SEE IF WE COULD GET ANOTHER RTE, I SAID YES. SO MY PARTNER CALLED GND AND INFORMED OF THE LINE AND GND CTL TOLD US TO HOLD SHORT OF ALPHA 6 AND HE WOULD SEE WHAT HE COULD DO. WE DID THIS AND AFTER A SHORT TIME THE CTLR CAME BACK WITH INSTRUCTIONS TO PROCEED ON ALPHA TO ECHO, TURN ON ECHO AND HOLD SHORT OF RWY 22R. WE PROCEEDED ON TO ECHO AND AS WE APCHED ECHO THE CTLR CAME BACK AND SAID, TURN LEFT ON ECHO CLR TO CROSS 22R, ECHO, YANKEE. THIS IS WHAT I HEARD AND AT THE TIME WAS COMPLETELY CONFIDENT OF THAT. MY PARTNER THEN REPEATED THE INSTRUCTIONS BACK AND THE TWR HAD NO RESPONSE. SUBSEQUENTLY AFTER HEARING THE TWR TAPES IT IS APPARENT THAT THE TWR COM AND WHAT I THOUGHT WAS SAID WERE NOT THE SAME. AND THAT'S WHAT MY PARTNER REPEATED BACK WAS NOT THE SAME INSTRUCTIONS AND NOT WHAT I THOUGHT WAS SAID. THE TWR'S INSTRUCTIONS WERE TO TAKE ECHO CLR TO CROSS 22R LEFT ON HOTEL, TANGO. THE TWR'S INSTRUCTIONS LEFT OUT THE FINAL TXWY OF YANKEE. ALSO IT WAS DISCOVERED THAT MY PARTNER'S READ BACK WAS LEFT ON ECHO CLR TO CROSS 22R, HOTEL, YANKEE. THIS WAS NOT THE TWR'S ORIGINAL INSTRUCTIONS AS HE SAID THEM, YET WHEN REPEATED BACK INCORRECTLY THEY WENT UNCHALLENGED. SUBSEQUENTLY WE PROCEEDED ON ECHO, WE APCHED 22R LOOKED IN BOTH DIRECTIONS AND SAW NO TFC EITHER WAY, CROSSED 22R, CONTINUED ON ECHO AND ENDED UP INTERSECTING RWY 27R. AT THIS TIME WE HEARD LITTLE RADIO COM AND BELIEVED THERE TO BE A GND STOP IN AFFECT DUE TO THE SEVERE WX IN THE AREA. AS WE APCHED THE RWY 27R AND CROSSED THE HOLD LINES MY PARTNER QUESTIONED WHY ANOTHER ACFT WAS ON THE RWY AT THE SAME TIME THAT WE WERE. I LOOKED IN THE DIRECTION AND SAW AN ACFT ON FINAL ROLL OUT TURNING ONTO A TURNOFF. I SAID TO HIM THAT I THOUGHT THAT THE ACFT WAS MUCH FARTHER DOWN FIELD, AND WAS TURNING OFF. I WAS POSSIBLE THAT A MISJUDGMENT IN TIMING HAD OCCURRED OR THAT THE OTHER ACFT HAD ROLLED OUT LONGER THAN WAS EXPECTED AND WENT TO ANOTHER TURN OFF. THAT WAS WHY WE HAD ENDED UP ON THE RWY AT THE SAME TIME. WE CROSSED 27R AND ON THE OTHER SIDE THE TWR THEN CALLED AND SAID ACR X YOU WERE NOT CLRED TO CROSS 27R. MY PARTNER RESPONDED THAT HE HAD NOT TOLD US TO HOLD SHORT OR WE WOULD HAVE DONE SO. THERE WAS A LENGTHY PAUSE AND THE TWR RESPONDED WITH THAT HE HAD TOLD US TO TURN ON HOTEL. MY PARTNER THEN SAID THAT HE HAD READ BACK THE INSTRUCTIONS THAT THE CTLR HAD GIVEN HIM. HE THEN REPEATED THEM AGAIN, TURN ON ECHO CLR TO CROSS 22R, HOTEL, YANKEE. AT THIS POINT I'M THINKING THAT THIS IS THE FIRST TIME I HEARD THE HOTEL INSTRUCTION. THE CTLR THEN RESPONDED WITH, HOTEL DOESN'T INTERSECT WITH YANKEE. WE WAITED FOR A SHORT TIME AND HEARD THE CTLR TALKING TO OTHER ACFT AND PROCEED TO THE HANGER CENTER USING ECHO TO YANKEE. THERE ARE THE EVENTS AS TO THE BEST OF MY RECOLLECTION. SUBSEQUENTLY HEARING THE TWR TAPES, AS I HAVE MENTIONED EARLIER, REVEALED THE TWR'S COM TO BE DIFFERENT FROM WHAT I UNDERSTOOD. HOW THIS OCCURRED, I CAN ONLY SPECULATE. THE WX PLAYED SOME ROLL. HEAVY RAINS AND WINDS ALONG WITH THE NECESSARY USE OF THE WINDSHIELD WIPERS CAUSED AN INCREASE IN NOISE PLUS POOR VISIBILITY. THE TAPES ONLY REVEAL WHAT WAS TRANSMITTED AND RECEIVED BY THE TWR. IF SOMEONE ELSE HAPPENED TO KE' A MICROPHONE DURING THAT XMISSION IT WOULD BE BLOCKED OR AT LEAST DIFFICULT TO HEAD BY THE ACFT. FAMILIARITY WITH COMMONLY USE ROUTES AND MINID SETS FACTOR INTO

Synopsis

A B-777 BEING TAXIED TO THE HANGER MADE A RWY INCURSION DUE TO A READBACK ERROR BY THE TAXI TECHNICIAN AND A FAILURE TO CHALLENGE BY THE CTLR.

ACN: 530521

Time

Date : 200111

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 530521

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : TRAFFIC VOLUME CTLR HANDLING

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : NOTIFIED TWR OF RWY INCURSION

Consequence.Other : Company Review

Narrative

AFTER LNDG ON RWY 27R IN ORD, WE WERE INSTRUCTED TO TURN L OFF THE RWY ONTO TXWY E. AS WE SLOWED, WE WERE TOLD TO TURN L ON TXWY R AND CONTACT GND. I NOTICED THAT WE WERE VERY CLOSE TO RWY 22R BUT WE HAD TO GET OFF RWY 27R BECAUSE OF LNDG TFC, BUT THEY WERE ALSO LNDG RWY 22R. I CROSSED THE RWY 22R HOLD LINE ON TXWY R TO GET OFF RWY 27R BUT HELD SHORT OF RWY 22R. THE FO CALLED GND AND WE WERE TOLD TO CROSS RWY 22R. THEN HOLD SHORT RWY 22R AND GO BACK TO TWR. TWR TOLD US TO CROSS RWY 22R AND NOT STOP AND GO BACK TO GND. THERE WAS MUCH CONFUSION WITH THE ATC INSTRUCTIONS AND IT CAUSED A POSSIBLE RWY INCURSION

Synopsis

B737-300 CREW HAD A RWY INCURSION AT ORD BECAUSE OF CONFUSING CTLR INSTRUCTIONS AND HIGH TFC VOLUME.

ACN: 532433

Time

Date : 200112

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : B757-200

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : BAe 146 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : ORD.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532433

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.ControllerB : 6

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Unable

Narrative

I WAS FO OF ACR X, A 757, HOLDING ON TXWY P SHORT OF H WITH CLRNC TO FOLLOW AN INBND BA46 JET. THE BA46 JET LANDED ON RWY 9L, ROLLED OUT TO P AND TURNED RIGHT, BUT HELD SHORT OF H AND NEVER CLRED THE RWY. NOTICING A HEAD TO HEAD CONFUSION, MY CAPT FLASHED HIS TAXI LIGHT MULTIPLE TIMES TO VISUALLY REAFFIRM TO THE BA46 JET THAT WE WERE GIVING WAY. DUE TO THE FRENZIED PACE OF OPS AT CHICAGO, THE TWR CTLR HAD ALREADY CLRED A REGIONAL JET TO TKOF ON RWY 9L BEFORE THE GND CTLR HAD RECOGNIZED THE CONFUSION AND TOLD ACR Y (THE BA46 JET) TO CONTINUE ON 'H'. BY THE TIME ACR Y STARTED MOVING ACROSS THE RWY HOLD SHORT LINE ONTO H, THE REGIONAL JET WAS AIRBORNE AND APPROX 50 FT ABOVE THE BA46 JET. IT DOESN'T TAKE MUCH IMAGINATION TO VISUALIZE EVEN A 737 IN PLACE OF THE BA46 JET, WITH A LONGER TAIL STICKING OUT ON THE RWY AND THE TKOF ACFT DELAYING ROTATION DUE TO HEAVY WT ABORT, THEN WE WOULD BE LOOKING AT WHAT EVERYONE IS TRYING TO PREVENT WITH THE CURRENT SHOW OF ATTENTION TO RWY INCURSIONS. RWY INCURSIONS HAPPEN DUE TO INEXPERIENCE AND CONFUSION ON MULTIPLE PARTICIPANTS PARES. HERE'S AN EASY ONE TO SOLVE, BY ENSURING THE TWR CTLRS ABIDE BY FAR'S AND NOT CLR ANYONE FOR TKOF UNTIL THE RWY IS CLR. O'HARE NEEDS TO SLOW DOWN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE BAE-146 COMING OFF THE RWY MAY NOT HAVE SWITCHED OVER RIGHT AWAY TO GND CTL AND STOPPED BECAUSE THEY WERE NOT SURE WHETHER TO WAIT FOR TFC TO PASS. RPTR SAID THE GND CTLR WAS ISSUING INSTRUCTIONS NON-STOP TO APPROX EIGHT ACFT AND FINALLY TOLD THE BAE-146 TO TAXI AND THAT TFC APCHING THE INTXN WAS HOLDING. HE SAID THE REGIONAL JET PASSED DIRECTLY OVERHEAD AT ABOUT 50 FT WHEN THE BAE-146 STARTED TO TAXI COMPLETELY CLF OF RWY 9L.

Synopsis

LCL CTLR AT ORD CLRS A RJ FOR TKOF BEFORE A BAE-146 HAD CLRED THE RWY AFTER LND

ACN: 534154

Time

Date : 200112

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 534154

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 533983

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : CLRED RWY AT NEAREST TXWY

Narrative

THE FO LANDED ON RWY 22R AT ORD WITHOUT INCIDENT. I WAS EXPECTING RWY 27R, HOWEVER, AND HAD STUDIED THE TAXI PATH TO OUR GATE MORE FULLY FROM THAT RWY. WE CLRED RWY 22R AT TXWY C AND WERE CLRED TO CROSS RWY 27R. WE DID THIS. WE RECEIVED THIS CLRNC SHORTLY AFTER XING RWY 27R 'ACR XYZ, TURN L ON TXWY H IF YOU STILL CAN AND PROCEED E.' THIS CLRNC CONFUSED ME. I THOUGHT THAT I HAD ALMOST PASSED TXWY H, WHEN IT WAS ACTUALLY STILL IN FRONT OF ME. I MADE A HARD L TURN ONTO WHAT TURNED OUT TO BE RWY 27R. I SAW MY MISTAKE ALMOST AS SOON AS I WAS ON THE RWY BUT IT WAS TOO LATE TO TURN BACK. I QUICKLY EXITED AT TXWY H1. WE TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. WHAT COULD BE DONE? 1) BETTER MARKINGS AT THE INTXN OF TXWY C AND TXWY H. I DID NOT SEE ANY IN THE DARK. 2) MORE REST FOR FLC'S. TH 'EARLY LATE EARLY LATE' SCHEDULING PUTS YOUR BODY OFF AN EVEN KEEL. 3) A BETTER VIEW FOR THE GND CTLR. HE MUST HAVE THOUGHT THAT I WAS ABOUT TO PASS TXWY H INSTEAD OF JUST XING RWY 27R.

Synopsis

A CARJ CREW, AFTER LNDG AT ORD, TURNED ONTO A RWY, MISTAKING IT FOR THEIR ASSIGNED TXWY.

ACN: 535512

Time

Date : 200101

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ORD.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : ORD.Tower

Make Model : Beech Jet 400

Aircraft / 2

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Aircraft / 4

Controlling Facilities.Tower : ORD.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535512

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : visual int.
Independent Detector.Other.ControllerA : 6
Independent Detector.Other.Flight CrewA : 5
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Consequence.Other : Emotional Trauma

Narrative

ON JAN/WED/2002 AT XA35 I TAXIED OUT OF THE RAMP AREA AT O'HARE INTERNATIONAL. THE SNOW HAD JUST RECENTLY STOPPED AND TKOFS AND LNDGS WERE RESUMING. GND CTL INSTRUCTED ME TO FOLLOW AN ACR (ACFT Y) HVY TO RWY 22L. I EXITED THE RAMP ON TXWY D7. THE ACR (ACFT Y) JET TAXIED BY AND PROCEEDED ON TO TKOF IMMEDIATELY. I WAS STILL ON GND CTRLR SO I WAS UNAWARE OF HIS TKOF RWY OR CLRNC. ONCE ON THE RWY 27L/22L PAD I COMPLETED MY TAXI CHECKS AND SWITCHED TO TWR. TWR IMMEDIATELY CALLED ME 'FLT X CLRED FOR TKOF, ACFT ON SHORT FINAL.' I LOOKED UP AND TRIED TO IDENTIFY MY EXACT POS ON THE PAD. DUE TO THE RECENT SNOWFALL AND DARKNESS, I COULD NOT CLRLY IDENTIFY THE PAD FROM D TXWY. NO SIGNS WERE VISIBLE, AND THE LONG PATH TO RWY 22L OBSCURED BY SNOW. FROM THE BEECHJET I WAS UNABLE TO POSITIVELY IDENTIFY THE RWY OR THE PATH TO IT. I LOOKED UP AND SAW AN APCHING AIRLINER ON A VERY SHORT FINAL. I MADE THE IMMEDIATE DECISION TO NOT ACCEPT THE TKOF CLRNC AND TOLD TWR. TWR IMMEDIATELY CALLED A GAR ON THE ACFT ON FINAL (ACFT Z). THEN THE ACFT BEHIND IT. THE ONLY LIGHTS I COULD MAKE OUT CLRLY WERE THE TXWY LIGHTS OF TXWY M TO MY RIGHT. I THEN HEARD A RADIO CALL SAYING, 'YOU ARE ON THE RWY, YOU CAN TURN AROUND RIGHT THERE.' KNOWING I WAS NOT ON THE RWY, BUT FOLLOWING THE INSTRUCTION GIVEN I MADE A RIGHT TURN AND MANEUVERED MYSELF ONTO THE RWY 27L PAD. THEN TWR CALLED TELLING ME TO HOLD IN PRESENT POS. I HELD IN MY PRESENT POS AND WATCHED TWO AIRLINERS DEPART. I COULD NOW MAKE OUT THE PATH TO RWY 22L. I NOTIFIED TWR THAT I WAS READY IN SEQUENCE, AND THEN WAS CLRED FOR TKOF. I WAS ABLE TO FOLLOW THE PATH THROUGH THE SNOW COVERED PAD AND FIND RWY 22L. THERE THE RWY WAS VISIBLE. WE WERE CLRED FOR TKOF AND NO FURTHER COMMENT WAS MADE. IT WAS EVIDENT THAT OHARE TWR WAS PUSHING TIE, TRYING TO MAKE UP TIME FOR CANCELLED OR DELAYED FLTS. WITH THE CURRENT TXWY CONDITIONS FROM A BEECHJET IT WAS NEARLY IMPOSSIBLE TO SEE RWY 22L FROM THE D HOLD SHORT LINE OR ABEAM TXWY M ON THE PAD. IN THE INTEREST OF SAFETY I HAD TO DENY THE TKOF CLRNC. I DID NOT HAVE ADEQUATE VISIBILITY, NOR TIME TO POS MYSELF AND ROLL WITH AN ACFT ON DANGEROUSLY SHORT FINAL. THE BIGGEST HAZARD OF THE EVENT, WAS NOT ONLY THE VISIBILITY, BUT THE CALL I RECEIVED ABOUT BEING ON THE RWY, AND THE INSTRUCTION I RECEIVED TO TURN ONTO THE PAD. THE SE CALLS DID NOT COME FROM THE TWR. COME TO FIND OUT THEY WERE COMING FROM AN IMPATIENT ACR (ACFT W) PLT BEHIND ME USING TWR FREQ TO TELL ME WHAT TO DO. FROM HIS COCKPIT HEIGHT, I IMAGINE HE COULD SEE THE PATH TO RWY 22L. BUT I HAD NOT PASSED TXWY M SO I WAS NOT ON THE RWY, AND I COULD CERTAINLY NOT SEE RWY 22L WHICH WAS AT LEAST 125 FT AHEAD OF ME. THE RAMP OF RWY 22L IS LISTED AS HS1 A TXWY HOT SPOT FOR INCURSIONS. ALTHOUGH I HAD BEEN CLRED FOR TKOF AND HAD THE RIGHT TC THE RWY I COULD NOT SEE IT OR THE PATH TO IT IN THESE WX CONDITIONS. PERHAPS DUE TO THE SNOW, OR MAYBE ALSO BECAUSE THE BEECHJET SITS SO LOW, REGARDLESS, THE SPACING GIVEN BY TWR WAS INADEQUATE, AND THE INSTRUCTIONS BY THE ACR FLT (ACFT W) ADDED TO THE CONFUSION.

