

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**



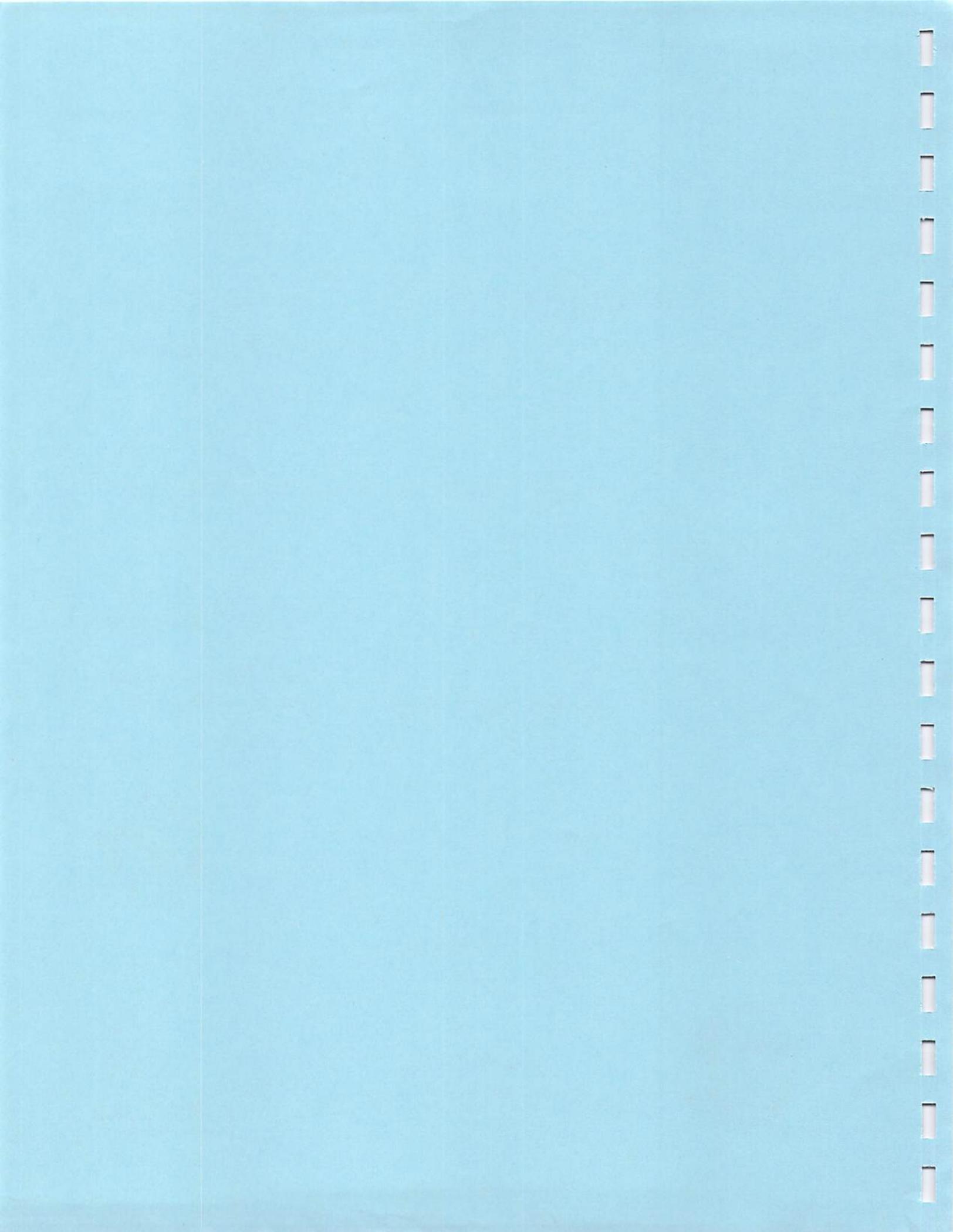
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Aviation Safety Reporting System
625 Ellis St. Suite 305 Mountain View California 94043





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

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KMDW

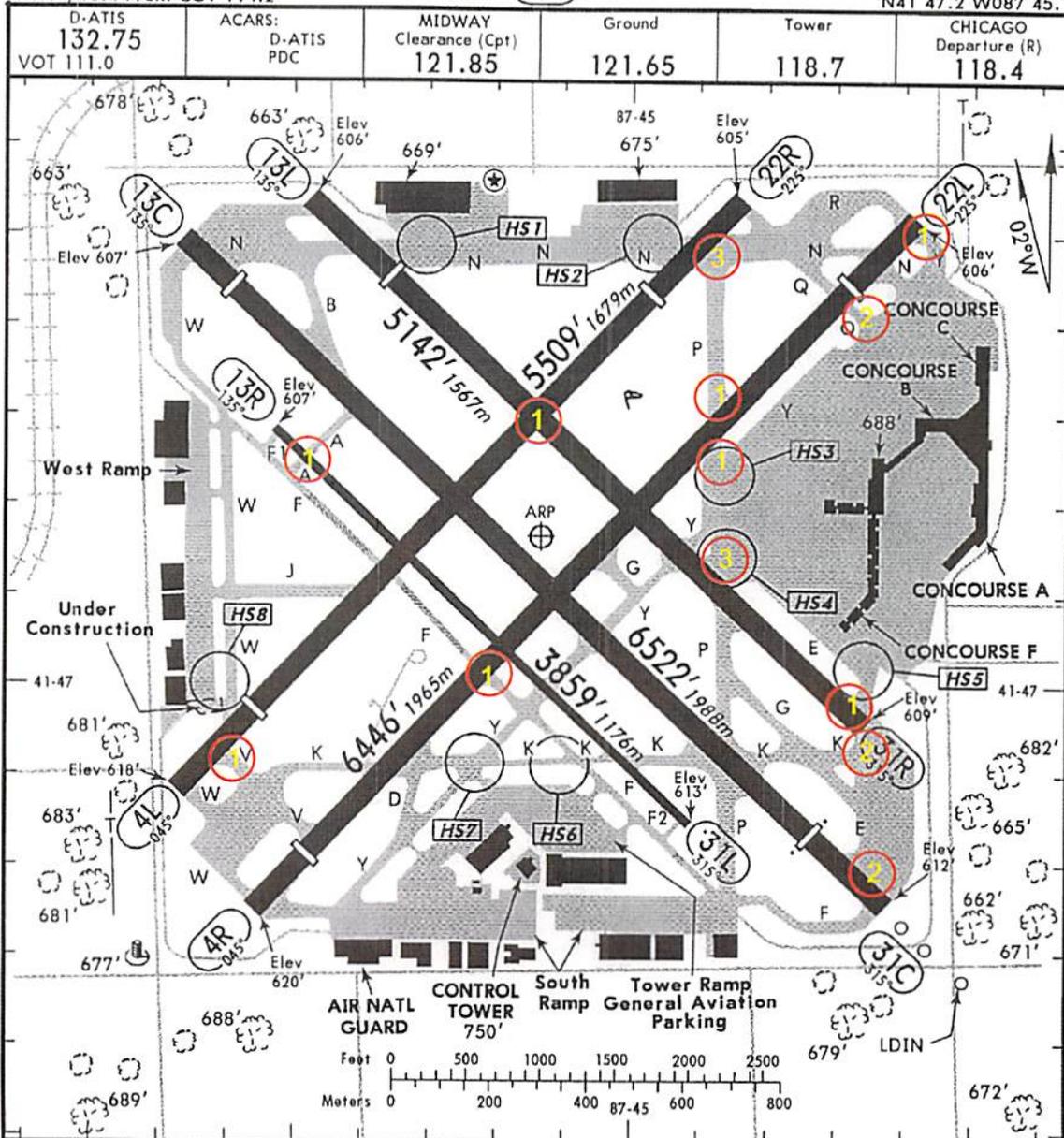
Apt Elev 620'
331.9°/18.4 From CGT 114.2

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5 JUL 02 (10-9)

CHICAGO, ILL

-MIDWAY
N41 47.2 W087 45.1



RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions

- HS1** When approaching Runway 13L from November Taxiway, pilots should be aware of the following:
 1. The taxiway is not the standard 90° angle to the runway.
 2. Runway 13L has a displaced threshold.
- HS2** When approaching Runway 22R from November Taxiway, the pilot should be aware of the following:
 1. The taxiway is not the standard 90° angle to the runway.
 2. Runway 22R has a displaced threshold.
- HS3 & HS4** When approaching Runway 22L or 31R from Papa Taxiway, the pilot should be aware of the following:
 1. The hold bar for 22L is 180' from the runway and the hold bar for 31R is 200' from the runway instead of the standard 257'.
- HS5** When approaching Runway 31R on Echo Taxiway from F Concourse area, pilots should be aware that the hold bar is immediately adjacent to the F Concourse apron.
- HS6** If right turn onto Foxtrot Taxiway from Kilo taxiway is missed, the hold bar for Runway 31L is directly after Foxtrot Taxiway intersection.
- HS7** When approaching Runway 4R from Kilo Taxiway, pilots should be aware that the hold bar for the runway is directly after the Yankee Taxiway intersection and before the Delta Taxiway intersection.
- HS8** When approaching Runway 4L from Whiskey Taxiway, the pilot should be aware of the following:
 1. The taxiway is not the standard 90° angle to the runway.
 2. Runway 4L has a displaced threshold.

CHANGES: Concourses.

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All 20 runway incursion incident locations were identified.

Chicago Midway Airport (MDW)

20 Runway Incursion Incidents

Runway 4L	
Taxiway P	ACN 531995 " ...nose about 25 feet past hold short line Runway 4R and Taxiway P...aircraft landing on Runway 4R."
Taxiway W	ACN 473706 " ...Ground said hold short Runway 4L... crossed approach end of Runway 6L..."
Runway 13R	
Taxiway A	ACN 485865 " ...turned left at Taxiway A and saw Taxiway F then turned left... Tower told me I was on Runway 31L..."
Runway 22R	
Runway 13L	ACN 531463 " ...cleared to taxi down Runway 13L hold short Runway 22R...knew we were crossing a runway...aware that it was Runway 22R..."
Taxiway N	ACN 486240 " ...told to '...hold short Runway 22R'...stopped aircraft with nose gear across hold short line...aircraft on Runway 4L waiting for takeoff clearance..."
	ACN 528481 " ...taxi to Runway 22R...excessively fast...crossed our assigned runway."
Taxiway P	ACN 498644 " ...cleared to Runway 22R...Taxiway P and Runway 22R turn into wide expanse of concrete... Tower advised...already on Runway 22R...we...took off without a take off clearance."
Taxiway Y	ACN 464338 " ...taxiing for takeoff...crossed hold short line on Runway 22..."
Runway 22L	
Runway 13R	ACN 530414 " ...13R was mistaken for Taxiway F... Controller informed us we were on an active runway."
Taxiway N	ACN 508221 " ...off Taxiway's Q and N...crossed both hold short lines..."
Taxiway P	ACN 496948 " ...as we crossed Runway 22L...Controller advised that we were told to hold short..."
Taxiway Q	ACN 507911 " ...impossible to taxi down Taxiway Y without part of aircraft extending across lines...committed a runway incursion."
Runway 31R	
Taxiway E	ACN 459670 " ...taxi...to Runway 31C...approached Runway 31R...crossed the hold short line, Ground told us not cleared across...sent commuter around..."
	ACN 489792 " ...made right turn onto 'Echo 2'...Tower notified us that we crossed into Runway 31R."
Taxiway K	ACN 462328 " ...made a left at Taxiway K...were told we encroached onto the end of Runway 31R."
Taxiway P	ACN 471668 " ...cleared to hold short of Runway 31R...stopped...15 feet over hold line...ATC...directed a small aircraft to go around..."
	ACN 471800 " ...instructions to hold short Runway 31R'...taxiied across active runway..."
	ACN 472298 " ...saw aircraft roll out Runway 31R...visually cleared Runway 31R and taxied across."
Runway 31C	
Taxiway F	ACN 510991 " ...Runway 31C...in position, Tower cleared another aircraft for takeoff on Runway 31C...Tower...informed us we were not cleared into position."
	ACN 537936 " ...Runway 31C...crossed over hold short line when Gulfstream took Runway from Taxiway F in front of us...asked Tower if we had been cleared to hold, They said no..."



ACN: 459670

Time

Date : 200001

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 459670

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 459672

Person / 3

Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Unique Event

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : Phraseology

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FLT PUSHED FROM GATE. GND WAS VERY BUSY WITH NUMEROUS ACFT REQUESTING MOVEMENT. AFTER PUSH, GND ASKED IF WE WERE READY FOR TAXI (TO CLR THE ALLEY) AND I RESPONDED THAT WE WERE. THERE WAS NO RESPONSE, SO A MOMENT LATER I REQUESTED TAXI. A PREVIOUS ACFT HAD BEEN TOLD TO HOLD SHORT WHICH MADE ME ALERT TO THAT POSSIBILITY. (HOLD SHORT OF RWY 31R ENRTE TO RWY 31C.) TO THE BEST OF MY RECOLLECTION GND TOLD US TO TAXI AFTER THE SECOND PASSING ACFT (PASSING R TO L OF TXWY E) TO RWY 31C. I RESPONDED 'BEHIND THE SECOND ACFT TO RWY 31C.' AS WE APCHED RWY 31R, THE CAPT ASKED IF WE WERE CLRED TO RWY 31C AND I CONFIRMED WE WERE TO HIM (BUT NOT WITH GND). WHEN WE CROSSED THE HOLD SHORT LINE, GND TOLD US WE WERE NOT CLRED ACROSS. THEY TOLD US TO EXPEDITE ACROSS, AND TO MAINTAIN SAFE CLRNC, SENT A COMMUTER AROUND (FROM ABOUT 2 NM FINAL). ANALYSIS: GND WAS VERY BUSY. THEY EITHER CONFUSED WHAT THEY TOLD US TO DO, OR I SOMEHOW MISSED THE CLRNC. IN EITHER CASE, I DID NOT ACKNOWLEDGE THE HOLD SHORT INSTRUCTIONS. FIX: KNOWING THINGS WERE VERY BUSY, WE SHOULD HAVE BEEN GEARED TO MORE PRECAUTION. WHEN THE CAPT EXPRESSED THE SLIGHTEST DOUBT ABOUT THE CLRNC, I SHOULD HAVE CONFIRMED IT WITH GND BEFORE PENETRATING RWY 31R. P.S. WE TALKED WITH THE MDW SUPVR. HE SAID NO SAFE DISTANCES WERE PENETRATED. HE HAD NOT REVIEWED TAPES AT THAT TIME. SUPPLEMENTAL INFO FROM ACN 459672: THEY REPLIED THAT WE WERE NOT CLRED TO CROSS RWY 31R AND THAT WE WERE TOLD TO HOLD SHORT OF RWY 31R.