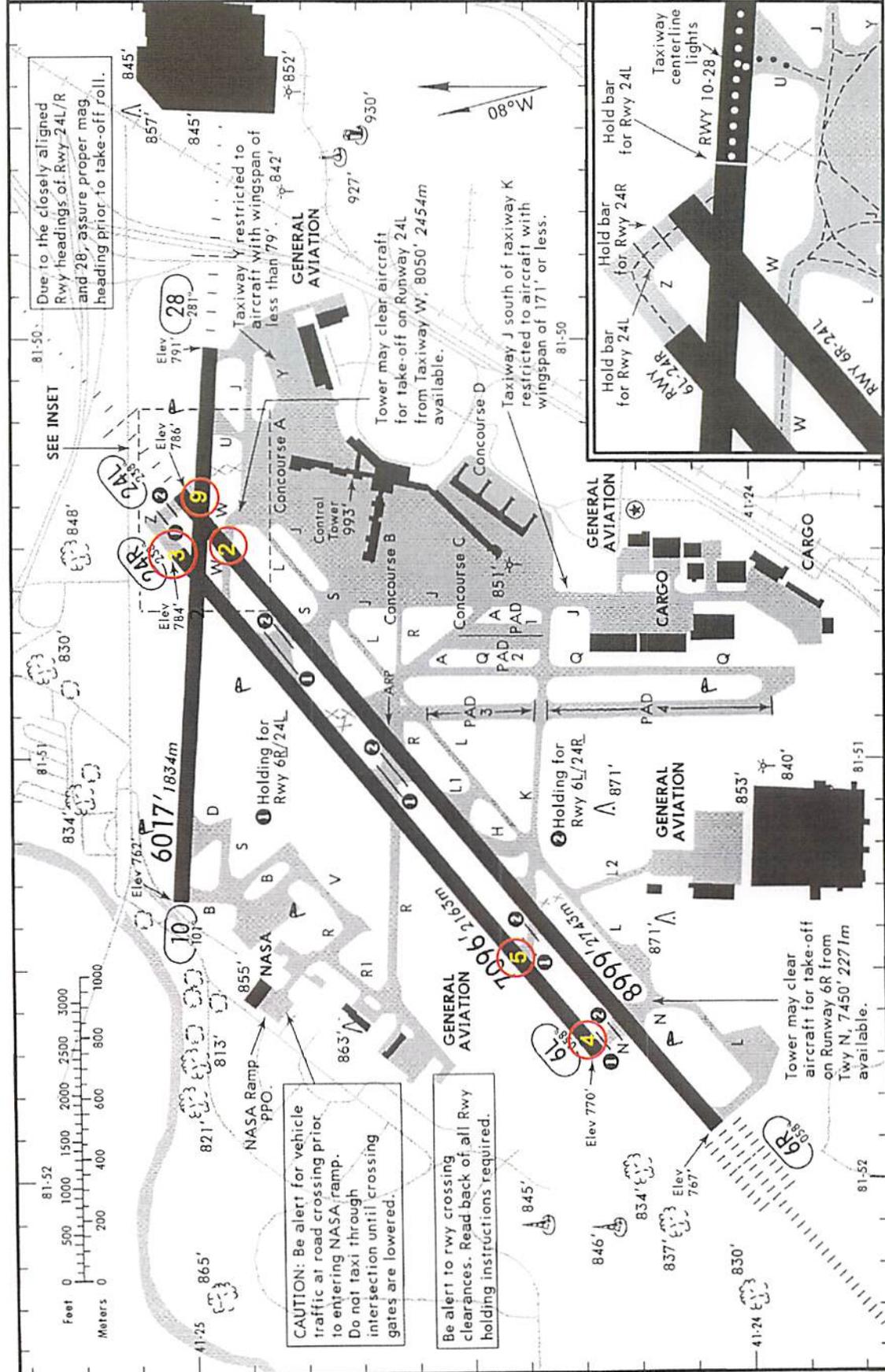
Synopsis

**A BEECH JET 400A PLT FALLS VICTIM TO PERCEPTUAL ILLUSIONS AND VISUAL INTERFERENCE
AND REFUSED AN IMMEDIATE TKOF CLRNC DURING HIS ATTEMPTED DEP FROM ORD, IL.**

**CLE Runway Incursion
“Hot Spots” Incidents**

Oldbury and
The Spina Centre

D-ATIS 127.85 VOT 110.4	ACARS: D-ATIS TWIP PDC	CLEVELAND Clearance (Cpt) 125.05	Ground 121.7	Tower 120.9	CLEVELAND Departure (R) 234°-053° 054°-233° 128.25 118.15
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CHANGES: Runway 18/36 removed, ramp & taxiways.

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All 23 runway incursion incident locations were identified.

Cleveland Hopkins International Airport (CLE)

23 Runway Incursion Incidents

Runway 6R	
Taxiway N	ACN 470168 " ...at Taxiway N...told to...expedite across Runway 5R {6R}. There was a B737 in position on Runway 5R {6R}...we were never cleared to cross Runway 5R {6R}."
	ACN 475720 " ...at...Taxiway N...began to cross Runway 5R {6R}... Control told us...they had wanted us hold short of Runway 5R {6R}..."
	ACN 479553 " ...went past the hold short line for Runway 5L {6L}...almost all of my plane was still extending onto Runway 5R {6R}...plane on short final!"
Taxiway W	ACN 514520 " ...side stepped to land on Runway 6L...advised...to exit Runway at Taxiway W hold short Runway 6R...unusual placement of the lines...not noticed until it was to late."
Taxiway Unidentified	ACN 460640 " ...landed...Runway 5R {6R} without...clearance..."
Runway 24R	
Taxiway N	ACN 542057 " ...at N...stopped at the Runway 24L hold/short line, most of...B737-800 was still on Runway 24R when...Tower cleared...twin jet for takeoff."
Taxiway Z	ACN 495831 " ...on Runway 28...cleared...to cross Runway 23L {24L}...about 4-5 feet across the hold short line... Controller...told the other aircraft to go around."
Runway 24L	
Taxiway K	ACN 489858 " ... Controller issued the instruction, 'hold short of Runway 23L {24L} on Taxiway K'...crossed over the lines...approaching Runway 23L {24L}..."
	ACN 538577 " ...land Runway 24R...told to exit the Runway at Taxiway K, hold short of Runway 24L for landing traffic...rolled through...the hold short line..."
Taxiway W	ACN 494586 " ...clearance 'hold short of Runway 23L {24L} at Taxiway W' ...did not hold short of this intersection."
Taxiway Unidentified	ACN 497126 " ...during approach to Runway 23L {24L}...heard the Tower clear an aircraft to cross Runway 23L {24L}...aircraft...was...on the taxiway between the two runways with its tail sticking into the approach path of Runway 23L {24L}."
Runway 28	
Runway 24R	ACN 488750 " ...went over hold short line on Runway 10/28 enroute to Runway 23R {24R}."
	ACN 536238 " ...on Runway 28...instructed to cross Runway 24L...approached Runway 24R...Tower...ordered us to...return to the hold short line...aircraft on short final..."
Runway 24L	ACN 478020 " ...taxiing on Runway 28...didn't see the hold line for Runway 23L {24L}...taxied...over it by 6-10 feet...two aircraft on approach had to go around."
	ACN 479310 " ...held short of Runway 23L {24L} on Runway 28...aircraft on final for Runway 28...had to go around..."
	ACN 494000 " ...clearance was...to Runway 23R {24R}, via...Runway 28, hold short Runway 23L {24L}...missed the hold line...on Runway 28..."
	ACN 497961 " ...taxiing onto Runway 23L {24L} without clearance...using Runway 28 for taxi to Runway 23L {24L}."
	ACN 520814 " ...holding short of Runway 24L on Runway 28...heard 'hold short Runway 24R'...Controller instructed the aircraft on final for Runway 24L to go around..."
	ACN 528579 " ...at the hold short line for 24L...Tower had a...jet on short final for 24L go around..."
	ACN 529935 " ...given taxi to Runway 24R, hold short Runway 24L...stopped the aircraft with the nose across the hold short line."
Taxiway U	ACN 531029 " ...holding short of Runway 24L at Taxiway U...cleared for takeoff...Tower said we were on Runway 28 instead of Runway 24L."
Taxiway W	ACN 507231 " ...received clearance...to Runway 23L via Taxiway W...turning east on Taxiway W...realize our mistake...we were inside safety zone for Runway 28..."
Runway Unidentified	
	ACN 461210 " ...misunderstanding led to...aircraft accidentally crossing the hold short point on the runway."



ACN 460640

Time

Date : 200001

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 460148

Person / 2

Function.Flight Crew : Relief Pilot

ASRS Report : 460640

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : Untrained Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.None Taken : Detected After The Fact

Narrative

WE LANDED ON CLE RWY 5R WITHOUT A LNDG CLRNC INADVERTENTLY,. WE WERE FLYING THE ILS RWY 5R (GS INOP ON GND). WE WERE USING AN FMC PROC RECENTLY IMPLEMENTED BY OUR COMPANY FOR A CONSTANT RATE OF DSCNT FOR NON PRECISION APCHS. WE WERE CONCERNED ABOUT THE FMC INFO AND MISSED THE CALL TO SWITCH TO TWR FROM APCH. WE DISCOVERED OUR ERROR WHEN SWITCHING TO GND. OUR NEW PROC WAS IMPLEMENTED BY THE COMPANY VIA A TRAINING BULLETIN. THE BULLETIN CONTAINS NO INFO ON THE FMC VISUAL CUES. WHAT WAS DISPLAYED ON THE EFIS PITCH DEV INDICATOR DID NOT CORRESPOND WITH THE APCH PLATE. WE WERE IFR AND CONCERNED WITH THE CONFLICT O INFO, SO WE WERE VERY FOCUSED ON TERRAIN CLRNC AND FINDING THE RWY. IN MY 11 YR AIRLINE CAREER, I HAVE NEVER FLOWN A NON PRECISION APCH OTHER THAN TRAINING. I DON'T THINK THE COMPANY SHOULD HAVE BEEN ALLOWED TO IMPLEMENT SWEEPING CHANGES TO OUR APCH PROCS WITHOUT PROPER TRAINING. A PAPER BULLETIN WASN'T ENOUGH, ESPECIALLY SINCE IT DIDN'T ELABORATE ON THE PRESENTATION OF FMC VISUAL CUES.

Synopsis

B757 LANDS WITHOUT CLRNC AT CLE.

ACN: 461210

Time

Date : 200001

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : EMB ERA 145 ER&LR

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 461210

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : sign problem-snow

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

ON JAN/XA/00 ON OUR TAXI, BOTH THE FO AND I EXPERIENCED MAJOR CONFUSION ON OUR ASSIGNED TAXI RTE. THIS MISUNDERSTANDING LED TO OUR ACFT ACCIDENTALLY XING THE HOLD SHORT POINT ON THE RWY. SEVERAL FACTORS WERE INVOLVED IN THIS EVENT THAT LED TO THE OCCURRENCE. THE WX WAS MARGINAL AT THE ARPT WITH BLOWING SNOW WHICH REDUCED VISIBILITY. PRIOR SNOW SHOWERS AT THE ARPT OBSCURED TXWY AND RWY MARKINGS AND SIGNS. DUE TO SNOW REMOVAL OPS AT THE ARPT, AN UNUSUAL AND NONSTANDARD TAXI RTE TO THE ACTIVE RWY WAS IN USE. AS THE FLC, WE FEEL WE HAVE LEARNED GREATLY FROM THIS EXPERIENCE AND MAY HAVE ADDRESSED SOME ISSUES FOR FUTURE REF WHICH MIGHT HAVE STOPPED THE SIT BEFORE IT HAD OCCURRED. IF THE GND CTL HAS TO ISSUE A NONSTANDARD TAXI RTE AND INSTRUCTIONS, IT WOULD BE BENEFICIAL TO HAVE A PRIOR NOTIFICATION OF THE OUTLINE OF THE NEW PROPOSED RTE – POSSIBLY A NOTICE ON ATIS OF THE EXPECTED TAXI RTE TO BE GIVEN PRIOR TO TAXI TO ALLOW THE CREW TIME TO REVIEW IT AND BRIEF THEIR ACTIONS. MOST IMPORTANTLY, ANY TIME A HOLD SHORT INSTRUCTION IS TO BE GIVEN, MAKE IT AS SHORT AND SIMPLE AS POSSIBLE WITH NO EXTRA INFO INCLUDED WITH THE CLRNC. INFORMING ACFT OF MAKING TURNS ON TXWYS, OR EXPECTED RWYS FOR TKOF SHOULD BE DROPPED AND MORE CLR EMPHASIS PLACED ON JUST HOLDING SHORT. ALSO, IN POOR LIGHT, REDUCED VISIBILITY CONDITIONS, OR OTHER TXWY/RWY OBSCURING CONDITIONS, ALWAYS USE PLAINLY MARKED INTXNS AND RTEs. CONFUSING AND TEDIOUS TAXI RTEs WITH POOR SURFACE CONDITIONS THAT TAKE PLACE NEXT TO ACTIVE RWYS ARE GOING TO CAUSE PROBS. TAXI INSTRUCTIONS THAT ARE NOT THE STANDARD RTE, BUT ARE BEING IMPLEMENTED SHOULD STAY CONSISTENT TO ALL ACFT AS MUCH AS POSSIBLE. WHEN ISSUING THE HOLD SHORT INSTRUCTION, KEEP THE POINT CONSISTENT TO ALL ACFT USING THAT INTXN.

Synopsis

AN EMB145 FLC HAS A RWY INCURSION DURING A HVY SNOW FALL CONDITION WHEN XING THE HOLD SHORT LINE AT CLE, OH.

ACN: 470168

Time

Date : 200004

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : CLE.Tower

Make Model : Medium Large Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 470168

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 470166

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

CLE ARPT WAS DEPARTING RWY 5L&R. WE WERE GIVEN INSTRUCTIONS TO TAXI TO RWY 5L AND HOLD SHORT OF RWY 5R AT TXWY N. ONCE WE WERE #1 AT TXWY N, WE SWITCHED OVER TO TWR. WE WERE THEN TOLD TO GO INTO POS AND HOLD ON RWY 5L AND TO EXPEDITE ACROSS RWY 5R. WE READ BACK THE CLRNC TO TWR AND PROCEEDED TO TAXI ACROSS RWY 5R. THERE WAS A B737 IN POS ON RWY 5R. WHEN WE WERE ON RWY 5R, I NOTICED AN ACFT ON SHORT FINAL FOR RWY 5L. SO MY FO ASKED TWR IF THEY WANTED US TO HOLD SHORT OF RWY 5L. TWR DID NOT RESPOND IMMEDIATELY. THEN AFTER A FEW SECONDS TWR ASKED WHO THE ACFT ON TXWY N WAS. IT THEN BECAME OBVIOUS THAT WE WERE NEVER CLRED TO CROSS RWY 5R. THE ACFT THAT HAD PREVIOUSLY LANDED ON RWY 5L WAS THE ONE CLRED TO CROSS RWY 5R. THROUGHOUT THE ENTIRE TIME THERE WAS NEVER ANY DANGER. THE B737 WAS NOT CLRED FOR TKOF AND WE NEVER CUT OFF THE ACFT ON SHORT FINAL FOR RWY 5L. THE CONTRIBUTING FACTORS WERE NONSTANDARD OPS (LNDG ON RWY 5L INSTEAD OF RWY 5R) AND TWR NOT RESPONDING TO OUR READBACK OF THE TAXI INSTRUCTIONS.

Synopsis

RWY INCURSION AT CLE, OH.

ACN: 475720

Time

Date : 200006

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 475720

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 475005

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : FLC DISTR

Independent Detector.Other.ControllerA : 3

Resolutory Action.Controller : Issued New Clearance

Resolutory Action.Other : CLEARED RWY

Consequence.Other.Other : REASSIGNED RWY

Narrative

UPON DEP FROM THE GATE AT CLEVELAND ON JUN/XA/00, CLE-DTW WE WERE GIVEN A TAXI CLRNC TO TAXI TO RWY 5L AND HOLD SHORT OF RWY 5R. AS WE APCHED THE INTXN OF TXWYS L AND N, WHILE COMPLETING OUR TKOF BRIEFING, WE WERE GIVEN WHAT WE THOUGHT WAS A CLRNC TO CROSS RWY 5R AND HOLD SHORT OF RWY 5L. AS WE BEGAN TO CROSS RWY 5R, GND CTL TOLD US THAT THEY HAD WANTED US HOLD SHORT OF RWY 5R ON TXWY L. THEY THEN CLRED US TO DO A 180 DEG TURN ON RWY 5L AND HOLD SHORT OF RWY 5R. WE WERE THEN GIVEN CLRNC TO CROSS RWY 5R AND TAXI BACK AROUND TO THE APCH END OF RWY 5R. THE REST OF THE TAXI AND TKOF WERE UNEVENTFUL. AT THE TIME WE THOUGHT THAT WE WERE GIVEN CLRNC TO CROSS RWY 5R (ASSUMING A TKOF ON RWY 5L, WHICH HAPPENED TO BE THE ORIGINAL PLAN FROM THE TAXI CLRNC), THERE WAS AN ACFT ON A 4.5 MI FINAL FOR RWY 5R. THERE WAS NO CONFLICT. THERE WAS OBVIOUSLY SOME CONFUSION ABOUT WHAT RWY CLEVELAND WANTED US TO TAKE OFF ON. ALTHOUGH I BELIEVE THE RWY CHANGE WAS UNCLR. SUPPLEMENTAL INFO FROM ACN 475005: AS WE APCHED THE INTXN OF TXWYS L AND N, WHILE COMPLETING OUR TKOF BRIEFING, WE WERE GIVEN WHAT WE THOUGHT WAS A CLRNC TO CROSS RWY 5R AND HOLD SHORT OF RWY 5L.

Synopsis

A DC9 FLC TAXIES ACROSS RWY 5R TO HOLD SHORT OF RWY 5L WHEN PREVIOUSLY TOLD TC HOLD SHORT RWY 5R AT CLE, OH.

ACN: 478020

Time

Date : 200006

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478020

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 477590

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : TOWER SENT ACFT AROUND

Narrative

DURING TAXI TO RWY 23R, WE WERE TAXIING ON RWY 28, WHICH REQUIRES TAXIING ACROSS RWY 23L APCH END. WE DIDN'T SEE THE HOLD LINE FOR RWY 23L UNTIL WE HAD TAXIED OUR NOSE GEAR OVER IT BY 6-10 FT. WE THEN STOPPED. 2 ACFT ON APCH HAD TO GO AROUND. THE HOLD LINE FOR THIS RWY IS PAINTED ON AN OBLIQUE ANGLE, SO THE GLARE SHIELD HID THE R SIDE OF THE LINE FROM MY SEAT ON THE L SIDE, AND I DIDN'T SPOT IT UNTIL IT WAS MOVING BY ON MY L. IT WOULD HELP IF THE LINE WAS PAINTED ON A 90 DEG ANGLE TO THE RWY THEY USE AS A TXWY (RWY 28).

Synopsis

CAPT OF A B737-300 FAILED TO STOP AT HOLD LINE OF A PARALLEL RWY USED FOR LNDG CAUSING TWR TO SEND ONE ACFT AROUND AND ANOTHER ONE ON FINAL OPTED TO GO AROUND WHEN HEARING THAT RPTR WAS OVER THE HOLD SHORT LINE.

ACN: 479310

Time

Date : 200007

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : CLE.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479310

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Narrative

BEFORE ENG START, WE RECEIVED THE LATEST ATIS INFO WHICH INDICATED RWY 5L&R WERE BEING USED FOR TKOF. AFTER ENG START, THE FO CALLED FOR TAXI CLRNC. WE WERE INSTRUCTED TO TAXI FOR A RWY 23 DEP. DURING TAXI OUT, THE FO LEFT GND CTL FREQ TO TALK TO CLRNC DELIVERY AND PICK UP THE NEW ATIS INFO. I WAS FOLLOWING ANOTHER B737 WHEN I WAS TOLD TO 'CONTACT TWR' (NO FREQ SPECIFIED). SINCE THE FO WAS OFF FREQ AND I WAS TAXIING THE ACFT, I WAS UNABLE TO GIVE AS MUCH ATTN TO THE ACT OF CHANGING THE FREQ AS I WOULD HAVE LIKED. AS A RESULT, I DID NOT TUNE THE TWR FREQ CORRECTLY, AND I WAS NOT IN COM WITH THE TWR FOR ABOUT 1-2 MINS. DURING THAT TIME, I CONTINUED TO FOLLOW THE B737 IN FRONT OF ME, WHICH TAXIED ONTO RWY 28 TO A POS SHORT OF RWY 23L. THIS IS THE TAXI RTE USED PROBABLY 95% OF THE TIME RWY 23 DEPS ARE BEING CONDUCTED. THE ACFT I WAS FOLLOWING TOOK OFF, AND I HELD SHORT OF RWY 23L ON RWY 28. WHAT I DID NOT KNOW WAS THAT RWY 28 WAS BEING USED AS THE LNDG RWY. THIS RESULTED IN A DANGEROUS SIT BECAUSE THERE WAS AN ACFT ON FINAL FOR RWY 28, WHICH HAD TO GO AROUND BECAUSE I WAS ON RWY 28. THERE HAVE BEEN MANY RWY INCURSIONS AT CLEVELAND IN THE PAST, AND THERE WILL BE MORE IN THE FUTURE AS LONG AS THE PROCS AND PHYSICAL LAYOUT REMAIN THE SAME. THE PHYSICAL LAYOUT PRESENTS PROBS BECAUSE OF THE WAY THE RWYS AND TXWYS CONVERGE AND INTERSEC AND THE CONFUSING WAY THE TXWYS ARE LABELED. THE PROC OF CONSISTENTLY USING A RWY FOR A TXWY ALSO PRESENTS THE POTENTIAL FOR REAL PROBS.

Synopsis

RWY INCURSION AT CLE, OH, WITH ACR INADVERTENTLY OFF FREQ.

ACN: 479553

Time

Date : 200007

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Fokker 100

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479553

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : CTRLR MOVED ACFT INTO POSITION

Consequence.Other.Other : ATC HANDLING PROC

Narrative

ACFT WERE LNDG RWY 5R AND DEPARTING RWY 5L, SO DEPS WERE HAVING TO CROSS RWY 5R TO TAXI ON RWY 5L FOR TKOF. THE 2 RWYS ARE VERY CLOSE TOGETHER. THE HOLD SHORT LINE FOR RWY 5L IS BARELY OFF THE EDGE OF RWY 5R AND VICE VERSA. WITH TFC ON APPROX 3 MI FINAL FOR RWY 5R, WE WERE 'CLRED TO CROSS RWY 5R AND HOLD SHORT OF RWY 5L.' ANOTHER ACFT WAS IN POS AND ABOUT TO TAKE OFF ON RWY 5L. AS WE HUSTLED ACROSS RWY 5R EXPECTING TO BE ABLE TO TAXI CLR, WE ENCOUNTERED THE HOLD SHORT LINE FOR RWY 5L JUST PAST THE EDGE OF RWY 5R. AS I WASN'T EXPECTING THIS, I WENT PAST THE HOLD SHORT LINE FOR RWY 5L BY SEVERAL FT, BUT ALMOST ALL OF MY PLANE WAS STILL EXTENDING ONTO RWY 5R, THE RWY WITH A PLANE ON RELATIVELY SHORT FINAL. AS CONFUSION CAME QUICKLY, SELF-PRESERVATION MADE ME TAXI CLOSER TO RWY 5L, AS I TRIED TO CLR RWY 5R. AT THE SAME TIME, WE RECEIVED OUR CLRNC TO 'TAXI INTO POS' ON RWY 5L AND WE DID SO. THIS WAS A VERY UNSAFE SIT, AND A CLRNC, THAT AFTER THE FACT, WE WERE UNABLE TO COMPLY WITH. WE COULD EITHER CROSS RWY 5R OR HOLD SHORT OF RWY 5L, BUT NOT BOTH. THE CORRECT CLRNC, ALTHOUGH STILL UNSAFE WITH LNDG TFC LESS THAN A 3 MI FINAL, WAS TAXI ONTO RWY 5R, HOLD SHORT OF RWY 5L. A CLRNC TO CROSS A RWY, IS TO CROSS IT SO YOUR TAIL DOES NOT EXTEND BEHIND THE HOLD SHORT LINE AFTER XING. CLRLY, THIS COULD NOT BE DONE WITHOUT SIMULTANEOUSLY XING THE HOLD SHORT LINE WITH MY NOSE FOR RWY 5L. THIS PROC NEEDS TO BE ADDRESSED, AS THIS IS SETTING UP SOMEONE FOR A VIOLATION, A GAR, OR A NEAR-MISS, OR ALL 3 AT THE SAME TIME, POSSIBLY AN ACCIDENT WAITING TO HAPPEN.

Synopsis

CAPT OF A FOKKER 100 TAXIED OVER RWY HOLD SHORT LINE ON CLE ARPT IN ORDER TO ATTEMPT CLRING THE PARALLEL RWY BEHIND HIS ACFT ON WHICH A B737 WAS ON SHORT FINAL.

Synopsis

RWY INCURSION AT CLE, OH, WHEN HOLD SHORT RWY BOUNDARY MARKINGS ARE MISINTERPED BY FLC.



ACN: 494000

Time

Date : 200012

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : SF 340A

Person / 1

Function.Oversight : PIC

Function.Observation : Company Check Pilot

Function.Instruction : Instructor

ASRS Report : 494000

Person / 2

Function.Instruction : Trainee

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Narrative

EVENT: RWY INCURSION OF RWY 23L AT CLE ON DEC/XA/00. ON DEC/XA/00, I WAS OPERATING AS PIC IN A SCHEDULED COMMUTER OUT OF CLEVELAND, OH. I AM A CHK AIRMAN FOR THIS COMMUTER OPERATOR AND TODAY WAS THE LAST DAY OF A 2 DAY TRIP AND 6 DAYS (NOT CONSECUTIVE) OF IOE. THE STUDENT I WAS WITH WAS A CAPT UPGRADE, WITH 1000 HRS AS I SEAT PLT IN THIS SAAB 340A. THE STUDENT HAD BEEN DOING RATHER WELL UP TO THIS POINT, WHEN DURING OUR TAXI CHKLIST THE ACFT CROSSED THE HOLD SHORT LINE OF RWY 23L. THE STUDENT ADMITTED TO UNDERSTANDING THE CLRNC AND MY READBACK OF THE SAME, BUT IN PERFORMING A CERTAIN PART OF THE TAXI CHK, BOTH CAPT'S AND FO'S ATTN NEEDED TO BE DIVERTED FROM THE EXTERIOR OF THE AIRPLANE TO INTERIOR INSTS MOMENTARILY. AS I LOOKED UP TO CHK PROGRESS OF TAXI, I NOTICED THE FRONT OF THE ACFT HAD CROSSED THE HOLD SHORT LINE. BRAKES WERE APPLIED IMMEDIATELY AND THE ACFT RESTED 1/2 WAY ACROSS THE HOLD LINE. NO ACTION WAS TAKEN TO TAXI CLR OF HOLD LINE AS ACFT WERE BEHIND US. AS THE CHK AIRMAN AND PIC OF THE ACFT, I FEEL AS THOUGH I SHOULD HAVE PAID EXTRA CLOSE ATTN TO MY STUDENT'S TAXI PROGRESS AS WE NEARED THE HOLD SHORT LINE, AND NOT TAKE FOR GRANTED THE STUDENT'S PRIOR ABILITIES AND DEMONSTRATION OF COMMAND. A SECOND FACTOR WOULD BE THE TIMING OF THE PARTICULAR ENG TEST FUNCTION THAT REQUIRED BOTH OF OUR ATTN INSIDE THE COCKPIT. IN RETROSPECT, I WOULD HAVE LIKED TO BE STOPPED TO PERFORM THIS FUNCTION OF OUR TAXI CHKLIST. THE THIRD AND FINAL FACTOR WOULD BE THE CONFUSION WITH AN UNFAMILIAR ARPT THAT I SENSED FROM MY STUDENT. ALTHOUGH WE HAD BEEN TO CLEVELAND 2 OTHER OCCASIONS DURING OUR IOE TRAINING, THIS DAY WAS PARTICULARLY BUSY TO A SOMEWHAT CONFUSING INTXN OF RWYS AT CLE. OUR CLRNC WAS TO TAXI FROM THE TERMINAL TO RWY 23R, VIA TXWY U AND RWY 28, HOLD SHORT RWY 23L. I READ THIS CLRNC TO THE STUDENT. HE READ IT BACK TO ME AND SEEMED TO UNDERSTAND UNTIL HE HELD SHORT OF RWY 28. I EXPLAINED THE CLRNC AGAIN AND THE COURSE TO BE TAKEN, BUT HE STILL SEEMED SOMEWHAT APPREHENSIVE AMIDST THE EARLY MORNING RUSH OF TFC. FROM THERE, WE TAXIED DOWN RWY 28 BUT MISSED THE HOLD LINE DRAWN ON RWY 28 WHILE PERFORMING OUR CHKLIST.