Synopsis

A B737-300 TAXIES PAST THE HOLD SHORT LINE OF RWY 31R AT MDW AFTER BEING TOLD TO FOLLOW SECOND COMPANY ACFT TO RWY 31C, MDW, IL.

ACN: 462328

Time

Date : 200002

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 462328

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

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

Narrative

WE WERE OPERATING ACFT X MDW TO ATL. WE BACKED OUT OF GATE X AND GOT OUR TAXI INSTRUCTIONS TO RWY 31C. TAXI ON TXWYS P, G TO RWY 31C CLRED TO CROSS RWY 31R. ON THE OTHER SIDE OF RWY 31C ON TXWY P, GND TOLD US TO SWITCH TO TWR BECAUSE THEY WERE GOING TO GET US RIGHT OUT. THERE WERE 2 B737'S SITTING SIDE BY SIDE SHORT OF RWY 31C. I WAS STARTING THE #1 ENG AT THE TIME IN THE EVENT WE WERE NEXT. THE CAPT BELIEVE BECAUSE HE SAW WE COULD NOT GET AROUND THE 1ST B737 ON TXWY G, MADE A AT TXWY K SO WE COULD GET AROUND THE B737. AS FAR AS I CAN REMEMBER THERE WERE NO RWY MARKINGS FOR RWY 31R AND THE ONES I COULD SEE WERE VERY LIGHT. AS WE ROUNDED THE CORNER AND PULLED UP NEXT TO THE B737, THE TWR ASKED US TO LET THEM KNOW IF WE WERE GOING TO DO THAT AGAIN BECAUSE WE WERE TOLD WE ENCROACHED ONTO THE END OF RWY 31R. I WOULD INCLUDE A COPY OF OUR APCH PLATE, BUT I DON'T HAVE A COPY MACHINE. BUT LOOKING AT PLATE 10-9 OF MDW THE AREA WE WERE IN WAS ALL TXWY, SO THE CAPT AND I WERE BOTH CONFUSED ON HOW WE COULD HAVE EVER ENCROACHED ON RWY 31R. AS I SAID BEFORE I DID NOT SEE ANY MARKINGS AND THE ONES WE COULD SEE WERE VERY WORN.

Synopsis

B737 FLC BLUNDERS ONTO ACTIVE RWY AT MDW.

ACN: 464338

Time

Date : 200002

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 464338

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

WHILE TAXIING FOR TKOF AT MIDWAY ARPT IT IS POSSIBLE I COULD HAVE CROSSED THE HOLD SHORT LINE ON RWY 22. IT WAS VERY DARK AND THE HOLD SHORT LINE WAS DIFFICULT TO SEE. IF I DID CROSS THE LINE I DON'T BELIEVE I COMPLETELY CROSSED IT. AT NO TIME DID I COME CLOSE TO ENTERING THE RWY. I BELIEVE THIS WAS CAUSED BY TWO ELEMENTS. FIRST, IT WAS VERY DARK AND THE LINE WAS DIFFICULT TO SEE. SECOND, THE TXWY CURVE: AT THE END AND MEETS THE RWY END. AT OTHER ARPTS THE HOLD SHORT LINE IS JUST PRIOR TO THE RWY. AT MIDWAY ON RWY 22 THE HOLD SHORT IS PRIOR TO THE TURN. THIS COULD CAUSE CONFUSION.

Synopsis

MLG TAXI FOR TKOF POSSIBLE RWY INCURSION AT MDW.

ACN-471668

Time

Date : 200005

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-200

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : Small Aircraft

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 471668

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 471789

Person / 3

Function.Controller : Ground

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXIING FROM GATE Y AT MDW TO RWY 31C. CAPT ONLY HEARD 'TAXI TO RWY 31C.' HOWEVER AS WE APCHED RWY 31R, CAPT ASKED ME IF WE WERE CLRED ALL THE WAY TO RWY 31C. I UNDERSTOOD RWY 31R, SO I SAID YES. IN THE CONFUSION I REALIZED HE ASKED ME RWY 31R AND I SAID THAT WE HAVE TO HOLD SHORT OF RWY 31R. CAPT STOPPED THE AIRPLANE ABOUT 15 FT OVER THE HOLD LINE AND ADVISED ATC. THEY ASKED FOR CONFIRMATION THAT WE WERE OVER THE LINE AND DIRECTED A SMALL ACFT TO GO AROUND ABOUT 1 MI ON FINAL. FROM THIS I HAVE LEARNED TO NEVER TAKE FOR GRANTED THE COM WITH THE CREW WHEN WE HAD THE CLRNC TO TAXI AND HOLD SHORT OF RWY 31R, I READ IT BACK AND TOLD THE CAPT. HE NEVER CONFIRMED OR REPLIED MY INPUT AND I TOOK FOR GRANTED HE'D LISTEN. ALSO, I LEARNED TO THINK BEFORE SPEAKING, BECAUSE WHEN HE ASKED ME 'ARE WE CLRED TO RWY 31C?' I UNDERSTOOD RWY 31R AND SAID YES, AND WE WERE TOO CLOSE TO THE HOLD LINE AND ENDED UP OVER IT.

Synopsis

B737 FLC MISINTERPED CLRNC AND TAXIED ACROSS RWY. ACFT ON FINAL ISSUED GAR.

ACN: 471800

Time

Date : 200005

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 471800

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

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

A FLT AT MDW ARPT GATE X GIVEN INSTRUCTIONS TO 'TAXI TO RWY 31C VIA TXWY PK, HOLD SHORT RWY 31R.' FO READ INSTRUCTIONS BACK VERBATIM. CAPT TAXIED ACROSS ACTIVE RWY AND HELD SHORT OF RWY 31C. CAUSES: 1) FIRST TIME TAXIING FROM GATE X FOR BOTH CAPT AND FO - NORMAL TAXI RTE TO RWY 31C IS BIG L-HAND TURN TO THE THRESHOLD OF BOTH RWY 31R&C. 2) TAXI INSTRUCTIONS GIVEN 'TAXI TO RWY 31C VIA TXWY PK HOLD SHORT OF RWY 31R' - OUT OF SEQUENCE. BETTER; 'HOLD SHORT OF RWY 31R THEN TAXI TO RWY 31C VIA TXWY PK.' 3) FO HEAD DOWN DOING TAXI CHKLIST AS CALLED FOR BY THE CAPT. SOLUTION: DELAY TAXI CHK UNTIL ACROSS ALL ACTIVE RWYS. NO TFC CONFLICT OCCURRED AS A RESULT OF RWY INCURSION.

Synopsis

2 RWY INCURSIONS AT MIDWAY ARPT, IL.

ACN: 472298

Time

Date : 200005

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 472298

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Other Personnel : Vehicle Driver

Person / 4

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 : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CROSSED ACTIVE RWY WHEN ISSUED HOLD SHORT CLRNC. CLASSIC CASE OF MULTIPLE DISTRS CREATING A CHAIN OF EVENTS CULMINATING IN A SERIOUS SIT. BEGAN WITH TAXI IN AND LAST MIN GATE CHANGE TO UNFAMILIAR GATE. VISITING WITH TUG DRIVER, HE INFORMED ME HE WOULD PUSH BACK BTWN X AND Y TERMINAL. CLRED TO PUSH, INFORMED BY GND 'PUSH ONTO TXWY Y, TAIL TO CITY.' REPEATED CLRNC TO TUG, BUT I COULD TELL HE WAS PUSHING OFF TXWY Y. CONSIDERED TRYING TO CORRECT BUT THOUGHT TWR WAS JUST TRYING TO EXPEDITE US, AND TUG DRIVER SEEMED DETERMINED HE KNEW WHAT GND WANTED. UPON CALL FOR TAXI, GND INFORMED SHE WANTED US ON TXWY Y DUE TO ACFT PUSHING IN ALLEY. I STARTED THINKING OF MEMO ON CAPTS BEING IN COMMAND ON PUSHBACK WHEN I HEARD GND CLR TO RWY 31C VIA TXWY P, TXWY G, AND IMMEDIATELY THOUGHT 'NOT SURE BUT THINK I KNOW WHERE SHE WANTS US,' AND LOOKED AT CHART TO VERIFY. MISSED FO'S READBACK. BEGINNING TO TAXI, SAW ACFT ROLL OUT ON RWY 31R AND ASKED FO ABOUT ANY HOLD SHORT AND HE REPLIED NONE. HE WAS RETRIEVING NUMBERS BECAUSE HE HAD FAILED TO NOTE THEM BEFORE PUSH. VISUALLY CLRED RWY 31R AND TAXIED ACROSS. 2 DISTR PLTS. I BELIEVE IF HOLD CLRNC WAS ISSUED FIRST IT WOULD MAKE A DIFFERENCE. JUST HAVE TO LISTEN TO ENTIRE CLRNC.

Synopsis

A B737 FLC FAILS TO HOLD SHORT FROM RWY 31R AS CLRED AT MDW, IL.

ACN: 473706

Time

Date : 200005

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 473706

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.Other Anomaly.Other : CLRNC INTERP

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHAT WAS THOUGHT GND CTL SAID: CPR XY, CROSS RWY 4L AND STAY WITH ME. WHAT GND CTL SAID: CPR XY, HOLD SHORT RWY 4L AND STAY WITH ME. BOTH PLTS IN OUR ACFT DID NOT CATCH PROPER INSTRUCTIONS GIVEN BY GND CTL AND CROSSED THE APCH END OF RWY 4L ON THE WAY TO RWY 4R FOR DEP. CTRLRS DID NOT SEEM TOO CONCERNED AND WE APOLOGIZED FOR THE MISUNDERSTANDING. NO TFC OR ACFT ON RWY 4L DURING OCCURRENCE. PREVENTIVE MEASURE: READBACK HOLD SHORTS. CLR L AND R WHEN XING ANY RWY. BE CAUTIOUS WHEN ACTIVE RWYS ARE BEING CHANGED, THEY HAD BEEN USING RWY 31C FOR ACTIVE, AND WERE SWITCHING TO RWY 4L AND 4R.

Synopsis

A CPR JET CROSSES RWY 4L WHEN GND CTRLR HAD ADVISED THEM TO HOLD SHORT AT MDW IL.

ACN 485865

Time

Date : 200009

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : Baron 58/58TC

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 485865

Person / 2

Function.Controller : Local

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 : FATIGUE

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.ControllerB : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

I LANDED N RWY 31C, TWR INSTRUCTED ME TO TURN L AT TXWY A AND TAXI VIA TXWY F. I TURNED L AT TXWY A AND SAW TXWY F THEN TURNED L ONTO RWY 31L AND PROCEEDED TO ROLL SE ON THAT RWY. JUST BEFORE RWY 4L, TWR TOLD ME I WAS ON RWY 31L AND TO TURN R ONTO RWY 4L AND CONTINUE ON TXWY F. RWY 31L WAS NOT IN USE AT THE MOMENT SO LUCKY FOR ME. I JUST BEGAN THIS RTE AND THIS WAS MY SECOND TIME INTO MDW SINCE BEGINNING AND MY THIRD TIME EVER TO THE ARPT. NORMALLY, I'M SLEEPING FROM XA30 TO XE45. BECAUSE I WAS SO TIRED AND SLEEPY I JUST WASN'T THINKING QUICK ENOUGH. AS HARD AS I TRY, I AM NOT AS SHARP WHEN FLYING HRS THAT I'M NORMALLY SLEEPING. I COULD HAVE FLOWN MY OLD RTE THIS TIRED, AND PROBABLY NOTHING WOULD HAVE HAPPENED. NOT THE CASE WITH UNFAMILIAR ARPT.

Synopsis

BE58 PLT HAD RWY INCURSION AT MDW.

AGN: 486240

Time

Date : 200009

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B727-200

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 486240

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 486155

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : CREW OVERLOAD

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Other : STOPPED ACFT

Narrative

MIDWAY (MDW) GND CTLR TOLD US TO 'CROSS RWY 22L WITH NO DELAY, HOLD SHORT RWY 22R.' THE CAPT STOPPED THE ACFT WITH THE NOSE GEAR ACROSS THE RWY 22R HOLD SHORT LINE. THERE WAS AN ACFT ON RWY 4L WAITING FOR TKOF CLRNC. WE ASKED THE CTLR IF WE ARE CLRED ACROSS RWY 22R. HE SAID HOLD SHORT. THE CTLR THEN SAW OUR POS ON THE TXWY AND CLRED US ACROSS RWY 22R, NO DELAY. SUPPLEMENTAL INFO FROM ACN 486155: WHILE MAKING THE 90 DEG TURN FOR RWY 4R HOLD SHORT LINE, GND CTL INSTRUCTED US TO, '...KEEP IT COMING AROUND, CROSS RWY 4R, HOLD SHORT OF RWY 4L, TFC ON A 2 (OR 3?) MI FINAL FOR RWY 4R.' I PUSHED UP THROTTLES #1 AND #2, #3 WAS NOT YET STARTED FOR FUEL CONSERVATION REASONS. I WORRIED ABOUT THE JET BLAST. EARLIER I ASKED THE FO TO ASK GND HOW MUCH OF A DELAY TO EXPECT DURING HIS NEXT XMISSION. WE STILL NEEDED TO START #3. HE FORGOT. I REMIND HIM. NOW HE ASKS DURING THE READBACK. I LOOK AT THE APCH END OF RWY 13C AND SEE A B737 AND GUESS WE ARE FOLLOWING HIM. WE ARE RAPIDLY APCHING THE RWY 4L HOLD SHORT LINE AND THE FE SAYS, 'ARE WE CLRED TO CROSS?' I IMMEDIATELY STOP. CONTRIBUTING FACTORS: PREFLT PREPARATIONS WERE RUSHED. I GOT THE PAPERWORK FROM OPS ABOUT 45 MINS PRIOR TC PUSHBACK TIME. GOT TO THE ACFT AND DID PREFLT. WE WERE NEAR OUR RWY PERFORMANCE LIMIT AND NEEDED TO SELECT THE APPROPRIATE RWY. GATE AGENTS HAD QUESTIONS ABOUT HOW MANY PEOPLE TO BOARD (OVERBOOKED, COMPANY LIMIT 160, WE CRUNCH THE NUMBERS AND CAN TAKE 173 PAX IF WE USE RWY 13C). AFTER FUELING, THERE'S A DISCREPANCY BTWN THE FUEL TRUCK READING AND THE ACTUAL FUEL ONBOARD PER ACFT OPERATING MANUAL, WE CONTACT APPROPRIATE PEOPLE. THIS TAKES TIME TO SOLVE. WE PUSH OFF THE GATE ONLY 5 MINS LATE AND I'M FRAZZLED. WE NEEDED TO CONSERVE FUEL DUE TO FLORIDA WX. RWY 4L HAD BEEN NOTAMED CLOSED FOR SEVERAL DAYS AND WAS CLOSED WHEN WE TAXIED IN 1 HR 15 MINS PRIOR. IT HAD JUST OPENED. I HAVE BEEN TRYING TO INCORPORATE VERBALIZING ATC READBACKS TO THE CREW WITHIN THE LAST 2 MONTHS, SO THE CREW CAN CORRECT ME IF I MISUNDERSTAND. THINGS WERE TOO HECTIC DURING THE 90 DEG TURN AND RWY XING AND THIS TIME I DIDN'T DO IT. I'LL DO IT II THE FUTURE. HAVE CTLRS TELL PLTS ONLY 1 OR 2 THINGS AT A TIME (IE, 'CROSS RWY 4R. HOLD SHORT RWY 4L'). WHEN I'M ON A RWY TAXIING, IT'S LIKE I HAVE THE RWY TO MYSELF. WE DON'T DO LAHSO SO WHEN I'M ON A RWY, I HURRY TO GET OFF AND CLR. I DON'T THINK TAXIING AROUND ON RWYS IS A GOOD IDEA.