Synopsis

AN SF34 CREW TAXIED PAST THE HOLD LINE DURING TAXI FOR TKOF.

ACN: 494586

Time

Date : 200010

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Beech 1900

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 494586

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Narrative

AFTER DEICING AT PAD 1 ON RWY 18/36 WHICH IS CLOSED, WE RECEIVED A NONSTANDARD TAXI CLRNC TO RWY 23L FOR DEP. STANDARD WOULD BE RWY 23R FOR DEP. I READ BACK THE CLRNC AND THE CAPT BEGAN TO TAXI THE ACFT. AS WE APCHED AN INTXN, THE CAPT SEEMED UNSURE AS TO THE RTE, SO I ASKED IF HE WANTED GND TO CLARIFY. HE DID, SO GND GAVE US THE INSTRUCTIONS. WE CONTINUED DOWN. AT THIS POINT, THE TAXI CHKLIST AND PRETKOF CREW BRIEFING WAS COMPLETED. THE CAPT BRIEFED ME AND I HAD NO QUESTIONS AS THIS WAS HIS LEG. WE CONTINUED TO TAXI OUT AND FOUND THAT WE EXCEEDED OUR HOLDOVER TIME. THE CAPT ADVISED ME TO UNBUCKLE AND CHK THE WING FOR THE PRETKOF CONTAMINATION CHK. I TOOK MY HEADSET OFF AND UNBUCKLED AS THE CAPT BEGAN TO SLOW DOWN, WHEN WE ADVISED ME TO STOP. HE THEN MADE A 180 DEG TURN AND TAXIED BACK ONTO THE TXWY. HE ADVISED ME THAT HE HAD TAXIED ONTO AN ACTIVE RWY. THE CLRNC 'HOLD SHORT OF RWY 23L AT TXWY W.' WE DID NOT HOLD SHORT OF THIS INTXN. FACTORS INFLUENCING THIS ARE: LOW VISIBILITY, TXWY SIGNS OBSCURED BY SNOW, MY UNFAMILIARITY WITH HOPKINS (CLEVELAND) ARPT. I READ THE CLRNC BACK AND ASSUMED MY CAPT KNEW WHERE THAT WAS. I DID NOT KNOW WHERE WE WERE GOING BECAUSE IT WAS THE FIRST TIME I HAD HEARD NONSTANDARD TAXI PROCS EVEN THOUGH I HAD THE ARPT DIAGRAM OUT. I WAS NO HELP FOR THE CAPT.

Synopsis

B190 FLC DETERMINE THAT THEY HAVE TAXIED ONTO ACTIVE RWY AND TAKE ACTION TO TAXI BACK TO CORRECT TXWY.

ACN: 495831

Time

Date : 200012

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 495831

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 496012

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : ATC HANDLING

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

THE CAPT AND I WERE FLYING FLT XXX. WE WERE HOLDING SHORT OF RWY 23L ON RWY 28 (NORMAL). THE TWR CTLR CLRED US TO CROSS RWY 23L AND POS AND HOLD RWY 23R. WE WERE DOING THE BEFORE TKOF CHKLIST. AS WE STARTED TO TAXI, I CLRED FINAL AND SAW AN ACFT ON SHORT FINAL. THE ACFT SEEMED TO BE COMING IN FAIRLY FAST. I TOLD THE CAPT THAT THERE WAS AN ACFT COMING QUICKLY, HE STOPPED TO ALSO LOOK AND AGREED. HOWEVER, AT THAT POINT, THE ACFT WAS ABOUT 4-5 FT ACROSS THE HOLD SHORT LINE. WE QUERIED THE CTLR. HE, BEING FRUSTRATED, TOLD THE OTHER ACFT TO GO AROUND. HE ANGRILY STATED THAT AT THE TIME OF THE CLRNC THERE WAS ADEQUATE SEPARATION. WE WERE THEN RECLRED TO CROSS RWY 23L, AND CLRED FOR TKOF RWY 23R. THE SEPARATION BTWN A B737 TAKING OFF ON RWY 23R AND US ENDED ALSO BEING FAIRLY CLOSE.

Synopsis

CAPT OF AN EMB145 STOPPED OVER THE RWY HOLD SHORT LINE AFTER BEING CLRED TO CROSS RWY WHEN THE FO OBSERVED A CL65 ON SHORT FINAL AND ALERTED THE CAPT TO STOP. TWR SENT THE CL65 AROUND.

ACN: 497126

Time

Date : 200012

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 100

Altitude.MSL.Bound Upper : 1000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 497126

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : ACFT

Anomaly.Conflict : Ground Critical

Anomaly.Conflict : NMAC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Insufficient Time

Narrative

AS WE WERE DSNDRG THROUGH APPROX 1000 FT DURING APCH TO RWY 23L AT CLE, WE HEARD THE TWR CLR AN ACFT TO CROSS RWY 23L, TAXI INTO POS AND HOLD RWY 23R. WE ACQUIRED THE APCH LIGHTS AT 400 FT AND BROKE OUT AT 300 FT. A FEW SECONDS AFTER WE BROKE OUT OF THE WX, I NOTICED THAT THE ACFT, WHICH HAD BEEN CLRED INTO POS AND HOLD ON RWY 23R, WAS STILL ON THE TXWY BTWN THE 2 RWYS WITH ITS TAIL STICKING INTO THE APCH PATH OF RWY 23L. I DETERMINED AT THAT TIME THAT NO MATTER WHAT WE DID, EITHER GO AROUND OR LAND, WE WERE EITHER GOING TO MISS THAT ACFT OR WE WERE GOING TO HIT IT. I ESTIMATE THAT MY R WINGTIP MISSED THE TAIL OF THE OTHER ACFT BY 20-50 FT.

Synopsis

BREAKING CLR OF WX ON SHORT FINAL LNDG CLE, B738 OBSERVES A B757 TAIL STILL OBSTRUCTING THE RWY 23L APCH PATH, WAITING BTWN THE RWYS.

ACN: 497961

Time

Date : 200101

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 497961

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

TAXIING FOR TKOF AT NIGHT TO RWY 23L AT CLE. FIRST TKOF ON THIS RWY SINCE I BECAME A CAPT AND STARTED 'DRIVING' THE ACFT. I BECAME CONFUSED ABOUT WHAT WAS RWY AND WHAT WAS TXWY, AND WHAT WAS PAVED AND WHAT WASN'T. I SUDDENLY REALIZED I WAS TAXIING ONTO RWY 23L WITHOUT CLRNC. I STOPPED AS QUICKLY AS POSSIBLE, BUT THE ACFT NOSE WAS PROBABLY OVER THE RWY EDGE LINE. I DIRECTED THE FO TO CALL TWR AND TEL THEM WE WERE READY. TWR CLRED US FOR TKOF WITHOUT COMMENT. THERE WAS NO CONFLICT WITH OTHER TFC. IN FACT, WE WERE PROBABLY THE ONLY ACFT MOVING IN THE AREA, AIR OR GND. COMPANY PUBLISHES A WARNING ABOUT THE CONFUSING RWY CONFIGN AT CLEVELAND, BUT EVEN A WARNING DIDN'T PREVENT A BIG MISTAKE. FACTORS: 1) USING RWY 28 FOR TAXI TO RWY 23L. USUAL TXWY LIGHTS AND MARKINGS ARE NOT PRESENT. TOUGH TO FIGURE OUT. 2) DARKNESS. 3) NO ACFT TO FOLLOW. 4) CAPT'S (ME) INEXPERIENCE ABOUT 280 HRS AS CAPT. 5) SIMPLE LACK OF FAMILIARITY. 6) IT'S JUST A VERY CONFUSING RWY CONFIGN. SOMETIMES, EVEN GOING SLOW AND STUDYING THE MAP ARE NOT ENOUGH. STILL, I CANT THINK OF ANYTHING BETTER.

Synopsis

AN MD80 CREW DURING TAXI FOR TKOF AT DTW, TAXIED ONTO ACTIVE RWY WITHOUT CLRNC.

ACN-507231

Time

Date : 200104

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Commercial Fixed Wing

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 507231

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other : RAIN ARPT WET

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : CREW DID NOT UNDERSTAND TAXI INSTRUCTIONS

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.ControllerB : 5

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.Other : FOLLOWED ATC CLRNC

Narrative

FO CALLED FOR TAXI AND RECEIVED CLEARANCE TO TAXI TO RWY 23L VIA TXWY W AND PLAN ON DEPARTURE ON RWY 23L FROM TXWY W. HAVING OPERATED INTO CLE FOR MANY YEARS (NO RECENT EXPERIENCE) I ASSUMED AFTER LOOKING AT THE CHART THAT WE WOULD GO E ON TXWY W TO RWY 28 AND THEN TAXI DOWN RWY 28 TO RWY 23L. THIS WAS MY PAST EXPERIENCE AT CLE. REINFORCING MY TAXI PLAN WAS A 737 THAT HAD PUSHED BACK NEXT TO US AND BLOCKED MY VIEW OF THE RWY 23L ENTRANCE, AND COMMENTS TO B737 FROM GND TO LEAVE ROOM FOR US TO PASS BEHIND ADDED TO THE MIX, GIVEN THAT WE HAD A 15 MINUTE ATC DELAY AND HAD NOT RECEIVED OUR WEIGHT AND BALANCE. AFTER TURNING EAST ON TXWY W THE CONTROLLER SAW MY ERROR AND INSTRUCTED A 180 DEG TURN TO GET BACK TO TXWY W. SINCE I WAS ON TXWY W THE FO AND I DISCUSSED MY ERROR AND THEN HE AND I REALIZED OUR MISTAKE. GND THEN SAID RWY 28 AVAILABLE TO TURN AROUND AND AS WE APPROACHED RWY 28 WE WERE TOLD TO STOP AND CONTACT TOWER. TOWER SAID WE WERE INSIDE SAFETY ZONE FOR RWY 28 AND HE HAD TO STOP ILS APPROACHES IN PROGRESS. WE THEN WERE CLEARED ONTO RWY 28 DOWN TO RWY 23L AND THEN DEPARTED. TO AVOID FUTURE PROBLEMS IN THIS AREA I RECOMMEND THAT EITHER THE PORTION OF THE TXWY LEADING TO RWY 23L BE RENAMED OR THE PARALLEL TO RWY 28 BE RENAMED. THE CHART CURRENTLY GIVES THE IMPRESSION THAT TXWY W LEADS TO BOTH RWY 23L AND RWY 28.

Synopsis

CREW WAS DISORIENTED AND DID NOT UNDERSTAND TAXI INSTRUCTIONS ON TAXI FROM GAT AT CLE.

ACN: 514520

Time

Date : 200106

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 514520

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : arpt chart prob

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : Notified company chart dept

Consequence.Other : Company Review

Narrative

ON VISUAL APCH TO RWY 6R, WE WERE SIDESTEPED TO LAND ON RWY 6L. AFTER LNDG, TWR ADVISED US TO EXIT RWY AT TXWY W TO HOLD SHORT RWY 6R, WHICH WE DID. WE MISTOOK THE HOLD SHORT LINE FOR RWY 6L AS THE LINE FOR RWY 6R. THE CTLR ADVISED US OF OUR MISTAKE. THE CORRECT HOLD SHORT LINE WOULD HAVE LEFT OUR TAIL PROTRUDING OUT ON THE RWY THAT WE JUST HAD LANDED ON. THIS GOES AGAINST ANY TRAINING OR INSTINCT WE HAVE AS PLTS! CTLRS SHOULD MAKE PLTS AWARE OF THIS CONFIG IF THEY PLAN US TO EXIT IN THIS MANNER. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT HIS COMPANY USES IN-HOUSE ARPT CHARTS AND NOT THE USUAL COMMERCIAL CHART. THE HOLD SHORT LINES WERE DEPICTED ON ALL THE TXWYS BTWN THE RWY EXCEPT TXWY W. THERE WAS NO NOTE ON THE CHART INDICATING THE UNUSUAL PLACEMENT OF THE LINES. THE COMPANY CHARTING DEPT HAS BEEN NOTIFIED OF THE PROB. THERE WERE SIGNS ABEAM THE LINES THAT WERE ACCURATE HOWEVER, THEY WERE NOT NOTICED UNTIL IT WAS TOO LATE. ATCT CTLR WAS QUICK TO CATCH THE MISTAKE AND SEEMED TO BE PREPARED FOR IT.

Synopsis

AFTER LNDG RWY 6L AT CLE, AN ACR CROSSED THE HOLD SHORT LINE FOR RWY 6R BEFORE NOTICING THE UNUSUAL PLACEMENT OF THE LINES REQUIRING A STOP THAT WOULD LEAVE THE ACFT PROTRUDING INTO THE RWY (RWY 6L) THAT HAD BEEN JUST USED FOR LNDG.

ACN 520814**Time**

Date : 200108

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 520814

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 520713

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE RECEIVED TAXI CLRNC AT CLE TO 'RWY 24R, ORANGE RTE, HOLD SHORT RWY 24L.' WE COMPLIED WITH THIS CLRNC AND SWITCHED TO TWR WHILE HOLDING SHORT OF RWY 24L ON RWY 28. WE WERE SUBSEQUENTLY CLRED TO 'CROSS RWY 24L, POS AND HOLD RWY 24R.' THE CAPT CAREFULLY ADDED PWR TO AVOID JET BLAST TO THE ATR BEHIND, AND PROCEEDED TO CROSS RWY 24L. AS WE CROSSED THE HOLD SHORT LINE, WE HEARD 'ACR Y AND THE XMISSION CUT OUT, AS IF THE TWR CTLR UNKEYED THE MIKE. AS WE CROSSED THE CTRLINE AND OBSERVED THE ACFT ON SHORT FINAL FOR RWY 24L TO BE CLOSER THAN THE PREVIOUSLY STATED 2 MILES, WE HEARD 'HOLD SHORT RWY 24R.' I SAW THERE WAS NOT ENOUGH ROOM FOR AN MD88 TO HOLD SHORT BETWEEN RWY 24R AND 24L, AND BEFORE I COULD RESPOND, THE CTLR AGAIN SAID 'HOLD SHORT RWY 24R.' I ACKNOWLEDGED, 'ROGER, HOLD SHORT RWY 24R.' WITH UNCERTAINTY IN MY VOICE OVER THE LACK OF SPACE TO DO SO. IMMEDIATELY, THE LOCAL CTLR INSTRUCTED THE ACFT ON FINAL FOR RWY 24L TO GAR, AFTER WHICH HE PROCEEDED TO YELL OVER THE FREQUENCY, 'I TOLD YOU 3 TIMES TO HOLD SHORT RWY 24L!' I RESPONDED WE DID NOT HEAR THAT, AND ASKED IF ANY OTHER ACFT HEARD THAT. THE ONLY RESPONSE WAS THE LCL CTLR IN A VERY JUVENILE MANNER, STATING THAT IT WAS ALL RECORDED. (NO KIDDING, I'M A PROFESSIONAL PLT) IF I WAS CAPT, WOULD HAVE ASKED HIM TO MARK THE TAPE AND CALLED ON ARRIVAL. THE SAFETY CONCERN WAS THAT WHILE BERATING US OVER THE RADIO, THE LCL CTLR HAD 2 ACFT ON FINAL FOR RWY 24R AND L, ONE ON A GAR, AND US IN POS ON RWY 24R. OUR SUBSEQUENT TAKEOFF CLRNC WAS BLOCKED BY THE GAR ACFT ASKING FOR A CHANGE TO DEP. I FULLY BELIEVE THE CTLR MEANT TO SAY HOLD SHORT RWY 24L, BUT DID SO TOO LATE AND ACCIDENTALLY, UNKEYED THE MIKE. HE THEN STATED THE WRONG RWY TWICE, COMMITTING AN OPERROR HE TRIED TO BLAME US FOR. THE CTLR NEVER SAID OVER THE FREQ TO HOLD SHORT RWY 24L AFTER WE WERE CLRED TO CROSS. SUPPLEMENTAL INFO FROM ACN 520713 WE HAD HEARD SEVERAL XMISSIONS DURING THAT BRIEF TIME, BUT DID NOT HEAR OR RESPOND TO ANY INSTRUCTIONS FOR US. THE TWR CTLR SAID HE CALLED 3 TIMES TO TELL U: TO HOLD SHORT, WITH NO RESPONSE. WE HEARD NO SUCH CALLS. WE DID, HOWEVER, HEAF COMS WITH OTHER ACFT JUST FINE.