Synopsis

A B727-200 FLC CROSSES OVER THE HOLD SHORT LINE WHEN OVER-BURDENED WITH DISTRACTIONS AT MDW, IL.

ACN: 489792

Time

Date : 200010

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B757-200

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 489792

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 : Clearance

Anomaly.Other Anomaly.Other : ARPT MARKINGS

Independent Detector.Other.ControllerA : 4-5

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

WE WERE CLRED TO TAXI TO RWY 31C VIA TXWYS PAPA AND GOLF AT MIDWAY ARPT. ON TXWY GOLF BEHIND A B727 WE REQUESTED A L TURN ONTO TXWY KILO TO BE IN POS TO COMPLY WITH DEP CLRNC TIME OF XA:59 MINS PAST THE HOUR. GND CTL DENIED OUR REQUEST AND AT THE SAME TIME THE B727 TAXIED FORWARD AND MADE A 90 DEGREE R TURN ONTO TXWY ECHO 3 TO HOLD SHORT OF RWY 31C. NOW IT WAS POSSIBLE, WE THOUGHT, TO APCH THE HOLD SHORT LINE FOR RWY 31C BY TAXIING BEHIND THE B727 AND MAKING A R TURN ONTO TXWY ECHO 2. THIS IS A COMMON PROC AT MIDWAY ARPT. THE CAPT TAXIED BEHIND THE B727 AND IT APPEARED TO ME THAT WE WOULD CROSS INTO THE RWY 31R PROTECTED AREA WITH OUR L WINGTIP. SINCE I HAD SEEN THIS PROC BEFORE AT MIDWAY, AND IT WAS LATER CONFIRMED BY THE TWR THAT THIS PROC OCCURS, I DID NOT SPEAK UP. AS THE CAPT MADE THE R TURN ONTO 'ECHO 2' IT BECAME EVIDENT THAT HE COULD NOT TAXI FORWARD AND MAINTAIN A SAFE DISTANCE FROM THE B727 ON 'ECHO 3,' AS A RESULT HE STOPPED THE ACFT. AT THAT TIME I SPOKE UP AND STATED THAT I FELT WE WERE POSSIBLY ACROSS THE RWY 31R HOLD SHORT LINE. THE CAPT SAID HE DID NOT THINK WE WERE, SHORTLY THEREAFTER, THE TWR NOTIFIED US THAT WE MADE A L TURN AND CROSSED INTO RWY 31R. THE CAPT HAD VEERED TO THE L TO CLEAR THE B727 AS WE TAXIET BEHIND IT. THE TWR SAW THIS AS A L TURN. THE CAPT CONFUSED THIS WITH THE L TURN THAT WAS DENIED US BY GND CTL. THE CAPT HAD COMPLIED WITH GND CTL BY NOT TURNING L ONTO 'KILO' AS A RESULT THERE WAS CONFUSION OVER THE 2 L TURNS. A TELEPHONE CALL TO THE TWR RESOLVED THE SIT. THE CAUSE OF THIS PROB IS 2-FOLD: NO 1: LACK OF SPACE AT MIDWAY ARPT. THE CLEARWAY FOR RWY 31R CAUSES A TRAPEZOIDAL HOLD SHORT AREA FOR BOTH RWY 31R AND RWY 31C WITH THE NARROW END OF THE TRAPEZOID AT THE TRESHOLD OF RWY 31C. RWY 31C IS THE MAIN RWY FOR MIDWAY AND ALL MAJOR AIRLINES APCH RWY 31C FROM EITHER 'GOLF' OR 'ECHO'. THERE ARE 3 PARALLEL TXWY CENTERLINES IN THIS HOLD SHORT AREA NOTED AS 'ECHO 1,2 AND 3.' TFC IS ROUTED ON ALL 3 TXWYS TO ACCOMMODATE AS MANY ACFT AS POSSIBLE. AS A RESULT, IT IS COMMON, AGAIN ACKNOWLEDGED BY ATC, FOR ACFT TO PASS BEHIND OTHER ACFT ON 'ECHO 3' TO HOLD SHORT ON ECHO 2 WHICH MAY TEMPORARILY CAUSE A RWY 31R INCURSION INTO THE CLEARWAY AT LEAST 100 FT PRIOR TO THE RWY 31R THRESHOLD. THERE ARE NO NOTES OR INSTRUCTIONS REGARDING WHICH ACFT CAN BE ACCOMODATED SIDE BY SIDE ON ECHO 1,2 AND 3 OR WHICH ACFT WILL FIT ON THESE TXWYS BTWN RWY 31C AND RWY 31R HOLD SHORT LINES. ALL ACFT HAVE BEEN IN ALL POS. NO 2: THE CREW'S ANTICIPATION OF A DEP CLRNC TIME. IT WAS 'WHEELS UP' TIME AS WE TAXIED BEHIND THE B727 TRYING TO BE IN POS AT THE PROPER TIME AND NOT LOSE OUR SLOT. COMBINED WITH THE OBSERVED PRACTICE OF TAXIING BEHIND 'ECHO 3' ACFT AND NOT REALIZING THE CLRNC LIMITATIONS FOR ACFT SIDE BY SIDE ON 'ECHO 2 AND 3', THIS COULD HAVE BECOME A SAFETY ISSUE FOR ACFT APCHING RWY 31R. THE SOLUTION INCLUDES: 1) A MORE ASSERTIVE STATEMENT BY THE FO AS SOON AS IT APPEARED THAT THERE MAY HAVE BEEN A RWY 31R CONFLICT COMBINED WITH A RADIO CALL TO ATC TO COORDINATE ACTION. 2) MORE IMPORTANTLY, NOTES ON THE MIDWAY ARPT DIAGRAM THAT SPELLS OUT WHICH ACFT CAN BE ACCOMMODATED AT WHAT TIMES. FOR EXAMPLE, DURING IFR OPS WITH RWY 31R NOT IN USE, IT IS ACCEPTABLE FOR ACFT TO AWAIT RWY 31C DEPS WHILE INTRUDING INTO RWY 31R WITHOUT SPECIFIC ATC AUTHORIZATION. 3) WHEN IN DOUBT AS TO THE REQUIRED CLRNC FROM ANY OBJECT, STOP AND VERIFY THE APPROPRIATE ACTION AS NECESSARY WITH THE APPROPRIATE FAC.

Synopsis

B757 CREW ENCOUNTERED CONFUSING HOLD SHORT MARKINGS FOR RWY 31C AND RWY 31F IN THE TXWY ECHO AREA AT MDW.

ACN: 496948

Time

Date : 200101

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 496948

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 496937

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG AND EXITING RWY 31C, WE WERE TOLD BY THE TWR CTLR TO 'CROSS RWY 31R, TAXI VIA TXWY N AND TXWY P, HOLD SHORT RWY 22L, CONTACT GND.' THE CLRNC WAS READ BACK AND WE SWITCHED TO GND CTL. GND INSTRUCTED US TO TAXI VIA TXWY N, TXWY P, CROSS RWY 22L. THE FO READ BACK THE CLRNC. I REPEATED THE CLRNC TO THE FO AND WE CONTINUED OUR TAXI. AS WE CROSSED RWY 22L THE GND CTLR ADVISED US THAT WE WERE TOLD TO HOLD SHORT OF RWY 22L. THERE WAS NO TFC ON THE RWY OR APCH. THE FO TOLD THE CTLR THAT HE (THE FO) HAD READ BACK A CLRNC TO CROSS RWY 22L. GND THEN SAID THAT IT WAS 'OK, THERE'S NO PROB.' WE CONTINUED OUR TAXI TO THE GATE. I THINK THAT SOME OF THE CONTRIBUTING FACTORS WERE: 1) THE LACK OF A READBACK OF THE HOLD SHORT INSTRUCTION BY THE FO. HE INSTEAD READ BACK THE CLRNC THAT WE BOTH HEARD. 2) THE GND CTLR NOT REQUESTING THE REQUIRED RWY HOLD SHORT READBACK. 3) THE FAC THAT NO MENTION OF RWY 22R WAS EVER MADE BY GND CTL, EVEN THOUGH IT MUST BE CROSSED IN ORDER TO REACH RWY 22L. 4) THE GND CTLR WAS BUSY WITH NUMEROUS ACFT THAT WERE WAITING ON TXWYS FOR THEIR GATES. THE GATES AND RAMPS WERE CONGESTED WITH ACFT BEING DEICED. SUPPLEMENTAL INFO FROM ACN 496937: I KNOW I HEARD TAXI T OTHER GATE AND IT IS WHAT I READ BACK. IF IT WASN'T WHAT THE GND CTLR SAID, HE SHOULD HAVE CORRECTED ME.

Synopsis

A B733 CREW AFTER LNDG AT MDW MISINTERPED TAXI CLRNC AND CROSSED A RWY NOT GIVEN CLRNC TO CROSS.

ACN-498644

Time

Date : 200101

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : Learjet 35

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498644

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 498829

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : SNOW PILES

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : TKOF WITHOUT CLRNC. CREW COORD

Independent Detector.Other.ControllerA : 3

Resolutive Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE WERE CLRED TO RWY 22R VIA TXWY Y TO TXWY P. AFTER CLRING RWY 22L, THE TXWY P AND RWY 22R TURNS INTO A WIDE EXPANSE OF CONCRETE AND I REMEMBER THINKING THAT WE NEED TO USE THE FULL LENGTH OF RWY 22R AND LOOKING FOR A WAY TO ACCOMPLISH THAT WITHOUT BACK TAXIING. INITIALLY, I COULDN'T SEE THE TXWY ADJACENT TO THE THRESHOLD DUE TO A SNOW PILE OBSCURING IT FROM MY VIEW, SO I BACK TAXIED TO THE END OF RWY 22R AND ASKED MY COPLT TO CALL READY FOR TKOF. THE COPLT THEN MENTIONED THAT WE WERE ON THE RWY AND IMMEDIATELY CALLED THE TWR FOR TKOF CLRNC. I THOUGHT I COULD MAKE A HARD R TURN AND EXIT TO THE TXWY THEN THE CTRLR CAME OVER THE RADIO AND SAID THAT WE WERE ON THE RWY, BUT SINCE WE WERE THERE WE WERE OK. I STARTED THE TKOF ROLL AND AT APPROX 300 FT AGL THE CTRLR CALLED AND ASKED WHAT HDG WE WERE GOING TO FLY SINCE WE DEPARTED WITHOUT A TKOF CLRNC. THE REAL PROB - NOT ACTIVELY LISTENING. I WAS SO INTENT ON USING THE FULL RWY LENGTH THAT I INADVERTENTLY GOT ONTO THE RWY AND UPON REALIZING THAT MY MIND WENT INTO HIGH STRESS MODE FROM A RWY INCURSION! NOW SINCE I STILL WAS NOT ACTIVELY LISTENING AND I THINK MY MIND MAY HAVE BEEN REACTING TO THE FIRST STAGES OF STRESS - THE ALARM STAGE (ACCORDING TO WHAT I HAVE READ SINCE THE EVENT) - THE MIND IS NOW IN THE FLT OR FLEE MODE. PNF WAS DOING FINE UNTIL HE REALIZED THAT I HAD TAXIED ONTO THE RWY. THEN HIS COMMENT WAS THAT HE STARTED TO DAYDREAM ABOUT WHAT THE RAMIFICATIONS WERE GOING TO BE FROM THE RWY INCURSION AND HE MUST HAVE MISSED THE TKOF CLRNC. I NOW BELIEVE THAT HE WAS EXPERIENCING THE FIRST STAGES OF STRESS, TOO. SUPPLEMENTAL INFO FROM ACN 498829: I REMEMBER LOOKING BOTH WAYS XING RWY 22L, THEN I STARTED BACK ON THE CHKLIST. NEXT TIME I LOOKED OUT, WE WERE LOOKING AT THE END OF RWY 4L, JUST R OF CTRLINE. I TOLD THE CAPT WE WERE ON THE RWY. HE PAUSED, THEN ASKED FOR ME TO CALL TWR. TWR ADVISED US THAT WE WERE ALREADY ON RWY 22R, BUT GO AHEAD AND GET INTO POS AND HOLD RWY 22R. AT THAT TIME, I REMEMBER THINKING ABOUT WHAT WE JUST DID, AND HOW DID WE LET OURSELVES TAXI ONTO THE RWY. 30 SECONDS TO 1 MIN HAD PASSED IT SEEMED - THIS IS WHERE I WAS NEEDING TO BE THINKING ABOUT THE TKOF, NOT WHAT HAD JUST HAPPENED. THE CAPT WAS BRINGING UP THE PWR. I THOUGHT I HAD MISSED THE TKOF CLRNC. WE COMMENCED A NORMAL TKOF. JUST AFTER TKOF, THE TWR ASKED US 'WHAT HDG WOULD YOU LIKE? BECAUSE YOU JUST TOOK OFF WITHOUT A TKOF CLRNC.' ONCE THE FIRST MISTAKE HAPPENS - STOP! AND REGROUP. THIS ALL HAPPENED IN ABOUT 3 MINS.

Synopsis

LG35 CREW HAD RWY INCURSION WHILE TRYING TO FIND THE END OF THE RWY. THEY THEN TAKE OFF WITHOUT CLRNC, AT MDW.

ACN 507911

Time

Date : 200104

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 507911

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : ARPT HOLD SHORT SURFACE MARKING

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Narrative

CLEARANCE WAS, TAXI TO RWY 22L VIA THE TERMINAL RAMP. WE ENCOUNTERED UNUSUAL MARKINGS AT INTXN OF Y AND Q AND AGAIN AT Y AND N. THEY APPEARED TO BE 'HOLD SHORT' MARKINGS, BUT OTHER ACFT WERE AHEAD OF US AND HOLDING FOR TKOF BETWEEN N AND Q ON Y WHILE OTHER ACFT WERE LANDING ON RWY 22L. THE MARKINGS DID NOT EXTEND ACROSS TXWY Y, ONLY TO THE CENTERLINE. WE DETERMINED, BASED ON TOWER CLEARANCES, THAT THEY WERE NOT INTENDED TO BE HOLD SHORT LINES FOR TXWY Y. HOWEVER, AS IT IS IMPOSSIBLE TO TAXI DOWN TXWY Y WITHOUT PART OF THE ACFT EXTENDING ACROSS THE LINES WE BELIEVE WE MAY HAVE COMMITTED A RWY INCURSION. THE LINES ARE CONFUSING AND THESE INTERSECTIONS NEED TO BE RE-MARKED TO MAKE THEIR MEANING CLEAR. IF THE INTENT IS TO PROTECT WORKERS FROM JET BLAST FROM ACFT MAKING INTERSECTION TKOFS, THEN SIMPLY PROHIBITING INTERSECTION DEPARTURES DURING THE CONSTRUCTION WOULD SOLVE THAT PROBLEM.

Synopsis

AN AIR CARRIER PILOT QUESTIONS THE MEANING OF HOLD SHORT LINES THAT PROTRUDE INTO THE PARALLEL TAXIWAY FOR RWY 22L AT MDW, IL. HE QUESTIONS HOW TO INTERPRET A CLEARANCE TO THE RWY SINCE HIS ACFT MUST PASS OVER THE LINES AT TWO INTERSECTIONS BEFORE REACHING THE END OF THE RWY.

ACN: 508221

Time

Date : 200104

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 508221

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.Other : Company Review

Narrative

I WAS CAPT AND TAXIING OUT FOR TKOF FROM GATE AT MDW TO RWY 22L. MY CLRNC WAS, 'TAXI TO RWY 22L VIA THE TERMINAL RAMP.' AS I TAXIED NE ON TXWY 'Y', I NOTICED NEW HOLD SHORT LINES CONFIGURED IN A 'V' LEADING OFF TXWY'S 'Q' AND 'N'. THESE HOLD SHORT LINES ARE CONFIGURED SO THAT IT IS IMPOSSIBLE TO TAXI ON THE CENTERLINE OF TXWY 'Y' WITHOUT THE LEFT HALF OF THE ACFT XING THESE LINES. I CROSSED BOTH OF THESE HOLD SHORT LINES AFTER ENSURING THAT NO ACFT WAS LNDG OR TAKING OFF. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT COMPANY REVIEWED CONCERN WITH ARPT OFFICIALS. ARPT OFFICIALS ADVISED THAT THESE MARKINGS DID NOT INFER THAT XING THEM WAS A RWY INCURSION. THEY ARE A VISUAL MARKING FOR ACFT UTILIZING TXWY'S 'Q' OR 'N' FOR INTXN TKOFS ON RWY 22L. THE 'V' LINES ARE TO PREVENT THOSE DEPARTURES FROM DEFLECTING JET BLAST OR PROP WASH BACK INTO CONCOURSE 'C'. THE RPTR QUESTIONS THE USE OF FAA STANDARD TXWY TO RWY HOLD SHORT MARKINGS BEING UTILIZED FOR OTHER THAN THEIR PUBLISHED USE.

Synopsis

B733 FLC CONCERNED WITH HOLD SHORT TXWY MARKING THAT PROJECT INTO TXWY Y FROM TXWY'S Q AND N.

ACN: 510991

Time

Date : 200105

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-700

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 510991

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510993

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.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

WE WERE IN #1 POS FOR RWY 31C AFTER SPECIFICALLY REQUESTING THAT RWY. NO INDICATION OF OTHER ACFT HOLDING. AT THE SAME TIME ATC CLRED US INTO POS THE CAPT MADE AN ANNOUNCEMENT TO THE FA'S AND I AT FIRST THOUGHT HE WAS TALKING TO ME AND I DIDN'T SPECIFICALLY HEAR OUR CALL SIGN, BUT I DID HEAR CLRED INTO POS AND HOLD. I COULD READ BACK CALL SIGN, BUT TWR DID NOT CORRECT US. WHEN WE WERE IN POS, TWR CLRED ANOTHER ACFT FOR TAKEOFF ON RWY 31C, BUT IT WASN'T US. I CHALLENGED THE TWR AND THEY INFORMED US WE WERE NOT CLRED INTO POS. BUT TO JUST STAY WHERE WE WERE. THERE WAS ANOTHER ACFT BEHIND US AND APPARENTLY HE WAS THE ONE CLRED. AGAIN, WHEN I READ BACK CLRED INTO POS NEITHER THE TWR OR THE OTHER ACFT SPOKE UP TO CLARIFY. SUPPLEMENTAL INFO FROM ACN 510993: BRIEFLY WENT OFF TWR FREQ TO ADVISE FLT ATTENDANTS THERE WAS RAIN SHOWERS IN THE AREA AND IT MIGHT BE BUMPY ON DEP. WHEN BACK ON FREQ ADVISED WE HAD BEEN CLRED INTO POS AND HOLD. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID THEY WERE IN LINE NEXT FOR TAKEOFF AND BELIEVED THE TWR HAD ISSUED INSTRUCTIONS FOR THEM TO TAXI INTO POS AND HOLD. HE SAID HE ACKNOWLEDGED THE CLRNC AND ADVISED THE CAPT. HE SAID THEY WERE SURPRISED WHEN THE TWR USED DIFFERENT COMPANY CALL SIGN IN THE TAKEOFF CLRNC. HE SAID BEING NEXT IN LINE, THE HEAVY RAIN, AND A RUSH TO DEPART LED TO THE MISTAKE.

Synopsis

B-737 CREW AT MDW ACKNOWLEDGES A CLRNC INTENDED FOR A COMPANY ACR AND TAXIED INTO POS ON THE RWY.

ACN: 528481

Time

Date : 200110

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

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

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 528481

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 : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE TAXIED OUT FROM RAMP AT KMDW. OUR INSTRUCTIONS WERE TO TAXI TO RWY 22R. I INQUIRED WITH GND CTL ABOUT XING RWYS 13L, R AND L. WE WERE CLEARED TO DO SO. AFTER XING RWY 13L, I WAS IN THE PROCESS OF TRYING TO COMPLETE THE TAXI CHECKLIST AND ASSOCIATED ITEMS. THE CAPT WAS TAXIING EXCESSIVELY FAST AND I FELT RUSHED TO COMPLETE THE CHECKLIST IN TIME. THE CAPT THEN RECEIVED A MESSAGE FROM COMPANY, VIA COMPANY ISSUED PAGERS, WHICH HE PROCEEDED TO LOOK AT WHILE TAXIING. I HAD MY HEAD DOWN DOING THE CHECKLIST ITEMS WHEN WE CROSSED OUR ASSIGNED RWY 22R. WE WERE NOTIFIED BY GND CTL AT THAT POINT THAT WE HAD CROSSED OUR RWY. WE PROCEEDED TO CONTACT TWR AND EVENTUALLY DEPARTED ON RWY 22L. CORRECTIVE ACTION: THE CAPT SHOULD HAVE BEEN TAXIING SLOWER AND HE SHOULD HAVE WAITED TO RETRIEVE THE COMPANY MESSAGE UNTIL WE WERE STOPPED AT OUR RWY. I SHOULD HAVE BEEN IN A MORE HEADS-UP MODE AND AS WE NEARED OUR RWY I SHOULD HAVE HALTED MY EFFORT AT COMPLETING THE TAXI CHECKLIST. THIS WAS OUR FIRST LEG TOGETHER AS A CREW.

Synopsis

AN AIR TAXI JET EXPERIENCES A RWY INCURSION AT MDW, IL.

ACN: 530414

Time

Date : 200111

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Gulfstream V

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 530414

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

Anomaly.Other Anomaly.Other : traffic density, traffic spacing for landings

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

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

OPS CONDUCTED AT MAX EFFICIENCY AT MDW, IE, ACFT DEPARTING WHILE WE WERE ON SHORT, SHORT FINAL, ACFT BEHIND US ALSO AT MINIMUM DISTANCE. WE LANDED AND WERE INSTRUCTED TO TURN L FROM RWY 31C ONTO RWY 22L. THEN WE WERE INSTRUCTED TO TURN L AT FIRST TXWY F. TXWY F PARALLELS RWYS 13R/31L. THE DISTANCE BTWN RWY 13R AND TXWY F IS MINIMAL WITH RWY 13R ABOUT THE SAME WIDTH AS THE TXWY 13R WAS MISTAKEN FOR THE TXWY F. A SHORT TURN WAS BEGUN DOWN RWY 13R. WE NO SOONER MADE THE TURN WHEN WE REALIZED WE TURNED INCORRECTLY AND STOPPED. ABOUT THAT TIME, THE CTLR INFORMED US THAT WE WERE ON AN ACTIVE RWY. WE WERE FURTHER INSTRUCTED TO CONTINUE DOWN RWY 13R, MAKE A R ON TXWY Y WITH A L ON TXWY F. WE COMPLIED AND TAXIED TXWY F TO THE FBO. THIS RWY INCURSION WAS A RESULT OF: 1) INITIAL PREOCCUPATION WITH EXPEDITING THE RWY EXIT ON RWY 22L. 2) THE PNF GIVING DIRECTION TO MAKE 'THE FIRST L,' WHICH WAS RWY 13R. 3) THE PF, BEING ME, HAD NOT SUFFICIENTLY FAMILIARIZED HIMSELF WITH THE ARPT LAYOUT. 4) OTHER CONTRIBUTING FACTORS: RWYS 13R/31L IS THE SAME WIDTH AS THE TXWYS AND AT A GLANCE MAY BE MISTAKEN AS A TXWY ON THE CHART, PARTICULARLY AT NIGHT LIGHT IN THE COCKPIT. 5) ATC PRESSING 'BACK TO BACK' OPS WITH NO HIGH SPD RWY EXITS (LIKE MDW). USING RWYS FOR TXWYS HAS INHERENT PROBS, EG, RWY MARKINGS ARE NOT STANDARD. IF THERE WAS A RWY 13R/31L SIGN AT THE INTXN OF RWYS 22L/4R, I DID NOT SEE IT. IF IT WAS THERE, I WAS TOO BUSY 'EXPEDITING' TO SEE IT IN THE SHORT DISTANCE BTWN RWY 31C AND RWYS 31L/13R. 6) HASTE MAKES WASTE. I WILL NOT AGAIN ALLOW A CTLR TO 'HURRY ME.'

Synopsis

G4 CAPT EXITED LNDG RWY ONTO ANOTHER RWY INSTEAD OF THE CLRED TXWY.

ACN 531463

Time

Date : 200111

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 531463

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531465

Person / 3

Function.Controller : Local

Person / 4

Function.Other Personnel.Other : COMPANY PERSONNEL

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

Independent Detector.Other.ControllerA : 6
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER ARRIVING FROM A REVENUE FLT, MY CAPT AND I WERE ASKED TO REPOSITION OUR ACFT FROM THE S RAMP AT MDW (LOCATED NEAR INTXN OF TXWYS F AND P) TO THE N RAMP (LOCATED N OF TXWY N). I CALLED GND AND REQUESTED A REPOSITION TAXI FROM THE S RAMP TO THE N RAMP. GND RESPONDED WITH A TAXI TO THE RAMP VIA TXWY P. TO GO FROM S TO N RAMP ON TXWY P WILL REQUIRE YOU TO CROSS ALL 5 RWYS AT MDW. SO HE GAVE US AN UNRESTR TAXI. SINCE WE WERE DONE AFTER THE REPOSITION, WE HAD PUT OUR HEADSETS AWAY AND WERE USING THE COCKPIT SPEAKERS. WE WERE ALSO DOING THE TAXI WITH ONLY 1 ENG RUNNING. ALSO, MDW'S ACTIVE RWYS WERE RWYS 4L/R. SO I THOUGHT I WOULD VERIFY XING THOSE RWYS AS WE APCHED SINCE I DIDN'T FEEL COMFORTABLE WITH THE CLRNC. TAXIING VIA TXWY P, WE CROSSED THE APCH OF RWY 31L AND AS WE TAXIED ACROSS RWY 31C, WE WERE TOLD BY GND TO HOLD SHORT OF RWY 31R FOR A B737 TAXIING TO RWY 4R FROM THE TERMINAL. AFTER THE B737 CLRED THE AREA IN FRONT OF US, I ASKED GND IF WE COULD CROSS RWY 31R. HE RESPONDED WITH YES, CROSS RWY 31R TO PARKING OR SOMETHING SIMILAR. I THEN RESPONDED WITH XING RWY 31R AND RWYS 4L/R TO PARKING. I PURPOSELY STATED THAT TO GIVE HIM A CHANCE TO STOP US, BUT HE DID NOT RESPOND. AS WE GOT CLOSER TO RWY 4R, I WANTED TO VERIFY CLRNC TO CROSS RWY 4R, BUT DUE TO FREQ CONGESTION I WAS UNABLE. THE CAPT HAD NOT LOOKED TOWARDS THE APCH END OF RWY 4R AS WE APCHED, SO I SAID 'CLRING L,' AFTER LOOKING AT THE DEP END OF RWY 4R. THIS STATEMENT LUCKILY GOT THE CAPT TO LOOK L. HE LOOKED A COUPLE OF TIMES, THEN STOPPED THE ACFT ABRUPTLY. THE ACFT WAS NOW LOCATED WITH THE NOSE ABOUT 25 FT PAST THE HOLD SHORT LINE OF RWY 4R AND TXWY P. I ASKED HIM WHO OR WHAT IS THERE. HE SAID AN ACFT WAS ROLLING OUT OF ITS LNDG ON RWY 4R. MOMENTS LATER ANOTHER B737 APPEARED IN FRONT OF US. I THEN GOT A BEAK IN THE FREQ AND TOLD GND WE WERE 'HOLDING SHORT OF RWY 4R.' HE SAW OUR POS (I'M ASSUMING) AND IT SOUNDED AS IF HE RECOGNIZED THE ERROR. A MIN OR SO LATER AFTER ANOTHER ACFT LANDED WE WERE ALLOWED TO CROSS RWY 4R AND CONTINU THE TAXI. POSSIBLE CONTRIBUTING FACTORS: OUR DECISION TO NOT USE HEADSETS HAMPERED OUR ABILITY TO COMMUNICATE, TIME OF DAY WAS NIGHT, I DON'T THINK GND KNEW EXACTLY WHERE WE WANTED TO GO.