Synopsis

CLE LC CHALLENGES MD88 FLC FOR CROSSING RWY WITH LNDG TFC ON 2 MILE FINAL.

ACN-528579

Time

Date : 200110

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 528579

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : ARPT PLAN

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

WHILE TAXIING FOR DEP FROM CLE, WE WERE TOLD TO TAXI TO RWY 24R/HOLD SHORT RWY 24L. WE WERE AT THE HOLD SHORT LINE FOR 24L WHEN TWR ADVISED US TO 'HOLD SHORT THERE ACR X,' AND WE ACKNOWLEDGED THAT WE WERE STOPPED. THE TWR HAD A REGIONAL JET ON SHORT FINAL FOR 24L GAR, THEN CLRED US TO CROSS RWY 24L AND CLRED FOR AN 'IMMEDIATE TKOF ON RWY 24R.' WE THEN DEPARTED CLEVELAND FOR BOSTON LOGAN.

Synopsis

A B737-300 FLT CREW CROSSES THE HOLD SHORT LINE AND IS RESPONSIBLE FOR THE CTLR SENDING AN RJ AROUND THAT WAS ON SHORT FINAL FOR RWY 24L AT CLE, OH.

ACN: 529935

Time

Date : 200111

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 529935

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 2

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

CALLED FOR TAXI AND WAS GIVEN TAXI TO RWY 24R, HOLD SHORT RWY 24L. NO SPECIFIC INSTRUCTIONS GIVEN AND I ASKED IF WE WERE TO JOIN THE LINE-UP FOR TKOF. GND REPLIED WITH AFFIRMATIVE AND TAXI VIA THE ORANGE RTE. FO READ ORANGE RTE TO ME AS I TAXIED JOINED LINE-UP AS I COMPARED ORANGE RTE TO 10-9 ARPT PAGE SPECIFICALLY TO LOCATE THE HOLD SHORT FOR RWY 24L AS NOTED IN THE COMPANY PAGES AS NONSTANDARD. BY THE TIME I REALIZED WHERE IT WAS, MY FO WAS SAYING STOP. I STOPPED THE ACFT WITH THE NOSE ACROSS THE HOLD SHORT LINE. THIS IS PRIOR TO TURNING THE CORNER TO APCH THE RWY. MY MISTAKE FOR NOT BEING CLR ON THE TAXI INSTRUCTIONS. RECOMMEND WE NOT USE (BE GIVEN) STANDARD TAXI INSTRUCTIONS ONCE THE ACFT IS TAXIING. TOO MUCH HEAD DOWN TIME CORRELATING STANDARD TAXI INSTRUCTIONS WITH 10-9 PAGE TO ACTUAL POS OF ACFT ON ARPT. SUPPLEMENTAL INFO FROM ACN 529936: THE FO NOTICED THE NOSE WAS XING AND INFORMED THE CAPT. THE CAPT BROUGHT THE ACFT TO A STOP WITH THE NOSE OVER THE HOLD LINE. SHORTLY THEREAFTER, TWR NOTICED AND DIRECTED US TO HOLD.

Synopsis

AN MD80 CREW TAXIED PAST THE HOLD SHORT LINE DURING TAXI FOR TKOF AT CLE.

ACN 531029

Time

Date : 200111

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531029

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 531021

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued Alert

Narrative

ON TAXI OUT, WE HAD A FEW SYS DISTRS THAT CONTRIBUTED TO THE PROB. WE WERE TOLD TO TAXI TO RWY 24R AND WE REQUESTED RWY 24L AND RECEIVED THAT CLRNC. WE WERE HOLDING SHORT OF RWY 24L AT TXWY U WHICH IS OFF OF RWY 28. WE WERE CLRED FOR TKOF AND MY FO WAS FLYING AND WE STARTED DOWN THE RWY. I REALIZED THE MISTAKE AT THE SAME TIME THE TWR SAID WE WERE ON RWY 28 INSTEAD OF RWY 24L. I ABORTED TH TKOF AT ABOUT 50 KTS. WE CHKED THE BRAKE TEMP AND IT WAS VERY LOW AND WE TAXIED TO RWY 24L FOR TKOF. IN CONCLUSION, I AM AT FAULT AND I WAS DISTR BY EVENTS LEADING UP TO THE TKOF AND WE FAILED TO CHK THE RWY ALIGNMENT WITH ACFT HDG. I CONSIDER THIS A VERY SERIOUS EVENT. I HOPE I NEVER MAKE THIS MISTAKE AGAIN.

Synopsis

SUPER MD80 FO MISTAKENLY STARTED TKOF ON THE WRONG RWY DUE TO THE CONVERGENCE WITH THE RWY TO WHICH HE WAS CLRED FOR TKOF. THE CAPT NOTICED TH MISTAKE AT THE SAME TIME THE TWR CTLR ALERTED THE FLC RESULTING IN AN IMMEDIATE ABORTING OF THE TKOF.

ACN: 536238

Time

Date : 200201

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Citationjet, C525/C526

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536238

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued Alert

Resolutive Action.Controller : Issued New Clearance

Resolutive Action.Controller : Separated Traffic

Resolutive Action.Other : Turned Around And Exited Rwy

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLE ARPT. WE WERE HOLDING SHORT OF RWY 24L ON RWY 28. WE WERE THEN INSTRUCTED TO CROSS RWY 24L BY THE TWR CTLR. THERE WAS AN ACFT ON SHORT FINAL. IT IS COMMON PROC FOR THE TWR TO CROSS YOU AND HOLD YOU IN POS. WE OBSERVED THE ACFT ON SHORT FINAL AS WE CROSSED. AS WE APCHED RWY 24R, THE TWR ABRUPTLY ORDERED US TO TURN AROUND 180 DEGS AND RETURN TO THE HOLD SHORT LINE. THE ACFT ON SHORT FINAL WAS CLRED TO LAND ON RWY 24R. WE HAD NO WAY OF KNOWING THIS. WHEN WE LOOKED OUT TO SEE THE ACFT, IT LOOKED LIKE IT WAS ON FINAL FOR RWY 24L. THE TWR CTLR THEN RPTED HE HAD INSTRUCTED ME TO HOLD SHORT OF RWY 24R. I NEVER HEARD THAT CALL AND A JET LINK BEHIND DOUBLECHECKED HIS LAST CALL. I DO KNOW THAT THE HOLD SHORT LINE FOR RWY 24R IS VERY CLOSE IF NOT ON RWY 24L. THE RWYS THERE ARE VERY CLOSE. I SAW ACFT AND MADE THE DECISION TO GET OFF RWY 24L AND GET BTWN THE RWYS. THIS COULD HAVE BEEN WHY I DID NOT HEAR THE CTLR. I EVEN MENTIONED TO TWR HIS RECEIVER WAS BREAKING UP AND SCRATCHY. RWY 24L WAS SCHEDULED TO BE CLOSED BUT IT IS COMMON AGAIN FOR RWYS NOT TO BE CLOSED. I WAS GIVEN A NUMBER TO CALL AND WAS INFORMED I WOULD BE RPTED FOR A HOLD INCURSION. IN 30 YRS OF FLYING I HAVE NEVER HAD AN INCURSION HAPPEN TO ME. I HAVE BEEN THROUGH EXTENSIVE FLT TRAINING. ATTEND RECURRENT TRAINING EVERY 6 MONTHS AND HAVE JUST TRAINED 2 WKS AGO. I THINK CLEVELAND'S RWY CONFIGN IS CONFUSING AND THE CTLRS ARE OVERWORKED. MOST OF THEM DO NOT UNDERSTAND ACFT AND PLT OPS AND HAVE VERY LITTLE PATIENCE WITH PLTS. WE CAUSED NO MISHAP. I MANAGED TO GET BACK ACROSS THE LINE SO THE OTHER ACFT DID NOT HAVE TO GO AROUND.

Synopsis

C525 CAPT FAILED TO HOLD SHORT OF PARALLEL RWY TO WHICH AN ACFT WAS ON FINAL. TWR CTLR STOPPED HIM AND HAD HIM RETURN TO BEHIND THE HOLD SHORT LINE.

ACN: 538577

Time

Date : 200202

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLE.Tower

Make Model : Do 328

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538577

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FAM W/AERO CHART

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Advisory

Narrative

CLRED TO LAND RWY 24R AT CLEVELAND-HOPKINS FOLLOWING A VISUAL APCH. WE WERE TOLD TO EXIT THE RWY AT TXWY K, HOLD SHORT OF RWY 24L FOR LNDG TFC. DUE TO THE CLOSE SPACING OF THE PARALLEL RWYS, THE HOLD SHORT LINE FOR RWY 24L WAS RIGHT AT THE TURNOFF POINT AT TXWY K. WE ROLLED THROUGH THAT LINE, THINKING THAT THE NEXT LINE (ACTUALLY THE HOLD SHORT LINE FOR RWY 24R) WAS OUR HOLD SHORT POINT. WE REALIZED OUR MISTAKE AS WE SAW THE PATTERN OF THE APCHING HOLD SHORT LINE. TWR TOLD US TO HOLD OUR POS, AND RWY 24L TFC LANDED WITHOUT INCIDENT.

Synopsis

RWY INCURSION WHEN A DO328-300 FLT CROSSES THE HOLD SHORT LINE WITH LNDG TFC FOR RWY 24L AT CLE, OH.

ACN: 542057

Time

Date : 200203

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CLE.TRACON

Controlling Facilities.Tower : CLE.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : CLE.Tower

Make Model : Light Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 542057

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 545285

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : Supervisor

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER LNDG ON RWY 24R TOLD TO HOLD SHORT OF RWY 24L AT 'N' WE WERE HOLDING SHOR OF FIRST (APPLICABLE) HOLD SHORT BARS FOR RWY 24L. WHEN ATC CLRED AN ACFT (CESSNA JET) TO TKOF. ACFT TOOK OFF AND PASSED OVER OUR PLANE. SPOKE TO MR. X, A SUPVR AT THE TRACON AND HE SAID THERE WAS AN ERROR AND IT WILL BE INVESTIGATED. ALSO AIRPLANE WAS PERPENDICULAR TO TWR CAB SO WE WERE VERY VISIBLE TO TWR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR CONFIRMED, EVEN THOUGH HE WAS STOPPED AT THE RWY 24L HOLD/SHORT LINE, MOST OF HIS B737-800 WAS STILL ON RWY 24R WHEN THE TWR CLRED THE TWIN JET FOR TKOF. RPTR ALSO ESTIMATED THAT THE CITATION JET PASSED OVERHEAD HIS ACFT APPROX 500 FT. RPTR ALSC VERIFIED THAT BOTH ACFT WERE ON THE LOCAL FREQ.

Synopsis

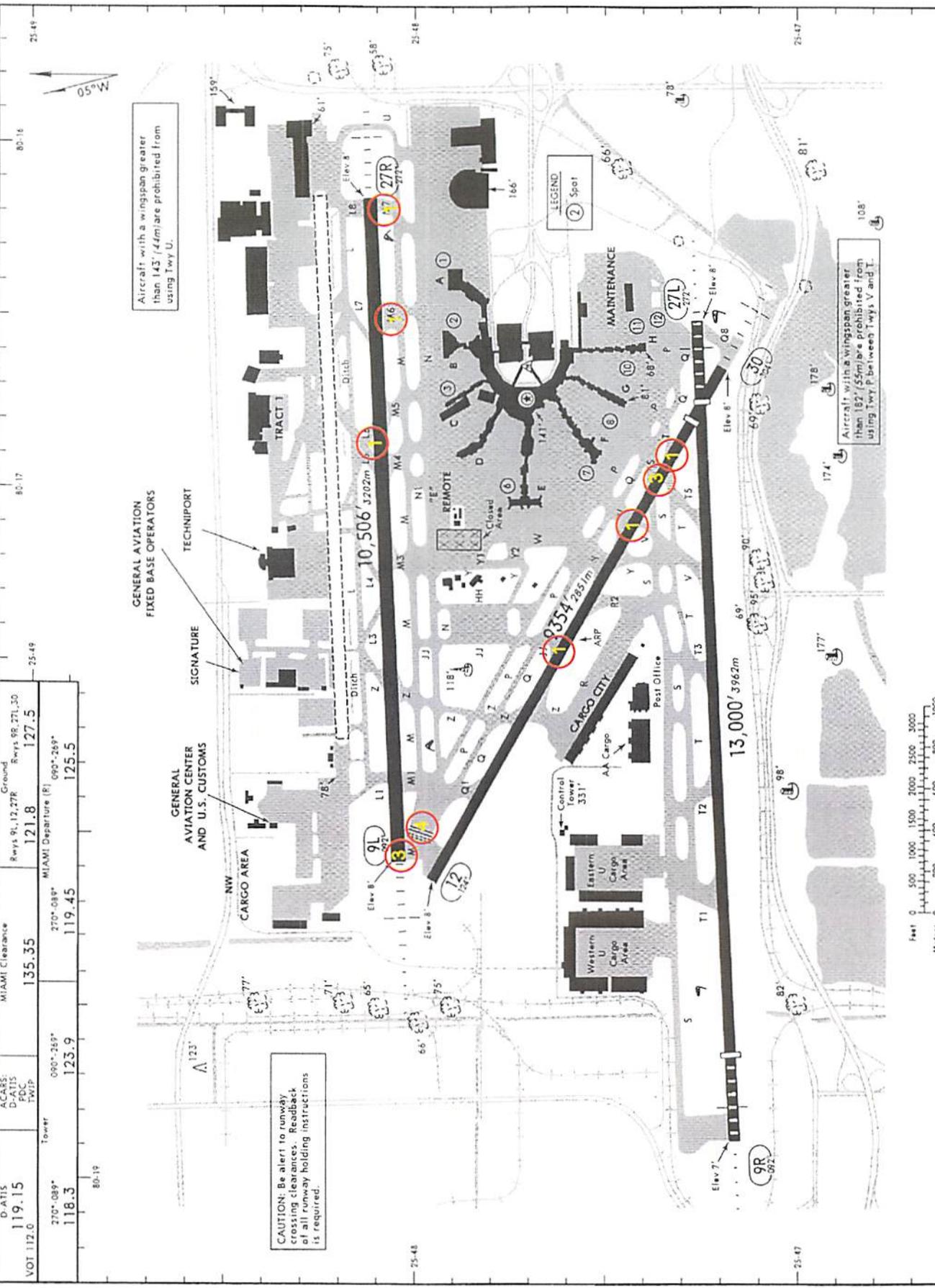
CLE TWR CLRS A CITATION JET FOR TKOF ON RWY 24R WITH A B737-800 ARRIVAL HOLDING SHORT OF RWY 24L AND POSSIBLY NOT COMPLETELY CLR OF RWY 24R.



**MIA Runway Incursion
“Hot Spots” Incidents**

THE UNIVERSITY OF CHICAGO
LIBRARY

ACARS: D-ATIS D-ATIS D-ATIS D-ATIS D-ATIS	MIAMI Clearance	Ground
119.15	135.35	Rwys 9L, 12, 27R Ewys 98, 27L, 30
112.0	121.8	127.5
Tower	MIAMI Departure (R)	090°-268°
270°-089°	270°-089°	
118.3	123.9	119.45
80-19		125.5



Aircraft with a wingspan greater than 143' (44m) are prohibited from using Twy U.

Aircraft with a wingspan greater than 182' (55m) are prohibited from using Twy P between Twys V and T.

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.

Of 20 runway excursion incidents at MIA, 16 locations were identified.

Notice: After 7/25/2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.
 Licensed to NASA ASRS. Printed from JeppView disc 14-02.

Miami International Airport (MIA)

20 Runway Incursion Incidents

Runway 9R	
Runway 12	ACN 478186 "... Runway 9R... On rollout, Tower asked...hold short of Runway 12...used maximum braking...aircraft crossed over...hold short lines for Runway 12...airplane landing Runway 12 instructed to go around."
Runway 9L	
Taxiway M	ACN 481095 "...on Taxiway G...up to Runway 9/12 hold line... Tower advised we were past the hold line..."
	ACN 506477 "...go to Runway 9L for takeoff...via Taxiway Q...slow down look for hold short line Runway 9L. Traffic on Runway 9L landed..."
Taxiway M6	ACN 523759 "Thinking...ahead of me would be Taxiway M...it was Runway 9L...saw runway hold lines, but not in time to make complete stop... Ground told us we were entering runway..."
Taxiway M7	ACN 459627 "Prior to rotation, observed B747 crossing Runway 9L...on Taxiway M7... Tower...said...complaint...being filed on...B747 crew."
Taxiway Q	ACN 478118 "...Runway 9L...I thought controller wanted me to pull up...not sure he wanted me in front of...the hold short line."
	ACN 498370 "...approached Taxiway Q1...continued toward Runway 9L... Tower sent B727 around and told us we should have held short."
	ACN 509002 "...crossed...hold short line to Runway 9L..."
Taxiway Unidentified	ACN 463977 "...started to enter Runway 9L for takeoff... Tower told us to vacate that we were told to takeoff on Runway 12..."
	ACN 476229 "...on Runway 9L...began to taxi into position and hold. Controller advised...no position and hold clearance...issued...instructed to taxi clear of runway."
	ACN 510585 "...Runway 9L...after takeoff roll began...B747 under tow began to cross runway...initiated abort... Tower unaware of B747..."
Runway 12	
Runway 7	ACN 487466 "...taxi to Runway 9L...made...turn onto Taxiway T thinking it was Taxiway Q... stopped with...nose...over...hold short line for Runway 12/30..."
Taxiway P	ACN 540351 "...thought I was cleared to cross Runway 12 crossed the runway... Ground informed that I crossed an active runway."
Taxiway T	ACN 485930 "...instructed to make 2 right turns back to Taxiway Q...took the first one by mistake which had us crossing Runway 12."
Taxiway T5	ACN 508038 "... Tower cleared another aircraft to takeoff on Runway 9R while I was still on Runway 9R...expedited quickly to T5...to clear...runway...extended beyond hold short for Runway 12."
Taxiway V	ACN 531128 "...missed turn onto Taxiway Q...stopped across hold short line for Runway 12."
Runway 30	
Runway 27L	ACN 499167 "...on Runway 27L...discontinued takeoff...cleared runway turning onto Runway 30...flight on approach to Runway 30 was told to go around..."
Taxiway Unspecified	ACN 522552 "...heard... Tower tell Air Carrier Y to go around...on the intersecting Runway 30...climbing right towards us...go-around from Runway 30 was...result of...preceding aircraft not clearing...runway..."
Runway Unspecified	
	ACN 506260 "At rotation...aircraft...taxiing onto our runway... Tower unaware of...the Cessna..."
	ACN 537195 "...about rotating speed...observed B727 start across...runway...replayed tape... Tower operator, in error..."



ACN: 459627

Time

Date : 200001

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B767-300

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 459627

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Person / 6

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : Fac Coord

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.Other : Normal Rotation

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLRED FOR TKOF FLT MIA-MAD. PRIOR TO ROTATION, OBSERVED ACR B747 XING RWY 9L. FIRST THOUGHT B747 WAS ON TXWY U, THEN SAW IT WAS ON TXWY M7. LIGHT ACFT WT ENABLED SUFFICIENT CLRNC AFTER ROTATION. WAS ASKED BY TWR TO CALL THEM UPON ARR MAD. WE DID, AND THEY SAID THEY SAW B747 ON TXWY M7 JUST AS WE WERE ROTATING AND DID NOT WANT TO SAY ANYTHING. THEY SAID A COMPLAINT WAS BEING FILED ON THE B747 CREW.

Synopsis

A DEPARTING B767 FLT ROTATES OVER A FOREIGN ACR B747 THAT ILLEGALLY CROSSED THE END OF ACTIVE RWY 9L AT MIA, FL.

ACN: 463977

Time

Date : 200002

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : Widebody, Low Wing, 2 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 463977

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 464160

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

THE PREFLT DUTIES WERE BUSY AS WITH A FERRY FLT WE HAVE SOME ADDITIONAL ITEMS TO CHK AND SET UP. AFTER ALL CHKLISTS, PUSHBACK, AND NORMAL ENG START, WE RECEIVED TAXI CLRNC TO RWY 9L. RWY 9L WAS IN THE FMC. APCHING THE RWY, THE TWR SAID WHAT WE BELIEVED TO BE 'CHANGE DEP FREQ TO 'GARBLED' TAXI INTO POS AND HOLD.' I READ BACK 'RWY 9L POS AND HOLD, WHAT WAS THE DEP FREQ?' TWR READ BACK THE SAME FREQ WE HAD FROM OUR CLRNC. IN LOOKING BACK AT WHAT HAPPENED, THE TWR MUST HAVE SAID 'CHANGE THE RWY TO RWY 12, TAXI INTO POS AND HOLD.' ALTHOUGH I READ BACK 'RWY 9L TAXI INTO POS AND HOLD,' THE CTLR MUST HAVE BEEN CONCENTRATING ON THE QUESTION OF WHAT WAS THE 'NEW' DEP FREQ. CONTRIBUTING FACTORS MAY INCLUDE A TREMENDOUS AMOUNT OF CONSTRUCTION CLOSING NUMEROUS TXWYS. ADDITIONALLY, OUR TCASII, WHEN TURNED ON GOING INTO POS, WAS NOT WORKING, SO WHEN WE LOOKED OUT AT THE FINAL APCH, IT WAS DIFFICULT TO DETERMINE WHETHER THE ACFT ON FINAL WAS 2 MI OUT OR 5 MI AT NIGHT. SUPPLEMENTAL INFO FROM ACN 464160: AT THIS TIME WE STARTED TO ENTER RWY 9L FOR TKOF. AT THIS POINT, TWR TOLD US TO VACATE RWY 9L THAT WE WERE TOLD INSTEAD TO TAKE OFF ON RWY 12. WE BOTH THOUGHT WE HEARD A READBACK OVER TWR FREQ CLRNC FOR TKOF RWY 9L. WE THEN QUERIED TWR AND HE STATED HE CHANGED TKOF RWY TO RWY 12 AT END OF HIS LAST XMISSION.

Synopsis

ACR FLC ATTEMPTS WRONG RWY TKOF.

ACN: 476229

Time

Date : 200006

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : King Air C90 E90

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Controlling Facilities.Tower : MIA.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 476229

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Other Anomaly.Other : ATC.HANDLING / PHRASCOLOGY

Independent Detector.Other.ControllerB : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Other : CLEARED RWY

Narrative

WE WERE THE ONLY ACFT WAITING FOR OUR TKOF CLRNC ON RWY 9L. LCL CTLR ADVISED AN ACFT ON FINAL THAT A KING AIR WOULD BE DEPARTING PRIOR TO HIS ARR THEN CLRED HIM TO LAND. IMMEDIATELY FOLLOWING THAT, HE CHANGED OUR DEP CLRNC ALT AND HEADING, FOLLOWED BY OUR FO'S READBACK. I WAS CONFIRMING NEW ALT AND HEADING AND BEGAN TO TAXI INTO POS ON RWY. CTLR ADVISED THAT NO POS AND HOLD CLRNC HAD BEEN ISSUED AND INSTRUCTED US TO TAXI CLR OF RWY AND HOLD. AN ACFT LANDED, WE WERE CLRED FOR TKOF AND DEPARTED. 2 THINGS CONTRIBUTED TO MY MISTAKEN 'POS AND HOLD' CLRNC. 1) WHEN I HEARD OF 'A KING AIR GOING TO DEPART PRIOR TO MY ARR' I ASSUMED THAT THIS WAS TO THE #1 ACFT ON FINAL. SO I EXPECTED TO BE ISSUED OUR POS AND HOLD OR TKOF CLRNC NEXT. 2) WHEN GIVEN A CHANGE IN DEP INSTRUCTIONS, THIS IS USUALLY DONE AT THE SAME TIME AS A POS AND HOLD OR TKOF CLRNC. SINCE I HAVE TO ASSUME THAT THE CTLR WAS CORRECT AND HAD NOT CLRED US ONTO THE RWY, I MUST ALSO ASSUME MY ERROR WAS CAUSED BY MY NOT LISTENING CLOSELY ENOUGH AND WAS CONTRIBUTED TO BY THE COMMON PRACTICE OF ISSUING LNDG CLRNCs TO MORE THAN 1 ACFT ON FINAL. I WILL MOST CERTAINLY LISTEN MORE CLOSELY FOR 'THE MAGIC WORDS' IN THE FUTURE. I ALSO BELIEVE THAT ISSUING LNDG CLRNCs TO MULTIPLE ACFT ON THE SAME RWY IS UNNECESSARY AND SHOULD BE SUSPENDED, SINCE IT MAY LEAD TO CONFLICTS OF MANY TYPES.

Synopsis

CPR ACFT ENTERS RWY WITHOUT CLRNC AT MIA, FL.

ACN: 478118

Time

Date : 200006

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478118

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 478119

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.None Taken : Insufficient Time

Narrative

TAXIING ON MIA ARPT AND HOLDING SHORT OF RWY 9L BEHIND A DELAYED B727. I WAS TOLD TO PULL UP AND HOLD ON THE L SIDE OF THE PAD. THE B727 WAS WAITING AT THE HOLD SHORT LINE, SO I THOUGHT ATC WANTED ME TO PULL UP IN FRONT OF HIM. AFTER I PULLED UP, ATC TOLD ME TO HOLD WHERE I WAS. UPON REFLECTION, I AM NOT SURE IF HE WANTED ME IN FRONT OF OR BEHIND THE HOLD SHORT LINE. BETTER COM WOULD HAVE HELPED.

Synopsis

RWY INCURSION AT MIA, FL.



ACN 478186**Time**

Date : 200007

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757-200

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 478186

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : WET RWY

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

MIA INTL WAS EXPERIENCING HIT AND MISS RAINSHOWER ACTIVITY AND WET RWYS PREVAILED. WE WERE 'CLRED TO LAND RWY 9R' BY THE MIA TWR. TOUCHDOWN WAS WITHIN TOUCHDOWN ZONE AND AUTOBRAKES WERE SELECTED TO 1. WE WERE ROLLING OUT LONG TO TURN OFF AT THE END OF RWY 9R, SO WE COULD TAXI RIGHT INTO THE RAMP. ON ROLLOUT, TWR ASKED US TO TURN L AS WE WERE PASSING TXWY T5. I INFORMED HIM THAT WE WERE UNABLE BECAUSE OF OUR SPD. THEN TWR TOLD US TO HOLD SHORT OF RWY 12. AT THIS TIME WE USED MAX BRAKING COMMENSURATE WITH SAFETY. DUE TO THE WET RWY, OUR BRAKING EFFECTIVENESS WAS REDUCED AND THE NOSE OF THE ACFT CROSSED OVER THE HOLD SHORT LINES FOR RWY 12. WE INFORMED THE TWR THAT WE WERE OVER THE HOLD SHORT LINES. THE AIRPLANE LNDG RWY 12 WAS INSTRUCTED TO GO AROUND. THE REMAINDER OF THE FLT WAS UNEVENTFUL. TWR NEVER ISSUED A LAHSO CLRNC, AND IT IS MY UNDERSTANDING THAT YOU CANNOT CONDUCT LAHSO'S WITH WET RWYS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THE FLC QUICKLY DISCUSSED THAT THEY WOULD ATTEMPT THE HOLD SHORT, BUT BEGAN SKIDDING DUE TO THE WET SURFACE AND BRAKING EFFORT. UNABLE TO STOP SHORT OF THE RWY, THEY ADVISED OF THEIR INCURSION. THE FLC LATER DISCUSSED THE QUESTION OF THE CLRNC, BUT DID NOT CONSIDER IT TO BE A LAHSO CLRNC DUE TO EXISTING WET RWY CONDITIONS.

Synopsis

B757 FLC UNABLE TO COMPLY WITH MIA TWR HOLD SHORT INSTRUCTION AT INTERSECTING RWY TO SPD AND WET RWY CONDITION CAUSING GAR.

ACN: 481095

Time

Date : 200007

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757-200

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 481095

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : COCKPIT WORKLOAD MGMNT

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

DURING TAXI OUT AT MIAMI INTL, WHILE TAXIING ON TXWY G, GND SWITCHED US TO TWR FREQ WHILE TAXIING UP TO THE RWY 9/12 HOLD LINE I LOOKED DOWN TO CHK THE TWR FREQ ON MY ARPT CHART. AS I LOOKED UP TWR ADVISED WE WERE PAST THE HOLD LINE. WE STOPPED THE ACFT SHORT OF THE TXWY M TAXI CTRLINE. AN ACFT LANDED ON RWY 9L, WE THEN TAXIED TO RWY 12 AND DEPARTED. THERE WAS NO INTERFERENCE WITH LNDG TFC OR AT ANY TIME DID WE TAXI ONTO ANY ACTIVE RWY.