Synopsis

SF340 CREW AT MDW REPOSITION ACFT FROM S RAMP TO N RAMP IS ISSUED 'TAXI TO' INSTRUCTIONS THAT CROSSES 5 RWYS.

ACN: 537936

Time

Date : 200202

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MDW.Airport

State Reference : IL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MDW.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : MDW.Tower

Make Model : Gulfstream Jet Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 537936

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538270

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.Flight CrewA : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Consequence.Other : Company Review

Narrative

EVERYTHING WAS NORMAL AND BY THE BOOK AS WE TAXIED OUT TO RWY 31C. ALL CHKLISTS WERE COMPLETED IN A NORMAL MANNER. WE HELD SHORT OF RWY 31C AWAITING TKOF CLRNC. I HEARD WHAT I THOUGHT WAS CLRNC TO HOLD. I READ THIS CLRNC BACK. AS WE STARTED TO TAXI, WE RAN THE PRE-TKOF 'BELOW THE LINE' CHKLIST. WE HAD JUST CROSSED OVER THE HOLD SHORT LINE WHEN A GULFSTREAM TOOK THE RWY FROM TXWY F IN FRONT OF US. THE CAPT IMMEDIATELY STOPPED THE ACFT AND ASKED THE TWR IF WE HAD BEEN CLRED ON TO HOLD. THEY SAID NO, SO WE DID A 180 DEGS AND RETURNED TO THE HOLDING AREA FOR RWY 31L. NO OTHER COMMENTS WERE MADE BY THE TWR. WE DEPARTED AFTER RECEIVING CLRNC FOR A SECOND TIME. SUPPLEMENTAL INFO FROM ACN 538270: I NOTICED A GULFSTREAM JET GOING INTO POS FROM ACROSS THE RWY. I STOPPED THE ACFT WHILE MY FO TRIED TO CALL TWR WITH 3 ATTEMPTS. TWR ALSO CLRED THE GULFSTREAM FOR TKOF BEFORE ANSWERING US.

Synopsis

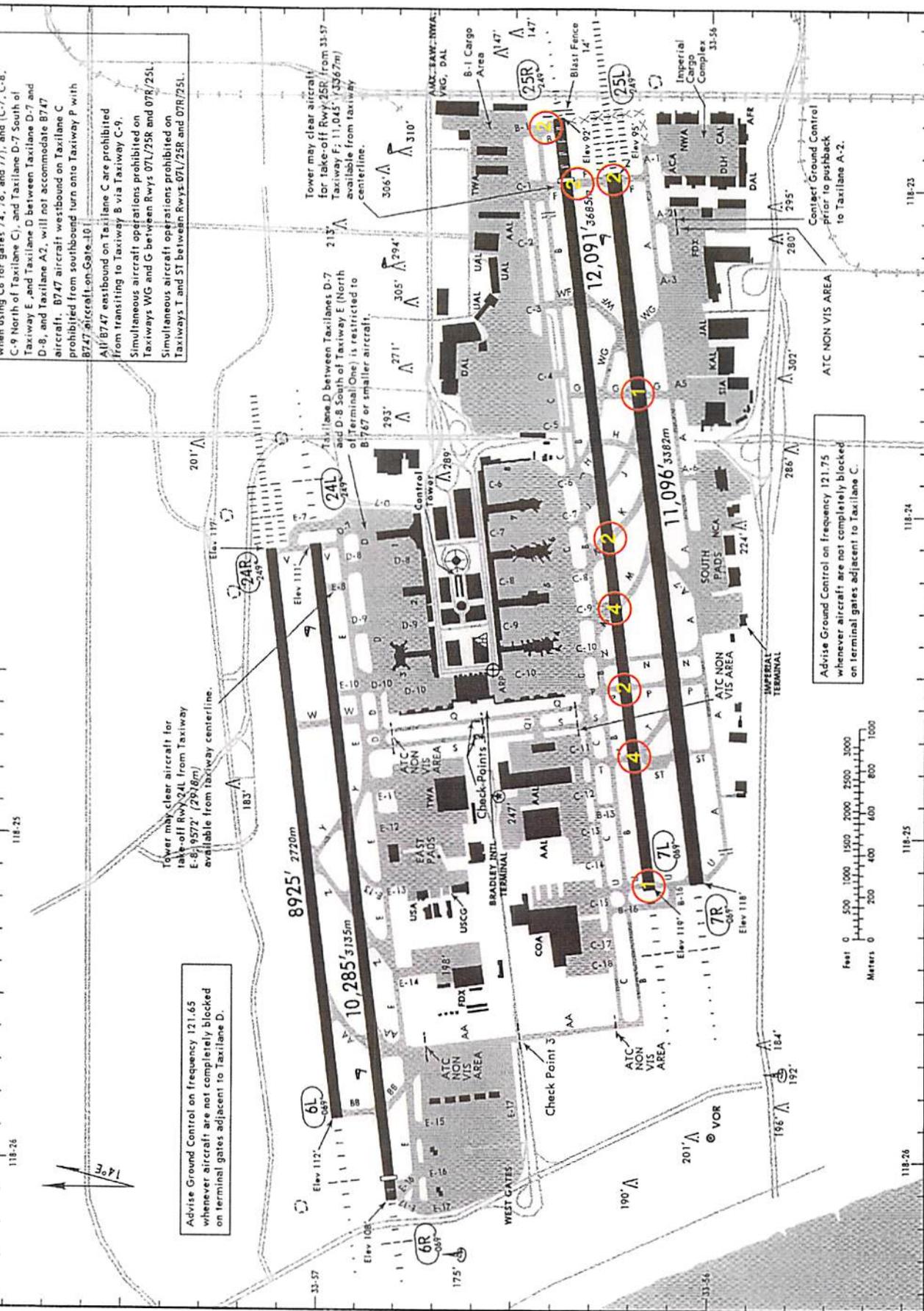
RWY INCURSION WHEN THE FLC OF A B737-300 STARTS ONTO RWY 31C AFTER THE FO READ: BACK A CLRNC THAT HE THOUGHT HE HEARD FOR A POS AND HOLD AT MDW, IL.

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

THE UNIVERSITY OF CHICAGO
LIBRARY

KLAX 126'
 Apt Elev
 045.8°/1.3 From LAX 113.6

D-ATIS Departure 135.65 (Limited) VOT 113.9 POC	ACARS: LOS ANGELES Clearance 121.4	Ground South Complex 121.65 SO-CAL Departure (R) 124.3	North Complex 121.75	South Complex 120.95	Between 1100 and 1400 LT: departure aircraft contact Mating 120.35 prior to contacting South Complex Ground Control
Tower 133.9	225°-044°	124.3	119.8	119.8	Helicopter



Turbulence may be deflected upward from blast fence 180' (55m) east of Rwy 25R.

Taxilanes C-1 North of Taxiway C, Taxiways C6 (except when using C6 for gates 74, 76, and 77), and (C-7, C-8, C-9 North of Taxiway C), and Taxiway D-7 South of Taxiway E, and Taxiway D between Taxiway D-7 and D-8, and Taxiway A2, will not accommodate B747 aircraft. B747 aircraft westbound on Taxiway C prohibited from southbound turn onto Taxiway P with B747 aircraft on Gate 10.

All B747 eastbound on Taxiway C are prohibited from transiting to Taxiway B via Taxiway C-9.

Simultaneous aircraft operations prohibited on Taxiways WG and G between Rwy 07L/25R and 07R/25L.

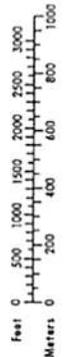
Simultaneous aircraft operations prohibited on Taxiways T and ST between Rwy 07L/25R and 07R/25L.

Tower may clear aircraft for take-off Rwy 24L from Taxiway E-8 (9572' (2918m) available from taxiway centerline.

Tower may clear aircraft for take-off Rwy 25R from 33-37 Taxiway F; 11,045' (3367m) available from taxiway centerline.

Taxiway D between Taxiways D-7 and D-8 South of Taxiway E (North of Terminal One) is restricted to B747 or smaller aircraft.

Advise Ground Control on frequency 121.75 whenever aircraft are not completely blocked on terminal gates adjacent to Taxiway C.



Notice: After 7/25/2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

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Los Angeles International Airport (LAX)

20 Runway Incursion Incidents

Runway 7L	
Taxiway U	ACN 538661 "...instructed use Taxiway B 'hold short of Taxiway U' ... failed to hold short of Taxiway U, turned instead onto Taxiway U...nose...aircraft had entered Runway 7L...continued across Runway 7L and stopped."
Runway 25R	
Taxiway B	ACN 531155 ACN 531235 "...heard...controller give...clearance to 'position and hold... Runway 25R'...taxied...beyond the hold short line...told we weren't given a clearance to position and hold...Tower directed the airplane on final to go around." ACN 532958 "...taxi to Runway 25R via Taxiway B...passed the hold short line for Runway 25R...aircraft cleared to land on Runway 25R... Tower Controller sent the aircraft around."
Taxiway F	ACN 497682 "...Taxi to Runway 25R...received call...takeoff on Runway 25R from Taxiway F...read back 'Aircraft X, cleared to go Runway 25'... Tower...heard...read back position and hold."
Taxiway J	ACN 473115 "...landing Runway 25L...clearing runway on Taxiway J...Tower said to hold short...Tower...cleared Air Carrier X to cross Runway 25R...read back 'Air Carrier X cleared to cross Runway 25R'...began to cross...Tower told us...clearance was for Air Carrier Y to cross...nose was over the hold line..."
Taxiway K	ACN 470630 "...landing Runway 25L at LAX, taxied clear of the runway on highspeed Taxiway K...missed hold short line Runway 25R...passed the hold line..."
Taxiway M	ACN 511683 ACN 520374 "...turned off Runway 25L at highspeed Taxiway M. Aircraft nose beyond hold line for Runway 25R...takeoff clearance for aircraft on Runway 25R cancelled." ACN 520949 "...landing Runway 25L...exited Taxiway M...instructed...hold short of Runway 25R...saw...white runway edge marking for Runway 25R...nose of the aircraft already passing over the yellow line...again issued instructions to hold short of Runway 25R...Tower cleared an F100 for takeoff." ACN 469860 "...departure end of Runway 25R...Flight XXX had been cleared for takeoff when Air Carrier Y crossed downfield...abort...initiated..."
Taxiway P	ACN 478116 ACN 490534 "...landed Runway 25L...exited Taxiway M...held short of Runway 25R... Tower call...without delay, cross Runway 25R...proceeded to cross Runway 25R...heard cancel takeoff clearance for someone on Runway 25R...we had crossed Runway 25R without a clearance." ACN 492270 "...cleared cross Runway 25R...Taxiway P hold short Runway 25L...later...informed us...that our instructions were to turn on Taxiway P hold short of Runway 25R..."
Taxiway T	ACN 532550 ACN 533615 "Exiting Runway 25L on Taxiway P...stopped slightly past the hold short line for Runway 25R." "...touchdown on Runway 25L...exit at Taxiway T...issued a hold short clearance for Runway 25R on Taxiway T...aircraft completely stopped, I could see the hold short bars of Runway 25R from my side window." "Landing on Runway 25L requested to turn off on Taxiway T...it was approved, 'hurry on across'...thought he said cross Runway 25R...crossed and active runway (Runway 25R)..." "...cleared...position and hold Runway 25R...cleared...for takeoff with an Air Carrier Y...in the runway environment...said negative...DC-10...still on the runway...controller said...he is clear of the runway, takeoff at your discretion...waited...till he moved past the double solid...hold lines..." "...expedited down...to Taxiway T...Tower called 'Air Carrier stop, Air Carrier stop'...did stop with the hold short line just touching the glareshield on the First Officer's side...Controller cancelled the takeoff clearance of the aircraft holding on the runway..."

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ACN: 467720

Time

Date : 200003

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : Citation III, VI, VII

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 467720

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 467741

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : clmc. disputed

Independent Detector.Other.ControllerB : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : exited runway

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE RECEIVED TAXI CLRNC PRIOR TO TAXI FROM FBO TO RWY 25R AND AS I PROCEEDED TAXI I STARTED TO CROSS RWY 25L AND GND CTLR ADVISED I HAD TAXIED ONTO ACTIVE RWY AND SAID TO TURN R AND EXIT ON NEXT TXWY, WHICH I DID IMMEDIATELY. WE THEN RECEIVED NEW TAXI CLRNC TO TAXI ON TXWY A TO TXWY F, WHICH I DID. BOTH MY FO AND I UNDERSTOOD CLRNC TO CROSS RWY 25L SO THERE APPARENTLY WAS A MISUNDERSTANDING. I WOULD NOT INTENTIONALLY CROSS AN ACTIVE RWY WITHOUT CLRNC. APPARENTLY THERE WAS CONFUSION AS TO HOW THE CLRNC WAS GIVEN AND HOW IT WAS RECEIVED AND UNDERSTOOD.

Synopsis

RWY INCURSION AT LAX IS DISPUTED.

ACN: 469860

Time

Date : 200004

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : DC-8F

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 469860

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Ground

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ON GND AT LAX, HOLDING ON TXWY B SHORT OF TXWY P. A DC8 FOREIGN CARGO CARRIER WAS HOLDING ON TXWY P IMMEDIATELY AHEAD OF US. GND CLRED THE DC8 TO CROSS RWY 25R HOLD SHORT OF RWY 25L. WE WERE THEN CLRED TO CROSS RWY 25R ON TXWY P HOLD SHORT OF RWY 25L. WE FOLLOWED THESE INSTRUCTIONS. THE TWR LATER (AFTER WE HAD PARKED) INFORMED US, HOWEVER, THAT OUR INSTRUCTIONS WERE TO TURN ON TXWY P HOLD SHORT OF RWY 25R AND THAT THE FO HAD ACKNOWLEDGED THIS. THE FO AND I FIRMLY BELIEVE THAT OUR CLRNC WAS 'CLRED TO CROSS RWY 25R.' BEFORE XING RWY 25R, I CHECKED TO SEE IF THE RWY AND APCH PATH TO RWY 25R WAS CLR. THEY WERE AND NO CONFLICT WAS INVOLVED. THE TWR NEVER INSTRUCTED US TO STOP. WE CROSSED RWY 25R CLOSE BEHIND THE DC8 AND HOLD SHORT OF RWY 25L BEHIND THE DC8. DURING THE ENTIRE TAXI EVOLUTION THERE WAS A GREAT DEAL OF RADIO TFC WITH ACFT HAVING DIFFICULTY TRANSMITTING TO GND CTL. SEVERAL FOREIGN CARRIERS WERE ON GND FREQ HAVING DIFFICULTY UNDERSTANDING INSTRUCTIONS, CLUTTERING GND FREQ, AND ADDING TO THE CONFUSION OF GND CTL FREQ. THE GND CTLR FINALLY TOLD EVERYONE TO KEEP QUIET UNTIL HE CALLED THEM.