Synopsis

B757 CREW HAD RWY INCURSION AT MIA.

ACN: 485930

Time

Date : 200009

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 485930

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 485931

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : EXPIDITED ACROSS RWY

Consequence.Other : Company Review

Narrative

AFTER LNDG ON RWY 12 AT MIA, WE TOOK THE HIGH SPD TURNOFF, TXWY S. GND TOLD US TC TURN W (L) ON THE OUTER TXWY Q, BUT WE WERE BEYOND THE POINT THAT WE COULD TURN W AND THERE WAS CONSTRUCTION ON TXWY P (THE INNER TXWY). HE THEN INSTRUCTED US TO MAKE 2 R TURNS BACK TO TXWY Q. AT THIS POINT THERE WERE 2 TXWYS. 1 ABOUT A 120 DEG TURN AND 1 ABOUT A 180 DEG TURN. WE TOOK THE FIRST ONE BY MISTAKE WHICH WAS TXWY T, WHICH WITHIN A VERY SHORT DISTANCE HAD US XING RWY 12. IT WAS DARK, AND I DID NOT NOTICE ANY RWY SIGNS. ONCE WE DISCOVERED WE WERE ON THE RWY, WE QUICKLY CONTINUED TO THE OTHER SIDE. SUPPLEMENTAL INFO FROM ACN 485931: TWR THEN CALLED AND SAID 'YOU MISSED TXWY Q, JUST CROSSED RWY 12. NO PROB, STAY WITH ME, HOLD SHORT OF RWY 12 AT TXWY Y.' THE REST OF THE TAXI WAS NORMAL. RWY 12 WAS IN USE FOR LNDGS, BUT THE CLOSEST ACFT WAS SEVERAL MI OUT ON FINAL. IN THE FUTURE, I WILL STAY HEADS UP WHENEVER WE HAVE A RWY IN FRONT OF US.

Synopsis

A TXWY AND RWY INCURSION AT MIA.

ACN: 487466

Time

Date : 200010

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 487466

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 487338

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.Flight Crew : Became Reoriented

Resolutive Action.Flight Crew : Exited Adverse Environment

Resolutive Action.Controller : Issued New Clearance

Narrative

I WAS OPERATING A FLT FROM MIA-IAH. I CALLED FOR AND RECEIVED TAXI INSTRUCTIONS FROM MIA GND TO TAXI VIA TXWY G TO RWY 9L. ONCE REACHING THE TXWY, THE CAPT MADE A R TURN AND LINED UP ON TXWY G. MIA HAD EXPERIENCED HVY RAIN THAT DAY AND JUST PRIOR TO OUR FLT LEAVING THE GATE AND CREATED SOME FLOODING AT THE ARPT AND SOME STANDING WATER ON THE TXWYS. ONCE ON TXWY Q, THE CAPT AND I COULD NOT FIND THE CTRLINE AND THE TXWY Q SIGN WAS BEHIND US. THE CAPT SAW TXWY P SIGN ON THE R AND THINKING HE WAS ON THE WRONG TXWY MADE A L TURN ONTO TXWY T THINKING IT WAS TXWY Q. AS HE STARTED THE TURN, I TOLD HIM TO GO STRAIGHT AHEAD INSTEAD OF TURNING AT WHICH HE STOPPED THE ACFT. FORTUNATELY, HE STOPPED ON TXWY T WITH THE NOSE OF THE AIRPLANE OVER THE HOLD SHORT LINE FOR RWY 12/30 BY APPROX 2 FT. I TRIED TO CONTACT GND BUT COULD NOT GET THROUGH DUE TO CONGESTION. SINCE WE COULD NOT CONTACT GND IMMEDIATELY, WE CHKED FOR DEPARTING AND ARRIVING TFC ON RWY 12/30. THERE WAS NO TFC AND WE DECIDED TO CROSS AND CONTACT GND ON THE OTHER SIDE. AFTER XING, WE WERE ABLE TO CONTACT GND AND REQUESTED TAXI INSTRUCTIONS FROM OUR POS TO RWY 9L. GND CTL SAID THEY WOULD JUST TAKE US OUT ON RWY 9R ON TXWY T.

Synopsis

RWY INCURSION AT MIA, FL.

ACN: 498370

Time

Date : 200101

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 498370

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Other Personnel.Other : RAMP OFFICE PERSONNEL

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 5

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXIED FOR DEP FROM MIA. INSTRUCTIONS WERE TO TAXI VIA TXWY 1 TO RWY 9L. AS WE APCHED TXWY Q1, WE WERE ASSIGNED OUR SEQUENCE BY GND (#3) AND CHANGED TO TWR FREQ 118.3. UPON CHANGING TO TWR, TWR CALLED US AND DIRECTED US TO CALL COMPANY WHILE THIS WAS HAPPENING, THE #1 AND #2 AIRPLANES AHEAD OF US TOOK OFF. CAPT WAS TAXIING AND I CALLED COMPANY ON VHF #2. PURPOSE OF CALL WAS TO RECOVER CELL PHONE LOST BY AN EMPLOYEE IN THE CARGO BIN. WHILE CONVERSATION ENSUED, WE CONTINUED TOWARD RWY 9L AND AS WE CAME TO A STOP SHORT OF THE RWY, TWR SENT A B727, ON FINAL FOR RWY 9L, AROUND AND TOLD US WE SHOULD HAVE HELD SHORT. ALTHOUGH WE WERE ACROSS THE HOLD LINE, WE DID NOT ENCROACH ON THE RWY. WE ALLOWED OURSELVES TO BE DISTR AT AN IMPORTANT TIME.

Synopsis

MD80 CREW CROSSED RWY HOLD SHORT LINE DURING TAXI FOR TKOF.

ACN: 499167

Time

Date : 200101

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B767-200

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 499167

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Maintenance Action

Narrative

JUST AFTER PUSHING THE PWR UP FOR TKOF ON RWY 27L AT MIA, WE GOT AN INDICATION OF A HYD SYS PROB. WE DISCONTINUED THE TKOF AND I CALLED MIA TWR TO RPT SUCH. AS I WAS CALLING TWR, THE CAPT CLRED THE RWY TURNING ONTO RWY 30 THAT BEGINS APPROX 500 FT FROM THE BEGINNING OF RWY 27L. AT THE SAME TIME AS WE WERE CLRING AND CALLING, MIA TWR ACKNOWLEDGED OUR ABORT AND SAID TO REMAIN CLR OF RWY 30, WHICH WE WERE TURNING ONTO. AN ACR Y FLT ON APCH TO RWY 30 WAS TOLD TO GO AROUND AND WE WERE TOLD TO CONTACT GND CTL WHICH TOLD US TO TAXI TO THE RAMP. WE CALLED THE TWR TO ENSURE THAT ALL WAS OK, WHICH IT WAS.

Synopsis

A B767-200 PIC TURNS OFF ONTO AN ACTIVE RWY 30 AFTER AN ABORT ON RWY 27L AT MIA, F

ACN: 506260

Time

Date : 200103

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : ATR 42

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Cessna 402/402C/B379 Businessliner/Utiliner

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 506260

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ATR 42 WAS ROLLING FOR TKOF. AT ROTATION, FO ADVISED ME THAT AN ACFT (C402) WAS TAXIING ONTO OUR RWY AT OUR 1:30 POSITION FOR INTERSECTION TAKEOFF. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: FLT CREW COULD NOT SEE THE C402 MOVING ONTO THE RWY AT THE INTERSECTION FROM THEIR POS. WHEN THEY TOLD TWF THAT THERE WAS AN ACFT ON THE RWY IT SEEMED THAT THE TWR WAS UNAWARE OF THE POS OF THE CESSNA. THE MISS DISTANCE WAS ABOUT 30 FT AS THEY WENT BY THE CESSNA

Synopsis

ATR42 ON TKOF ROLL SIGHTS A C402 TAXIING INTO POS AND HOLD AT INTERSECTION AHEAD OF THEM.

ACN: 506477

Time

Date : 200103

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 506477

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : arpt marking

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Narrative

UPON BEING GIVEN ATC CLRNC TO GO TO RWY 9L FOR TKOF, I PROCEEDED TO THAT RWY VIA TXWY Q. AS I WAS 1000 FT AWAY FROM TXWY M AT RWY 9L, I SAW A FADED YELLOW RWY HOLD SHORT LINE FOR RWY 12. HOWEVER, RWY 12 WAS CLOSED. I PROCEEDED TO SLOW DOWN AND LOOK FOR HOLD SHORT LINE FOR RWY 9L. I STOPPED AND TFC ON RWY 9L LANDED WITH NO CONFLICT. TWR CLRED ME INTO POS AND HOLD AND THEN AFTERWARDS FOR TKOF. I BELIEVE THAT THE TXWY MARKINGS BTWN RWYS 12 AND 9L IN MIA SHOULD BE BETTER MARKED.

Synopsis

CAPT COULD NOT SEE THE HOLD SHORT LINE FOR RWY 9L AT MIA, BUT STOPPED SHORT DUE TO OBSERVING LNDG TFC.

ACN: 508038

Time

Date : 200104

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : MD-83

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 508038

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Narrative

ACFT X (ME) LANDED AT XC21. LANDED RWY 09R IN MIA, ON ROLLOUT, TOLD TO EXIT AT T5 AND HOLD SHORT OR RWY 12. AS I APCHED T5, I HEAD TWR CLR ANOTHER ACFT TO TAKE OFF ON RWY 09R WHILE I WAS STILL ON RWY 09R. I EXPEDITED QUICKLY TO T5 AND IN MY ZEST TO CL THE RWY, I EXTENDED BEYOND THE HOLD SHORT BAR FOR RWY 12. AT NO POINT DID I CROSS INTO RWY 12, BUT PART OF MY ACFT WAS EXTENDED BEYOND THE HOLD SHORT LINE. THE REASON FOR THE EXTENSION OF MY ACFT BEYOND THE HOLD SHORT LINE WAS TO ENSURE MY TAIL WAS IN FACT CLEAR OF RWY 09R BECAUSE I WAS CONCERNED WITH THE DEPARTING ACFT ON RWY 09R. AGAIN, NO PART OF MY ACFT CROSSED INTO RWY 12, AND THERE WAS NO DANGER TO MYSELF OR ANY OTHER ACFT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED AT THE TIME HE HEARD THE CTLR CLR TRAFFIC BEHIND HIM FOR TAKEOFF, HE HAD SLOWED ALMOST TO A STOP AND WAS NOT SURE WHERE THE TXWY WAS LOCATED. HE FELT A SENSE OF URGENCY TO EXIT THE RWY AND APPLIED SUBSTANTIAL POWER WHILE TURNING OFF ONTO THE TXWY. BECAUSE OF THE SHORT TXWY. HE STOPPED JUST PAST THE HOLD LINE.

Synopsis

MD83 CAPT AFTER LANDING RWY 09R AT MIA EXITS A LITTLE FAST AND CROSSES THE RWY 1:
HOLD LINE.

ACN: 509002

Time

Date : 200104

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509002

Person / 2

Function.Oversight : PIC

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : SHARED HOLD SHORT LINES

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : ADVISED TWR

Consequence.Other : Company Review

Narrative

DURING TAXI OUT TO RWY 9L WE CROSSED THE HOLD SHORT LINE TO RWY 9L. WE ADVISED TWR. THEY CLRED US ON TO RWY 12. AN ACFT LANDED ON RWY 9L THEN WE WERE CLRED ONTO RWY 9L AND TOOK OFF. THE HOLD SHORT LINE FOR RWY 9L IS SHARED WITH RWY 12 AND IS FAR AWAY FROM THE RWY. A NOTE IN THE ARPT PAGE WARNING OF THIS WOULD BE HELPFUL. I WAS UNFAMILIAR WITH MIA. BOTH THE CAPT AND I HAD OUR ARPT CHART PAGES OUT AND WERE REVIEWED PRIOR TO TAXI OUT. ALL SOP'S WERE FOLLOWED.

Synopsis

A SHARED HOLD SHORT LINE FOR RWY 12 AND RWY 6L AT MIAMI IS CROSSED BY AN ACR CREW WITHOUT CLRNC.

ACN: 510585

Time

Date : 200105

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Maintenance : Technician

Person / 7

Function.Other Personnel : Dispatcher

Person / 8

Function.Controller : Ground

Person / 9

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters : Vehicle

Anomaly.Ground Encounters.Other : B747

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other.Other : ACFT WHEEL / BRAKE INSPECTION

Narrative

CLRED FOR TKOF RWY 9L. SHORTLY AFTER TKOF ROLL BEGAN, A B747 UNDER TOW BEGAN TO CROSS RWY R TO L. FO SAID THE ACFT WAS ON THE CONNECTOR TXWY BEYOND THE END OF RWY 9L. AS THE TKOF ROLL PROGRESSED I BECAME CONVINCED THAT THE B747 WAS INDEED ON THE RWY. I INITIATED THE ABORT OF 125 KTS AND STOPPED SHORT OF WHERE THE ACFT WAS XING. TWR SEEMED UNAWARE OF THE B747 XING. CONSULTED THE BRAKE COOLING CHART, MADE PA, CALLED MAINT AND DECIDED TO RETURN TO GATE BECAUSE OF BRAKE TEMPS. AFTER GATE ARR I CONTACTED DISPATCH FOR RE-RELEASE. MAINT INSPECTED ACFT FOR BRAKE AND TIRE DAMAGE AND SIGNED OFF ACFT LOGBOOK. DEPARTED WITHOUT FURTHER INCIDENT. COPLT ON JUMP SEAT AND FO HEARD TKOF CLRNC AFTER I ASKED THE TWR TO REPEAT THE CLRNC. THE FIRST CLRNC WAS GARBLED. WHEN I ASKED THE TWR ABOUT THE B747 XING THEY SAID THEY DID NOT KNOW WHAT THE PROB WAS.

Synopsis

B737 CAPT ABORTED TKOF AFTER OBSERVING A B747 UNDER TOW XING THE RWY. WHEN QUESTIONED, TWR SEEMED UNAWARE OF THE INTRUDER.

ACN: 522552

Time

Date : 200108

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Bound Lower : 200

Altitude.AGL.Bound Upper : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : A300

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MIA.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 522552

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE FLYING AN A-300 FROM MIA-JFK FLT YYY. WE WERE USING RWYS 27L, 27R AND 30. OUR SCHEDULED DEPARTURE TIME WAS XA30. WHEN WE ARRIVED AT THE RWY WE DECIDED TO USE MAX POWER, DUE TO A FEW KNOTS OF TAILWIND. UPON TAKING THE RWY FOR DEPARTURE THE WINDS SHIFTED AND WE HAD A HEADWIND, BUT DECIDED TO REMAIN AT MAX POWER BECAUSE WE WERE HEAVY, IT HAD RAINED A LITTLE EARLIER AND WE HAD IT ALREADY SET UP. IT WAS MY TKOF AND UPON ROLLING DOWN THE RWY FOR DEPARTURE OUT OF MIA, WE HEARD THE TWR TELL ACR Y TO GAR AND TO TURN LEFT TO HEADING 180. I ASSUMED THE MISSED APCH WAS TO RWY 27L, HOWEVER IT WAS ACTUALLY ON THE INTERSECTING RWY 30. WHEN WE BROKE GND AND WERE CLBING THROUGH 200 FT, CAPT X FOCUSED ON ACR Y CLIMBING RIGHT TOWARD US. CAPT TOLD ME TO TURN AND KEEP TURNING. I STARTED A TURN N WITH A 35-40 DEG BANK AND I CLIMBED. THE TWR WAS QUIET FOR A MOMENT AND THEN GAVE US, WE THINK, A CLRNC TO 360 DEG HEADING. WE THINK THAT WAS FOR US BUT THEY DIDN'T USE OUR CORRECT CALL SIGN. THEN THE TWR SAID 'WELL, WE GAVE ACR Y A TURN TO 180 DEG, CONTACT DEPARTURE. THERE WAS SIGNIFICANT WX IN THE AREA AND WE STARTED GETTING VECTORS AROUND OTHER TFC AND WX. I BELIEVE THREE IMPORTANT FACTORS ENABLED US TO EXECUTE A SUCCESSFUL NEAR MISS. FIRST, CAPT X'S SITUATIONAL AWARENESS AND HEAD'S UP SKILL ENABLED US TO VIEW A HAZARD EARLY ENOUGH TO AVOID AN ACCIDENT. SECOND, THE FACT THAT I WAS FLYING ENABLED THE CAPT TO VIEW THE DC9 OFF HIS SIDE OF THE ACFT. AND FINALLY, THE FACT THAT CAPT X ELECTED TO CONTINUE A MAX POWER TKOF GAVE US THE POWER WHEN WE NEEDED IT. I BELIEVE THERE ARE AT LEAST THREE SPECIFIC CHAINS OF EVENTS THAT ENABLED THIS INCIDENT TO COME ABOUT. FIRST, THE FACT THAT WE CONDUCT APCHES TO INTERSECTING RWYS CAUSES POSSIBLE SEVERE RISKS. WE HAVE LOST SIGHT OF THE WHOLE APCH, LANDING AND MISSED APCH AIRSPACE. WE CERTAINLY GIVE ROOM FOR APCHES AND LANDING DISTANCES, BUT MISSED APCH PROCS ARE SEVERELY COMPROMISED. SECONDLY, ACR Y WAS FLYING THE PUBLISHED MISSED APCH AND I'M GUESSING, BUT THE LANGUAGE ISSUE HAS TO BE CONSIDERED. I'M SURE WE GOT THEIR ATTENTION AS THEY GOT OURS. AND FINALLY, WE WERE NOT GIVEN ANY INFO FROM THE TWR AS WE WERE TAKING OFF, ON CLB OUT OR AT ANYTIME. I WOULD LOVE TO SAY THAT THIS SIT IS UNIQUE AND WOULD NEVER HAPPEN AGAIN, BUT UNFORTUNATELY I CANNOT. IF SAFETY IS TRULY OUR MAIN OBJECTIVE, THEN SERIOUS THOUGHT NEEDS TO BE GIVEN IN USING CONFLICTING RWYS OR LAND AND HOLD SHORT PROCS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THE GAR FROM RWY 30 WAS THE RESULT OF A PRECEDING ACFT NOT CLEARING THE RWY IN TIME FOR A LNDG BY THE FOLLOWING ACFT. THE GAR WAS ISSUED WITH A CHANGE TO THE PUBLISHED MISSED APCH INSTRUCTION. IT WAS NOT EXECUTED IN A TIMELY MANNER. IT IS POSSIBLE THAT THE DELAY WAS DUE TO A LANGUAGE PROB. THE MISS DISTANCE WAS ESTIMATED BY THE RPTR, AFTER CONSULTATION WITH THE CAPT SINCE THE RPT WAS MADE, AT 200 FT.

Synopsis

NMAC AT MIA, FL BTWN AN ACR ON GAR FROM RWY 30 AND A DEPARTURE FROM RWY 27R.

ACN: 523759

Time

Date : 200108

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MIA.Tower

Make Model : Medium Transport, High Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 523752

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 523752

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Narrative

THERE WAS A NEED TO FERRY A B757 TO AUA, ESTIMATED TIME OF DEP XA00 AND RETURN WITH A PLANELOAD. THE ACFT WAS LOCATED AT THE HANGAR AND AFTER COORD WE GOT THE ACFT OFF THE GND A FEW MINS LATE. UPON RETURNING AND LNDG OVER 6 HRS LATER, WE WERE NOTIFIED OF OUR GATE, SO WE OPTED FOR RWY 9L, AND MADE AN UNEVENTFUL LNDG. FATIGUE WAS REALLY SETTING IN AT THIS POINT. I HAD ALREADY LOOKED ON MY 10-9E CHART FOR THE LOCATION OF GATE AND OUR EXIT FROM THE RWY (TXWY M5) HAD US HEADED STRAIGHT FOR SPOT X - OUR ENTRY. HAVING ENDED TRIPS RECENTLY IN THE CONCOURSE, AND HAVING A FATIGUE RELATED MENTAL LAPSE, I TURNED THE ACFT EBOUND ON THE RAMP (TXWY N) BEFORE REACHING SPOT X, THINKING OF GOING TO GATE. AFTER HAVING TAXIED ABEAM GATES AND REALIZING WE'RE GOING THE WRONG DIRECTION, WE TOLD GND WE'D HAVE TO GO BACK FOR SPOT X. THEY TOLD US TO EITHER DO A 180 DEG TURN ON THE RAMP, OR TAXI BACK ON TXWY M TO TXWY M5 TO RE-ENTER. AS I TURNED THE ACFT NBOUND ON TXWY M6, A SUPER 80 WAS STOPPED ON TXWY M EBOUND ABEAM GATE XX. I THOUGHT THE SUPER 80 WAS ON TXWY N, BUT IN FACT HE WAS ON TXWY M, AND HAVING BEEN TOLD TO DOUBLE BACK ON TXWY M. I JUST KNEW THAT MIA GND WAS HAVING ME ON MY WAY IN A EXPEDITIOUS MANNER. THINKING I HAD JUST EXITED THE RAMP (REALLY ON TXWY N) AND SEEING THE SUPER 80 HOLDING ON TXWY M (THINKING HE WAS ON TXWY N) THE ONLY LOGICAL PIECE OF E/W CONCRETE AHEAD OF ME WOULD BE TXWY M (NOT SO - IT WAS RWY 9L) OUR MOMENTUM WAS CARRYING US ALONG WHEN I SAW THE RWY HOLD LINES, BUT NOT IN TIME TO MAKE A COMPLETE STOP. I'D SAY THAT WE WERE IN A COMPROMISING POS WHEN MIAMI GND TOLD US THAT WE WERE ENTERING THE RWY, AND TO CONTINUE ON IT WBOUND TO TXWY M5 FOR OUR ENTRY POINT. THEY DIDN'T SEEM TOO UPSET BY OUR 'PROGRESSIVE TAXI' MODE, BUT I CERTAINLY WAS. THIS SIT WAS AN ACCUMULATION OF FACTORS SUCH AS FATIGUE, POOR COMS BTWN THE COCKPIT CREW MEMBERS AND MIA GND, OPS IN AN AREA OF THE RPT WHERE TXWY N AND THE RAMP BLEND, AND TRYING TO GET OUR PAX ON THEIR WAY. ALTHOUGH FAMILIAR WITH MIA ARPT, HAD WE BEEN MORE CAUTIOUS AND WATCHED OUR DIAGRAMS ON THE 10-9 CHARTS, THIS OCCURRENCE WOULD HAVE NEVER HAPPENED. SUPPLEMENTAL INFO FROM ACN 523752: WE CLRED THE RWY AND WHILE I WAS PERFORMING THE AFTER LNDG CHKLIST THE CAPT TAXIED PAST OUR ENTRY SPOT. WE REALIZED IT AND THE CAPT REQUESTED CLRNC TO TURN AROUND. ATC ADVISED HIM TO MAKE A L TURN ON TXWY M OR A 180 DEG TURN. THE CAPT CHOSE THE L TURN. I SAID TO HIM WE CANNOT MAKE THAT TURN SINCE A SUPER 80 WAS THERE. HE SAID THE SUPER 80 WAS HOLDING. I STARTED TO QUESTION WHETHER OR NOT I HAD HEARD THE CLRNC CORRECTLY SINCE HE ACKNOWLEDGE WHAT I WAS SAYING TO HIM. THERE WAS A TURBOPROP ON THE RWY BACK TRACKING SO I REALIZE WE WERE NOT IN ANY DANGER AS WE PROCEEDED TOWARD THE RWY. GND ADVISED US THAT WE WERE ENTERING THE RWY AND HE STOPPED THE ACFT SUDDENLY. SINCE NO OTHER ACFT WAS IN POS FOR TKOF, GND ALLOWED US TO BACK TRACK.

Synopsis

B757 INADVERTENTLY ENTERS A RWY AFTER BECOMING CONFUSED WITH HIS TAXI INSTRUCTIONS.

ACN: 531128

Time

Date : 200111

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531128

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 531123

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : CLRNC EXPECTED

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Narrative

MIA TXWY V AND RWY 12. AFTER PUSHBACK FROM GATE AT MIA, WE TAXIED TO SPOT X AND CONTACTED MIA GND CTL FOR TAXI INSTRUCTIONS. THEY TOLD US TO TAXI TO RWY 12 WITH NO OTHER TAXI GUIDANCE. I ELECTED TO USE TXWY V TO TXWY Q TO RWY 12. WHILE I WAS TAXIING, MY FO WAS RESELECTING THE NEW DEP RWY IN THE FMS AND WAS HEADS DOWN DURING THIS PROB. I WAS TEMPORARILY DISTR WHILE HE COMPUTED THE NEW DATA FOR RWY 12. AT THAT TIME, I MISSED THE TURN ONTO TXWY Q AND STOPPED ACROSS THE HOLD SHORT LINE FOR RWY 12. MIA GND THEN TOLD US TO CONTINUE ACROSS RWY 12 AND TO TAXI TO RWY 9R AT MIA. WE TAXIED TO RWY 9R AND DEPARTED FOR SJU WITHOUT FURTHER INCIDENT.

Synopsis

B757 CAPT BECAME DISTR DURING TAXI OUT AND MISTAKENLY PASSED ACTIVE RWY HOLD SHORT LINE.

ACN: 537195

Time

Date : 200202

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : Gulfstream IV

Aircraft / 2

Controlling Facilities.Tower : MIA.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 537195

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER BEING CLRED TO TAXI TO RWY 27R AT MIA, WE ARRIVED AT THE TKOF END AND WERE CLRED TO 'HOLD SHORT.' AFTER A COUPLE OF LNDG ACFT, WE WERE CLRED INTO 'POS AND HOLD.' AFTER ABOUT 30 SECS, WE WERE CLRED TO 'TURN RIGHT 290, CLRED FOR TKOF.' THE FO ACKNOWLEDGED 'CLRED FOR TKOF RWY 27R.' AT ABOUT ROTATING SPEED (150 KIAS) I OBSERVED A B727 START ACROSS THE TKOF RWY NEAR THE FAR END. I MADE A SOMEWHAT STEEPER THAN NORMAL INITIAL CLB, RETRACTED THE LNDG GEAR AND CLIMBED OUT STRAIGHT AHEAD PASSING OVER THE ACFT BY ABOUT 200-300 FT. I ASKED THE TWR IF THEY HAD INTENDED TO CLR AN ACFT TO CROSS AHEAD OF US AND THE TWR REPLIED THAT I HAD NOT BEEN CLRED FOR TKOF BUT ONLY INTO POS AND HOLD. I REPLIED THAT WE HAD BEEN CLRED FOR TKOF AND HAD ACKNOWLEDGED THE CLRNC. WE WERE TOLD TO TURN TO HEADING 290 AND CONTACT DEP. AFTER ABOUT 20 MINS OF FLT TIME, WE WERE ASKED TO CONTACT MIA APCH CTL BY TELEPHONE. I SPOKE WITH THE TWR SUPVR WHO SAID THEY HAD REPLAYED THE TAPE AND, IN FACT, WE HAD BEEN CLRED FOR TKOF. HOWEVER, THE TWR OPERATOR, IN ERROR, HAD IMMEDIATELY AFTER CLRING US FOR TKOF, CLRED ANOTHER ACF TO CROSS THE RWY. AFTER SOME DISCUSSION, I TOLD THE SUPVR THAT I DID NOT INTEND TO TAKE ANY FURTHER ACTION OTHER THEN TO FILE A NASA, ASRS RPT. ATC AT BUSY ARPTS LIKE MIA ARE ALWAYS UNDER TREMENDOUS PRESSURE TO KEEP TFC MOVING AT THE FASTEST RATES CONSISTENT WITH SAFETY. THE CHK AND BALANCE IS THAT THEY HAVE POSITIVE CTL RULES ABOUT WHEN AN ACFT CAN BE SAFELY CLRED TO CROSS A RWY AFTER A DEPARTING ACFT. CROSSING ACFT ALSO HAVE A RESPONSIBILITY TO LOOK BOTH WAYS PRIOR TO XING AN ACTIVE RWY. NEITHER OF THESE SAFETY PRECAUTIONS WORKED IN THIS CASE. WE WERE FORTUNATE OUR ACFT HAD THE PERFORMANCE TO ROTATE AND CLB SUFFICIENTLY TO CLR THE XING B727 BY A PRETTY LARGE MARGIN. I DON'T HAVE A DEFINITIVE RECOMMENDATION TO PREVENT SIMILAR RWY INCURSION EVENTS IN THE FUTURE OTHER THAN TO REEMPHASIZE STICKING TO THE SAFETY CHKS AND BALANCES STATED ABOVE. I DOUBT THAT DEVICES SUCH AS GATES OR LIGHTS WOULD HAVE PREVENTED THIS INCIDENT SINCE HUMAN INTERVENTION IS STILL REQUIRED TO ACTIVATE THE GATE OR LIGHT AND THAT HUMAN OVERRIDE DID NOT WORK IN THIS CASE.

Synopsis

ON ROTATION AT MIA OFF RWY 27R, A G-IV CREW OBSERVE A B727 XING THE RWY AT THE FAR END.

ACN: 540351

Time

Date : 200203

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MIA.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MIA.Tower

Make Model : B717 (Formerly MD-95)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 540351

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : CREW CONCEPT, CRM

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

I WAS THE CAPT ON A FLT FROM MIA TO ATL. I WAS CLRED TO TAXI FROM SPOT X VIA TXWY P TO RWY 9L. I HAD IN MY MIND THAT WE WERE GOING TO TAKE OFF ON RWY 9R AND THOUGHT TXWY P WAS THE PARALLEL TXWY TO RWY 9R. SINCE I THOUGHT I WAS CLRED TO TAXI TO RWY 9R I WAS CLRED TO CROSS RWY 12 AND CROSSED THE RWY. AFTER I CROSSED RWY 12 GND INFORMED THAT I HAD JUST CROSSED AN ACTIVE RWY. THERE WAS NO CONFLICT WITH OTHER ACFT. FACTORS: I WAS EXPECTING TO USE RWY 9R AND 'HEARD' WHAT I WAS EXPECTING TO HEAR INSTEAD OF WHAT I ACTUALLY HEARD. SUGGESTION: THE PRESENT TAXI CLRNC TO A RWY IS CLRNC TO CROSS RWYS UNLESS SPECIFICALLY TOLD TO HOLD SHORT. I NOW THINK THAT WE SHOULD HOLD SHORT OF ALL RWYS UNTIL SPECIFICALLY CLRED TO CROSS.

Synopsis

B717 CREW HAD A RWY INCURSION AT MIA.

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