Synopsis

ACR QUESTIONS WHETHER THEY CROSSED RWY WITHOUT CLRNC AT LAX.

ACN-470630

Time

Date : 200004

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 470630

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : ACFT SPEED

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : ADVISED ATC

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE TURNED OFF RWY 25L AT HIGH SPD TXWY M. ACFT NOSE WENT BEYOND HOLD LINE FOR RWY 25R BEFORE WE WERE STOPPED. WE NOTIFIED TWR ASAP AND TKOF CLRNC FOR ACFT ON RWY 25R WAS CANCELED.

Synopsis

A LNDG B757-200 EXITS TXWY M, OVERSHOOTS THE HOLD SHORT LINE AND EXPERIENCES A RWY INCURSION AT LAX, CA.

ACN: 473115

Time

Date : 200005

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 473115

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : Unauth Freq Change

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Other : Stopped Over Line

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG RWY 25L AT LAX, WE TAXIED CLR OF THE RWY ON HIGH SPD TXWY K. CLRING THE RWY, WE COMPLETED THE AFTER LNDG FLOWS. I PROCEEDED SLOWLY TO WHAT I FIRST THOUGHT WAS A TXWY, NOT PAYING ATTN TO THE HOLD MARKINGS FOR THE PARALLEL RWY 25R. MY FO MISSED THE HOLD SHORT LINE AS WELL. IT WAS AFTER XING THE HOLD LINE AND LOOKING FOR TFC E OF OUR POS, OR TOWARDS THE APCH END OF RWY 25R, THAT I REALIZEI WE PASSED THE HOLD LINE AND WERE APCHING THE PARALLEL RWY. (NOTE: WE NEVER ACTUALLY ENTERED ONTO THE RWY, WE STOPPED SHORT AND THERE WAS NO CONFLICT WITH DEPARTING, LNDG, OR TAXIING ACFT. THE ATC SUPVR I SPOKE WITH ALSO POINTED THIS OUT.) I FELT THAT ATC'S LACK OF COM WITH US AFTER LNDG, AND CLRING THE RWY REINFORCED MY BELIEF THAT I WAS APCHING A TXWY, SPECIFICALLY TXWY B. UPON LNDG, WE DID NOT GET THE USUAL VERBIAGE FROM ATC TO 'EXIT NEXT HIGH SPD,' OR 'HOLD SHORT OF RWY,' OR 'TAXI ACROSS, CONTACT GND.' IN FACT WE HAD TO INITIATE THE CALL AFTER PASSING THE HOLD LINE. NONE OF THIS, HOWEVER, EXCUSES MY VIGILANCE TO DUTY AND LACK OF ATTN. IN MY BRIEFING FOR THE APCH AND LNDG I DID INCLUDE EXITING THE RWY AND GENERAL TAXI RTE TO THE RAMP. HOWEVER, I FAILED TO MENTION WE WERE TO CROSS A RWY IN THE BRIEF. THIS ALSO MAY HAVE GIVEN ME THE IDEA THAT AFTER LNDG IT WOULD BE A R TURN AND EXPECT THE PARALLEL TXWY TO THE RAMP, WHICH IN REALITY WAS THE PARALLEL RWY. I REALIZE NOW, I SHOULD HAVE INCLUDED THE RWY XING IN THE TAXI BRIEF. AS FOR THE CAUSE OR REASON THAT MAY HAVE LED TO THIS EVENT, I CAN MOST ASSUREDLY POINT TO FATIGUE AS A MAJOR CONTRIBUTING FACTOR. WE WERE TO CONCLUDI OUR ASSIGNMENT IN LAS, BUT WE WERE SENT ON AN ADDITIONAL LEG TO LAX. BY THE TIME WE ARRIVED IN LOS ANGELES, I WAS GOING ON 24 HRS WITH NO SLEEP. I WOULD NOT CHARACTERIZE THIS AS A LONG DUTY DAY, BUT FOR MYSELF IT WAS THE FIRST TRIP OUT AFTER DAYS OFF. I AM GENERALLY NOT ACCLIMATED TO THE BACK SIDE OF THE CLOCK UNTII I HAVE SHIFTED MY BODY CLOCK AROUND AFTER A FEW TRIPS WITH SLEEP TAKING PLACE DURING THE DAY. I HAVE NOT FOUND, IN 10 YRS, A WAY TO FIND SOME ORDER OF FAMILY LIFE AND AT THE SAME TIME, NOT BE OVERLY TIRED ON THE FIRST NIGHT OUT AFTER DAYS OFF - ESPECIALLY BEING A RESERVE CREW MEMBER. TO PREVENT THIS IN THE FUTURE, I MAY HAVE TO TAKE A CLOSER LOOK AT HOW I AM PERFORMING MY DUTIES AND REMOVE MYSELF IF I FEEL TOO FATIGUED. IT IS DIFFICULT TO KNOW HOW FAR YOU SHOULD PUSH YOURSELF, ESPECIALLY WHEN IT IS IN THE NATURE OF THE COMPANY YOU WORK FOR TO OPERATE AT THESE HRS.

Synopsis

A B757-200 CARGO FLT TAXIES OVER THE HOLD SHORT LINE ON TXWY K FOR RWY 25R BUT STOPS SHORT OF RWY AT LAX, CA.

ACN: 477498

Time

Date : 200006

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B747-400

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : LAX.Tower

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 477498

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 477318

Person / 3

Function.Flight Crew : Relief Pilot

ASRS Report : 478730

Person / 4

Function.Flight Crew : Relief Pilot

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 7

Function.Controller : Local

Person / 8

Function.Controller : Local

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : FLC DISTR/ CRM

Independent Detector.Other.ControllerA : 7

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

WE WERE HOLDING SHORT OF TXWY F, NEARING THE END OF THE PRE TKOF BRIEFING. JUST PRIOR TO THE FINAL COMMENTS, WE RECEIVED, AND FO READ BACK, CLRNC TO 'TURN THE CORNER, TAXI UP TO AND HOLD SHORT OF RWY 25L.' I HEARD L, BUT THOUGHT R. I CLRED FINAL AS I APCHED RWY 25L. IN VMC, THE AIRPLANE I SAW ON FINAL LOOKED LIKE HE WAS GOING TO RWY 25R. HOW IT WAS DISCOVERED: AS WE NEARED THE RWY, I COULD SEE IT WAS INDEED GOING TO LAND ON THE L RWY. THE #2 JUMP SEAT FO ALSO SAW THE CONFLICT AND CALLED OUT 'THERE'S AN AIRPLANE OUT THERE.' AFTER STOPPING, I REALIZED OUR NOSEWHEEL WAS SLIGHTLY AHEAD OF THE HOLD LINE. WE DID NOT APPEAR TO BE IN CONFLICT WITH AIRPLANE Y ON SHORT FINAL. HE MAY HAVE MADE THE SAME DETERMINATION. HE CHOSE TO LAND. THE NEXT AIRPLANE Z (A B767) CONTINUED HIS APCH. ON SHORT FINAL, TWR DIRECTED HIM TO GO AROUND DUE TO POSSIBLE CONFLICT WITH AN ACFT HOLDING SHORT OF THE RWY. HE DID SO, AND THEN WE WERE CLRED TO CROSS BOTH RWYS TO TAXI FOR RWY 25R FULL LENGTH TKOF. WHENEVER POSSIBLE, AT OUR COMPANY, WE PREFER COMPLETING THE PREDEP BRIEFING BEFORE PUSHBACK. THE REASON I DID NOT ACCOMPLISH IT AT THE PREFERRED TIME WAS DUE TO MY DESIRE TO ASSIST STATION GND PERSONNEL. AT ABOUT 35 MINS BEFORE SCHEDULED BLOCK-OUT, I WAS TOLD THAT IF WE COULD DEPART EARLY IT WOULD BE HELPFUL TO THE STATION IN TURNING THE OTHER ACFT WE HAD WAITING TO GO. I THINK THIS MAY HAVE BEEN A CONTRIBUTING FACTOR, AS I DECIDED TO ACCOMPLISH THE BRIEF AFTER PUSHBACK WHILE TAXIING. ALTHOUGH I HAVE BRIEFED DURING TAXI AND BEEN INTERRUPTED BEFORE, I HAVE NOT HAD FAILURES OF CLRNC COMPREHENSION ASSOCIATED WITH THAT METHOD. I BELIEVE THE REAL FAILURE ON MY PART CAME FROM AN ISOLATED LAPSE IN JUDGEMENT. MY PREFERRED LOCATION TO HOLD SHORT OF RWY 25L IS BEFORE TURNING ONTO TXWY F. THE SPACE AFTER FULLY COMPLETING THE TURN SEEMS QUITE SHORT - THE LINE OF SIGHT IS BELOW THE NOSE OF A B747. I KNOW GND CTL CLRED ME TO HOLD SHORT OF TXWY F, BUT THAT WAS MY NORMAL RWY HOLD SHORT POINT. WHEN I WAS CLRED TO 'TAXI UP...' I WAS GOING TO TAXI THROUGH AND HOLD BTWN THE RWYS. IT'S REALLY DIFFICULT TO TRY TO EXPLAIN WHY YOU DO SOMETHING STUPID. THE EXPLANATION ITSELF IS STUPID. I NEVER HAVE BEEN A PERFECT PLT, SO I AM AN AVID ADVOCATE OF CRM. I AM TOLD I SUPPORT IT QUITE WELL, SO I HAVE DIFFICULTY EXPLAINING WHY THE 3 FO'S LET ME GET THAT FAR - ESPECIALLY BECAUSE I WAS TAXIING VERY SLOWLY WHILE WATCHING AIRPLANE Y. CORRECTIVE ACTIONS: 1) MINIMIZE DISTRS WHILE TAXIING BY BRIEFING IN THE BLOCKS. 2) BRIEF THE CREW ON THE IMPORTANCE OF CLRNC BACK-UP BY ALL CREW MEMBERS. 3) PLT CTING THE AIRPLANE SHOULD READ BACK ALL CLRNCs TO THE CREW AS A STATEMENT OF INTENTIONS. 4) FIGHT THE TEMPTATION TO BE COMPLACENT ABOUT OPERATING FROM VERY FAMILIAR STATIONS. SUPPLEMENTAL INFO FROM ACN 477318: DURING TAXI, AND WHILE THE CAPT WAS GIVING HIS DEP BRIEFING, I SWITCHED TO TWR, S COMPLEX (120.95). WITHOUT A PROMPT FROM ME, TWR IMMEDIATELY GAVE US INSTRUCTIONS TO TURN THE CORNER ON TXWY F AND HOLD SHORT O RWY 25L. I READ BACK THE INSTRUCTIONS VERBATIM AND THE CAPT CONTINUED WITH HIS BRIEFING. WHILE HOLDING FOR RWY 25R, TWR SENT US TO A DISCRETE FREQ TO DISCUSS THE INCIDENT. AS THE CAPT WAS ROUNDING THE CORNER ONTO TXWY F, I SHOULD HAVE HAD MY FEET ON OR NEAR THE BRAKE PEDALS TO ENSURE HE DID NOT CROSS THE HOLD LINE. SUPPLEMENTAL INFO FROM ACN 478730: WE WERE LATER INSTRUCTED TO CONTACT THE ATC SUPVR ON A DISCRETE FREQ AND THE CAPT GAVE HIM REQUESTED INFO: NAME, ADDRESS, LICENSE NUMBER, PHONE NUMBER.

Synopsis

A CARGO B747-400 PIC TAXIES PAST THE HOLD SHORT LINE FOR RWY 25L. TWR CTRLR SENDS THE SECOND ACFT ON FINAL AROUND AFTER THE FIRST ONE HAD ALREADY LANDED ON RWY 25L AT LAX, CA.

ACN-478116

Time

Date : 200006

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478116

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 478117

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Resolatory Action.None Taken : Anomaly Accepted

Narrative

LOCATION: GND OPS TXWY P, RWY 25R. EXITING RWY 25L ON TXWY P, I STOPPED SLIGHTLY PAST THE HOLD SHORT LINE FOR RWY 25R. DURING MY SELF-INITIATED PHONE CALL TO LAX TWR, I WAS TOLD THERE WERE NO PROBS OR CONFLICT OF ANY TYPE. SAFETY WAS NOT COMPROMISED IN ANY WAY.

Synopsis

FLC OF A SUPER MD80 STOPPED BEYOND THE RWY HOLD SHORT LINE TO A PARALLEL RWY AFTER LNDG.

ACN: 490534

Time

Date : 200011

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : L-1011 Tri-Star All Series

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 490534

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 490389

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Local

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER TOUCHDOWN ON RWY 25L AT LAX, TWR REQUESTED WE EXIT AT TXWY T. WE ACKNOWLEDGED, AND IN COMPLYING WITH THEIR REQUEST, HAD EXCESS GND SPD ON THE HIGH SPD EXIT. TWR THEN ISSUED A HOLD SHORT CLRNC FOR RWY 25R ON TXWY T, AND WE ACKNOWLEDGED. AFTER THE ACFT COMPLETELY STOPPED, I COULD SEE THE HOLD SHORT BARS OF RWY 25R FROM MY SIDE WINDOW. NO TKOF CLRNC HAD BEEN ISSUED FOR RWY 25R. IT IS MY ESTIMATION THAT THE NOSEWHEEL WAS NOT OVER THE HOLD SHORT BARS. TWR INSTRUCTED US TO TAXI ACROSS RWY 25R AND CONTINUE TO PARKING. CONTRIBUTING FACTORS INCLUDED: 1) CALLING FOR AFTER LNDG CHKS PRIOR TO STOPPING THE ACFT, RESULTING IN HEADS DOWN DUTIES OF THE FO AND ENGINEER. 2) COMPLYING WITH TWR'S REQUEST TO EXIT AT INTXN T RESULTED IN HIGHER THAN IDEAL SPD. 3) AN URGENCY IMPLIED FROM THE TWR IN THE NEED TO CLR RWY 25L EXPEDITIOUSLY FOR LNDG TFC NECESSITATED THE NEED TO BE WELL CLR OF THAT RWY PRIOR TO SLOWING. 4) DC10 XING RWY 25R DIRECTLY IN FRONT OF US LOGICALLY NEGATING THE NEED FOR US TO HOLD SHORT OF THE RWY. WE COULD HAVE BEEN ACROSS IN 10 SECONDS AT OUR EXIT SPD. 5) NO SURFACE PAINTED HOLDING POS SIGN EXISTS ON THIS WIDE ARCING TXWY.

Synopsis

UPON LNDG, ACFT INSTRUCTED TO HOLD SHORT OF PARALLEL, CREW TAXIED PASSED HOLD LINE.

ACN: 492270

Time

Date : 200011

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

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

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 492270

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 492268

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 : Readback, Hearback

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

LNDG ON RWY 25L REQUESTED TO TURN OFF ON TXWY T. CTLR SAID IT WAS APPROVED, BUT 'HURRY ON ACROSS.' I THOUGHT HE SAID RWY 25R. THERE WAS A STUCK MIKE ON THE FREQ. THOUGHT HE SAID CROSS RWY 25R. WE READ BACK 'CROSS RWY 25R' BUT HEARD NOTHING DUE TO THE STUCK MIKE. THIS IS WHAT HAPPENED TO THE BEST OF MY MEMORY. WE CROSSED AN ACTIVE RWY (RWY 25R) WITHOUT PERMISSION BY MISTAKE. SUPPLEMENTAL INFO FROM ACN 492268: WE HAD JUST LANDED RWY 25L AND REQUESTED A LONG ROLLOUT TO TXWY T. ATC APPROVED IT. THEY TOLD US TO EXPEDITE AND WE ALSO THOUGHT TO CROSS RWY 25R. WE READ IT BACK, HOWEVER, THERE WAS A STUCK MIKE AS THIS HAPPENED AND IT MADE ANY COM VERY DIFFICULT FOR A MIN. ATC COULD NOT ACKNOWLEDGE ANYTHING UNTIL THE STUCK MIKE WAS FIXED. ALSO, WE HAD ALREADY CROSSED RWY 25R WHEN WE REALIZED THERE WAS A STUCK MIKE. THIS IS WHAT HAPPENED TO THE BEST OF MY KNOWLEDGE.

Synopsis

LTT CREW CROSSED RWY AFTER STUCK MIKE INTERFERED WITH TWR COM AT LAX.

ACN: 497682

Time

Date : 200101

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

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

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 497682

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : SIMILAR CALL SIGNS

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : TWR CTLR CROSSED ACFT X

Consequence.Other.Other : NONE

Narrative

AFTER LNDG RWY 25L AND CLRING RWY ON TXWY J, HELD SHORT RWY 25R. TWR THEN SAID TO HOLD SHORT AND WE READ BACK. WHILE HOLDING FOR XING CLRNC, THE FO WENT TO RAMP FREQ WHILE I MONITORED TWR. TWR THEN CLRED ACR X TO CROSS RWY 25R. I READ BACK 'ACR X CLRED TO CROSS RWY 25R.' AS WE BEGAN TO CROSS, TWR HAD US HOLD AND TOLD US THE CLRNC WAS FOR ACR Y TO CROSS. OUR NOSE WAS OVER THE HOLD LINE, SO TWR CLRED US ACROSS RWY 25R. THE FO HAD COME BACK ON FREQ AS I READ BACK AND CLRED THE RWY BEFORE WE BEGAN XING. IN HINDSIGHT, I WOULD HAVE HAD THE FO STAY ON FREQ WITH ME, TO BACK UP CLRNCs.

Synopsis

CAPT OF AN ACR RESPONDED TO A CLRNC FOR ANOTHER ACFT WITH SIMILAR CALL SIGN AND STARTED XING THE PARALLEL RWY AFTER LNDG.

ACN: 511683

Time

Date : 200105

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Fokker 100

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 511683

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 : NMAC

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LANDING ON RWY 25L WE EXITED ONTO TXWY M. THE TWR INSTRUCTED US TO HOLD SHORT OF RWY 25R WHICH WE ACKNOWLEDGED. AS WE CLRED THE RWY I REMOVED THE APCH PLATE FROM ON TOP OF THE ARPT CHART. THE SUN WAS LOW IN THE SKY AND WE WERE TAXIING DIRECTLY INTO IT. COMBINED WITH THE HAZE IT MADE A VERY INTENSE GLARE TO TAXI INTO. THE FIRST YELLOW LINE THAT I NOTICED I THOUGHT WAS THE LINE TO CLR RWY 25L. ANY CAUTION LIGHTS ASSOCIATED WITH THAT LINE WERE NOT OBVIOUS TO ME (I SUPPOSE BECAUSE OF THE SUN'S GLARE). THE NEXT LINE I SAW WAS THE WHITE RWY EDGE MARKING FOR RWY 25R. AT THAT POINT, THE NOSE OF THE ACFT WAS ALREADY PASSING OVER THE YELLOW LINE. I APPLIED BRAKES, ABOUT THE SAME TIME THE TWR AGAIN ISSUED INSTRUCTIONS TO HOLD SHORT OF RWY 25R. WHEN THE ACFT STOPPED, IT APPEARED TO ME THAT THE YELLOW LINE WAS SOMEWHERE UNDER THE ENGINES. I FEEL THAT THE GLARE FROM THE SUN HAD A LOT TO DO WITH THIS AS MANY TIMES IN THE PAST EXITING ONTO A HIGH SPEED TURNOFF AND HOLDING SHORT AS INSTRUCTED HAD NEVER BEEN A PROBLEM. OUR COMPANY SOP'S WERE FOLLOWED EXACTLY. FOR THE SHORT AMOUNT OF TIME THAT MY EYES WERE DIVERTED FROM OUTSIDE TO SWITCH TO A DIFFERENT CHART WE MUST HAVE PASSED THE FIRST YELLOW LINE, I JUST NEVER SAW IT. EVEN THOUGH I ACKNOWLEDGED THE HOLD SHORT INSTRUCTIONS TO MY FO IF I HAD ADDED TO THAT SOMETHING LIKE 'DO YOU SEE WHERE THAT IS' IT WOULD HAVE OPENED A DISCUSSION THAT MAY HAVE MADE ME AWARE THAT THE YELLOW LINE I WAS LOOKING AT WAS IN FACT THE HOLD SHORT LINE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID HE DOES NOT ROUTINELY USE SUN GLASSES OR THE ACFT SUN SHADES. WHEN RECONSIDERING THIS INCIDENT, HE SAYS THAT HE CAN NOW SEE A NEED FOR THAT AND THE ANTICIPATION OF SUN POS AFTER RWY EXIT IN THIS AND SIMILAR SITS WHERE LOW TO THE HORIZON SUN POS COULD BE A PROB. WHILE THE RPTR'S ACFT WAS PROTRUDING INTO THE RWY SAFETY AREA THE TWR CLRED A F100 FOR TAKEOFF. AS IT WENT BY, IT WAS APPROX 450 FT AGL AND OVER THE CTRLINE OF THE RWY. DURING DEBRIEF WITH THE LAX TWR THE NEXT DAY HE WAS TOLD THAT TXWY K AND M ARE TWO OF THE LOCATIONS WHERE INCURSIONS ARE A PROB AT LAX AND THE CTRLRS WATCH FOR IT.

Synopsis

AN ACR CROSSES THE RWY HOLD SHORT LINE WHEN THE SETTING SUN CAUSES GLARE THAT MADE THE LINES DIFFICULT TO SEE.

ACN: 520374

Time

Date : 200107

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 520374

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 : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.Other : Company Review

Narrative

LOCATION: DEP END OF RWY 25R. FLT XXX DID A LOW SPD ABORT DUE TO ACR XING DOWNFIELD WITHOUT A CLRNC. MY FLT XXX HAD BEEN CLRED FOR TKOF WHEN ACR Y CROSSED DOWNFIELD. THE ABORT WAS INITIATED BELOW 60 KTS. REST OF FLT UNEVENTFUL

Synopsis

A B737 FLC PERFORMS A LOW SPD ABORT AFTER ANOTHER ACR CREATES A RWY 25R INCURSION AT LAX, CA.

ACN-520949

Time

Date : 200108

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : LAX.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 520949

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : SIMILAR CALL SIGNS

Independent Detector.Other.ControllerA : 5

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Narrative

WX CONDITIONS IN LA WERE GOOD VISIBILITY 8 MI WITH LIGHT WIND. WE FLEW THE CIVIT 4 ARR AND LANDED ON RWY 25L. WE EXITED AT TXWY MIKE AND HELD SHORT OF RWY 25R. WE SAT WITH THE PARKING BRAKE ON FOR 2 TO 3 MINS. ONE ACFT DEPARTED RWY 25R AS WE WERE HLDG. WE KNEW ACFT WERE CONTINUING TO LAND ON RWY 25L AND WOULD NEED OUR TXWY. WE DID NOT ANTICIPATE MUCH OF A DELAY WITH RECEIVING A CLRNC TO CROSS RWY 25R. WE THEN HEARD TWR CALL US BY OUR CALL SIGN FOLLOWED BY A VERY EMPHATIC AND FORCEFUL WITHOUT DELAY, CROSS RWY 25R, A R TURN AND SOMETHING ABOUT LNDG TFC. IT WAS A HURRIED COM NOT UNUSUAL AT LAX. THE FO MADE A VERY PRECISE READBACK OF CLR TO CROSS RWY 25R, R TURN, ACR X. I PUT ON ALL LDG, TAXI, STROBE, AND WING LIGHTS AND RELEASED THE BRAKE. WE LOOKED TO THE R AT THE THRESHOLD OF RWY 25R. WE COULD SEE AN ACFT IN POS NOT MOVING AND WITH NO TKOF LIGHTS VISIBLE. I ASKED THE FO IF IT LOOKED GOOD; HE RESPONDED YOU'RE CLR. WE PROCEEDED TO CROSS RWY 25R AND CONTINUED TO CONFIRM THAT THE ACFT IN POS ON RWY 25R WAS NOT MOVING. AS WE WERE TURNING OFF MIKE ONTO BRAVO, WE HEARD TWR CANCEL TKOF CLRNC FOR SOMEONE ON RWY 25R AND TELL US THAT WE HAD CROSSED RWY 25R W/O A CLRNC. WE LOOKED BACK AT THE THRESHOLD OF RWY 25R AND DID NOTICE THE ACFT WE HAD BEEN WATCHING START TO MOVE SLOWLY FORWARD AND THEN TURNED OFF TO THE R AT THE FIRST AVAILABLE TXWY, WE BELIEVE FOXTROT. WE TOLD TWR THAT HE HAD CLRD US TO CROSS. HE SAID THE COM WAS FOR ACR Y. WE PROCEEDED TO TAXI TO GATE.

Synopsis

AN A320 FLC EXPERIENCES A RWY INCURSION AFTER RECEIVING WHAT THEY THOUGHT WAS A CLRNC FOR THEIR FLT NUMBER TO CROSS RWY 25R AT LAX, CA.

ACN: 527584

Time

Date : 200110

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 527584

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

ASRS Report : 527481

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

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 : 3-4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

HOLD SHORT LAX RWY 25L ON TXWY A AT TXWY F, SWITCH TO TWR. TWR ADVISED, 'TURN L (WRONG DIRECTION) AND HOLD SHORT OF RWY 25R.' FO ACKNOWLEDGED WITH HOLD SHORT RWY 25L. CAPT AND FE ADVISED RWY 25R. TWR ALSO ADVISED LNDG TFC 5 MI FINAL. APPROX 1/2 WAY ACROSS RWY 25L, TWR ADVISED 'STOP, LNDG TFC 1+ MI.' CAPT ADVANCED THRUST LEVERS AND CROSSED RWY 25L TO HOLD SHORT AT RWY 25R. TWR ADVISED LNDG TFC 'GO AROUND.'

Synopsis

B727 FLC FOLLOWING INSTRUCTIONS TO HOLD SHORT OF RWY 25L CROSS RWY 25R WITH TFC ON SHORT FINAL.

ACN: 528094

Time

Date : 200110

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 528094

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.Controller : Local

Person / 6

Function.Oversight : Supervisor

Function.Controller : Local

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 : 5

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Insufficient Time

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS HOLDING SHORT OF TXWY F ON TXWY A AFTER COMING OUT OF CARGO COMPLEX, AS ADVISED BY LAX GND CTL. HE TOLD US TO MONITOR TWR FREQ. WE WAITED FOR A FEW MINS MONITORING, AND THEN TOLD TWR THAT WE WERE READY FOR DEP. TWR GAVE US A CLRNC TO TURN L ON TXWY F AND HOLD SHORT RWY 25R. WE IMMEDIATELY REALIZED THAT HE HAD MADE A MISTAKE AND BEFORE WE COULD ASK HIM ANY FURTHER, HE GAVE US ANOTHER CLRNC TO TURN R ON TXWY F AND HOLD SHORT RWY 25R. MY FO ACKNOWLEDGED, BUT MISTAKENLY SAID HOLD SHORT RWY 25L. TXWY F IS A SHORT TXWY AND BY THE TIME WE WERE MOVING TO CROSS RWY 25L, I WAS SUPPORTED BY MY FE AS WELL THAT HE HEARD THE CLRNC TO HOLD SHORT RWY 25R AND NOT RWY 25L. I TOLD MY FO TO CONFIRM THE CLRNC AS WE WERE XING RWY 25L. TWR WAS BUSY TALKING TO ANOTHER ACFT WHICH WAS ON FINAL OF RWY 25L AND HE CLRED HIM TO LAND. AT ABOUT THE MIDDLE OF RWY 25L, TWR SAID 'ACFT X, STOP,' AND BY THAT TIME I OPENED PWR TO CROSS RWY 25L FASTER. BEING IN THE MIDDLE OF THE RWY, I CROSSED AND HELD SHORT OF RWY 25R. SHORTLY THEREAFTER, TWR GAVE US A CLRNC TO CROSS RWY 25R AND TURN R ON TXWY B, TO USE FULL LENGTH OF RWY 25R FOR TKOF. ACFT Y FLT WAS TOLD TO GO AROUND BY THE TWR. BEFORE GIVING US THE TKOF CLRNC, TWR GAVE US A TELEPHONE NUMBER TO CALL, WHICH I DID AND WAS TOLD THAT THEY WILL BE INVESTIGATING THIS MATTER.

Synopsis

B727 FLC READ BACK INCORRECT HOLD SHORT POINT AT LAX AND LAX LCL CTLR CATCHES THE ERROR WHEN THE ACFT IS MID RWY.

ACN: 531155

Time

Date : 200111

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531155

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 : CLRNC/INTERP

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Resolatory Action.Other : ACFT FINAL SENT AROUND

Consequence.Other.Other : ANOTHER ACFT RENT AROUND

Narrative

WHILE TAXIING TO RWY 25R ON TXWY B AT LAX, I THOUGHT I HEARD THE TWR CTLR GIVE US A CLRNC TO 'POS AND HOLD FULL LENGTH RWY 25R.' WE WERE PASSING TXWY F WHEN WE WERE GIVEN THE ALLEGED CLRNC. I TAXIED JUST BEYOND THE HOLD SHORT LINE BUT NOT ON THE RWY AND STOPPED. FO QUESTIONED WHETHER OR NOT WE WERE CLRED ON THE RWY. ALSO SAW AN AIRPLANE ON ABOUT A 4 MI FINAL FOR RWY 25R. AFTER QUESTIONING OUR CLRNC WITH TWR, WE WERE TOLD WE WEREN'T GIVEN A CLRNC TO POS AND HOLD, AND TWF DIRECTED THE AIRPLANE ON FINAL TO GO AROUND. WE WERE FINALLY GIVEN PERMISSION TO TAKE OFF FROM OUR PRESENT POS AND CONTINUED TO DFW WITHOUT ANY FURTHER INCIDENT. WE WERE GIVEN A NUMBER TO CALL LAX TWR AND WHEN I SPOKE TO THE TWR INDIVIDUAL, I WAS TOLD HE REVIEWED THE CONVERSATION ON TAPE. HE SAID THAT NO INSTRUCTIONS WERE GIVEN TO POS AND HOLD. I OBVIOUSLY MISINTERPED THE CLRNC. IN RETROSPECT, I WILL BE MUCH MORE VIGILANT TO ALL CLRNCs AND WILL DOUBLECHK ALL CLRNCs ASSOCIATED WITH A RWY. I DO THINK THE TWR CTLR COULD HAVE HELPED OUT A LOT BY INCLUDING A HOLD SHORT OF RWY 25R IN HIS ORIGINAL CLRNC. THE LAX TWR INDIVIDUAL AGREED THAT IT SHOULD BE AN ITEM TO LOOK INTO.

Synopsis

B767 CAPT TAXIED PAST HOLD LINE MISTAKENLY BELIEVING THAT HE HAD BEEN CLRED INTO POS AND HOLD. ANOTHER ACFT WAS SENT AROUND.

ACN 531235

Time

Date : 200111

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 531235

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 5

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

CAPT LESS THAN 1 YR IN TYPE, FO 2 YRS IN TYPE. CAPT SAID HE HADN'T BEEN TO LAX IN APPROX 10 YRS. FO HAD BEEN FLYING TRIP ALL MONTH. ENG START UNEVENTFUL. TAXI INSTRUCTIONS WERE TO TAXI TO RWY 25R VIA TXWY B FROM RAMP. TAXI UP TO TXWY F WAS UNEVENTFUL. DURING TAXI, FO SWITCHED TO TWR FREQ 120.95, AS PER TXWY SIGN INSTRUCTIONS. (NOTE, AT LAX, DURING TAXI TO RWY 25L IT IS UNDERSTOOD THAT ALL ACFT WILL HOLD SHORT OF TXWY F UNTIL TOLD OTHERWISE BY TWR CTLR.) THERE IS A TXWY SIGN STATING THIS JUST PRIOR TO THE INTXN OF TXWYS B AND F. APCHING TXWY F, TWR CTLR CLRED ACFT TO 'TAXI FULL LENGTH, RWY 25R.' I REPEATED BACK THE CLRNC AS READ. AS I HAD BEEN FLYING THIS TRIP ALL MONTH, I WAS FAMILIAR WITH THIS TERMINOLOGY. DURING THE TIME BTWN TXWY F AND THE END OF TXWY B, I WAS HEADS DOWN FINISHING UP THE BEFORE TKOF CHKLIST. APCHING THE HOLD SHORT LINE FOR RWY 25R, I GLANCED UP AND SAW WE WERE TAXIING LIKE WE WERE NOT GOING TO HOLD SHORT OF THE HOLD SHORT LINE. IN A SHORT PERIOD OF TIME, 1 OR 2 SECONDS, I TRIED TO RECALL THE TWR CTLR'S CLRNC. I CAME TO THE CONCLUSION THAT WE PROBABLY HADN'T BEEN CLRED POS AND HOLD ON RWY 25R. MY NEXT DECISION WAS TO ASK THE CAPT, 'ARE WE CLRED POS AND HOLD,' HE DELAYED A SECOND AND SAID, 'I THOUGHT SO.' HE THEN ABRUPTLY APPLIED WHEEL BRAKES AND CAME TO AN IMMEDIATELY STOP. UNFORTUNATELY, WE HAD PASSED THE HOLD SHORT LINE FOR RWY 25R, BY A FEW FEET. WE WERE DEFINITELY SHORT OF THE RWY. I THEN PROCEEDED TO CALL THE TWR CTLR AND QUERY HIM AS TO WHETHER WE WERE CLRED POS AND HOLD ON RWY 25R. I DON'T RECALL HIS REPLY, BUT IT DEFINITELY WAS A NEGATIVE ONE SOMETHING TO THE EFFECT, 'YEAH, I SAW YOU DOWN THERE AND WONDERED WHAT YOU WERE DOING...' THERE WAS ANOTHER ACFT CLRED TO LAND ON RWY 25R AND THE TWR CTLR SENT THE ACFT AROUND. HE SEEMED TO BE ABOUT 2 OR 3 MI OUT. AFTER ACFT WENT AROUND, WE WERE SITTING ON THE TXWY, WONDERING WHAT TO DO. WE QUERIED THE CTLR FOR INSTRUCTIONS AND GOT NONE. I DO NOT RECALL HIS EVENTUAL REPLY, BUT IT WAS SOMETHING TO THE EFFECT THAT 'WE WERE CLRED FOR TKOF RWY 25R.' THE REMAINDER OF THE FLT WAS UNEVENTFUL. RECOMMENDATIONS: SINCE THE CAPT HADN'T BEEN TO LAX IN QUITE A WHILE, I SHOULD HAVE THOROUGHLY BRIEFED HIM ON THE RWY 25R PROC. COMING INTO LAX, I HAD BRIEFED HIM ON WHAT I THOUGHT WERE DIFFERENT PROCS FOR LAX, BUT I DIDN'T REMEMBER TO BRIEF HIM ON THE TAXI OUT. AS ALWAYS, LISTEN UP ON THE FREQ AND REPEAT BACK ALL INSTRUCTIONS NOT ONLY TO THE CTLR, BUT ALSO TO THE OTHER FLT DECI CREWMEMBERS. AFTER THINKING ABOUT THE CLRNC, I TRIED TO COME UP WITH A BETTER VERBAL CLRNC FROM THE TWR CTLR. THE CAPT HAD TOLD ME HE THOUGHT THE CLRNC WAS 'TAXI FULL LENGTH, POS AND HOLD RWY 25R,' MAYBE A BETTER ONE FOR HOLDING SHORT WOULD BE, 'TAXI FULL LENGTH, HOLD SHORT RWY 25R.' THIS WOULD BE INSTEAD OF 'TAXI FULL LENGTH RWY 25R,' WITH THE IMPLIED HOLD SHORT OF RWY 25R. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ACTUAL PHRASEOLOGY FOR THIS OP IS -- TAXI FULL LENGTH, HOLD SHORT OF RWY 25R, AS PROVIDED BY A TWR SPECIALIST.

Synopsis

B767 FLC ARE UNSURE OF CLRNC AND QUESTION LAX GND CTL'S PHRASEOLOGY AS ANOTHER ACFT IS ISSUED A GAR.

ACN: 532550

Time

Date : 200112

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : B767 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-11

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 532550

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Other Personnel : Dispatcher

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

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

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

TWR CLRED US POSITION AND HOLD RWY 25R, TFC XING DOWNFIELD. CTLR (TWR) THEN CLREC US FOR TKOF WITH AN ACR Y MD11 ABSOLUTELY 100 PERCENT IN THE RWY ENVIRONMENT (CO-PLT AGREES) BECAUSE THE MD11 HAD STOPPED SHORT OF TXWY B ON TXWY T, I BELIEVE AND A FEW FT OF HIS TAIL WAS STILL ON THE ACTUAL RWY. I SAID NEGATIVE, THE DC-10 (MY INITIAL MISTAKE OF THE MD11) IS STILL ON THE RWY, AND HE WAS STILL STOPPED SHORT OF B. CTLR SAID, NO, HE IS CLR OF THE RWY, TKOF AT YOUR DISCRETION. I WAITED ABOUT 20-30 SECONDS TILL HE MOVED AND TAIL PAST THE DOUBLE SOLID DOUBLE SEGMENTED HOLD LINES ON THE EDGE OF B. SOMEONE NEEDS TO TELL THE ACR Y PLTS ABOUT THE NEED TO CLR A RWY UNLESS THEY WERE GIVEN CLRNC TO STOP THERE SPECIFICALLY. OUR COMPANY PAGE HAS A NOTE THAT WE ARE SUPPOSED TO TURN ONTO TXWY B WHEN XING RWY 25R IN ORDER TO BE CLR OF THE RWY. SOMEONE MUST TELL THE TWR CTLR HOW TO TELL IF AN ACFT IS CLR OF THE ACTUAL RWY WHEN I AND FO ARE 100 PERCENT POSITIVE THAT THE ENTIRE MD11 WAS IN FACT IN THE RWY ENVIRONMENT. IF THE VISIBILITY IS LOW SOMEDAY AND CTLR DOES THAT AGAIN, THERE IS A VERY HIGH CHANCE OF AN INCIDENT. I CONTACTED OUR DISPATCH AFTER TKOF. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR PROVIDED NO ADDITIONAL FACTS EXCEPT TO EXPRESS HIS CONCERN ABOUT ATC NOT PROVIDING A CLR RWY ENVIRONMENT FOR TKOF.

Synopsis

B767 FLC CHALLENGE LAX LC WHEN CLRED FOR TKOF WITH OBSERVED MD11 STOPPED ON TXWY TANGO, SHORT OF TXWY B.

ACN: 532958

Time

Date : 200112

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532958

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXI TO RWY 25R AT LAX. UPON SWITCHING TO TWR, WE RECEIVED A CALL 'IN THE BLIND' TO TAKE OFF ON RWY 25R FROM TXWY F. I READ BACK 'ACFT X, CLRED TO GO RWY 25 FROM TXWY F.' WE TAXIED ONTO RWY 25R AND DEPARTED. WE RECEIVED NO COM FROM TWR THAT WE WERE IN ERROR. WE RECEIVED A CALL ENRTE TO CALL LAX TWR. THE PERSON THERE INFORMED US OF WHAT HAPPENED. HE SAID THAT HE LISTENED TO TAPE AND HEARD ME READ BACK POS AND HOLD. I WONDER IF PERHAPS USE OF NONSTANDARD 'CLRED TO GO' INSTEAD OF 'CLRED FOR TKOF' OR 'HOLD' AND 'GO' COULD SOUND SIMILAR. I CAN THINK OF NO OTHER FACTORS CONTRIBUTING. USE OF STANDARD TERMINOLOGY IS IMPORTANT TO PREVENT OCCURRENCES SUCH AS THIS.

Synopsis

A CARJ CREW DEPARTING LAX TOOK OFF WITHOUT A CLRNC.

ACN: 533615

Time

Date : 200112

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-11

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533615

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 533551

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

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 : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Unable

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TOUCHDOWN WAS NORMAL IN THE TOUCHDOWN ZONE ON RWY 25L AND THE SPOILERS WERE MANUALLY DEPLOYED. FOR PAX COMFORT I REQUESTED THE FO NOT TO GET ON THE BRAKE TO TRY TO MAKE TXWY M, BUT TAKE TXWY N OR P WHICH WERE THE NEXT TWO AVAILABLE EXITS. TWR CALLED AND SAID 'TAKE THE NEXT HIGH SPD AND HOLD SHORT OF RWY 25R' SO WE ACKNOWLEDGED AND EXPEDITED DOWN PAST TXWYS N AND P TO TXWY T. IT SOUNDED LIKE THE CTLR HAD TFC BEHIND US SO WE WERE EXPEDITING OFF THE RWY 25L MAKING SURE OUR TAIL WAS CLR AND MAKING A SMOOTH CONTINUOUS STOP AT THE HOLD SHORT LINE. WE WERE IN THE FINAL PORTIONS OF THE STOP WHEN THE TWR SUDDENLY CALLED 'ACR STOP, ACR STOP.' WE WERE STOPPING AND DID STOP WITH THE HOLD SHORT LINE JUST TOUCHING THE GLARESHIELD ON THE FO'S SIDE. THE GEOMETRY OF THE SEAT POS/COCKPIT VIEW PLACED THE ACTUAL ACFT POS SHORT OF THE HOLD SHORT/STOP BAR LINE. WE ALSO ACKNOWLEDGED THE CLRNC TO STOP. THE CTLR CANCELED THE TKOF CLRNC OF THE ACFT HOLDING ON THE RWY AND CLRED US 'TO CROSS RWY 25R AND CONTACT GND.' I INFORMED TWR WE HAD HEARD THEIR INSTRUCTIONS TO HOLD SHORT AND WERE COMPLYING. AFTER A NORMAL SHUTDOWN IN THE GATE WE CALLED THE TWR BY PHONE. I SPOKE WITH ZZZ1 AND LATER TO THE SUPVR ZZZ2 TO EXPLAIN MY ACTIONS. WITH THE RECENT EVENTS AT LAX AND OTHER ARPTS I CAN SEE WHY THE CTLRS MIGHT BE PREDISPOSED TO ERROR ON THE SIDE OF CAUTION (AS WE ALL ARE IN THIS PROFESSION) WHEN IT COMES TO POSSIBLE RWY INCURSION. I TOOK CTL OF THE ACFT JUST PRIOR TO TXWYS N AND P AND RELAXED THE BRAKE PRESSURE TO EXPEDITE ON TOWARD TXWY T HIGH SPD TURNOFF. AS I BEGAN THE TURN I FELT I HAD THE PROPER DECELERATION RATE TO ALLOW US TO COMFORTABLY COME TO A STOP PRIOR TO THE HOLD SHORT LINE. PLT FATIGUE MAY HAVE PLAYED A ROLE IN THIS INSTANCE. THIS SUBTLE FATIGUE MAY HAVE HAD AN EFFECT ON MY SITUATIONAL AWARENESS REGARDING THIS EVENT. WE ALL ARE STRIVING FOR A SAFE AND FLAWLESS OI BOTH IN THE COCKPIT AND THE TWR. I WOULD ALSO ADD THAT I HAVE NOT FLOWN MUCH SINCE SEPTEMBER 2001 DUE TO SCHEDULE CUTBACKS. TOTAL FLT TIME SINCE THE SEPTEMBER EVENT IS 57 HRS 15 MINS. SUPPLEMENTAL INFO FROM ACN 533551: WE CLRED RWY 25L AT TXWY T. AS WE CLRED, TWR REPEATED THE HOLD SHORT INSTRUCTIONS, I ACKNOWLEDGED THIS TOO, AND REPEATED IT TO THE CAPT, WHEN THE TWR CTLR SHOUTED, 'STOP, ACR, STOP.' I RESPONDED THAT WE WERE STOPPING AND SAID, 'STOP' TO THE CAPT. I THINK OUR SPD MIGHT HAVE BEEN A FACTOR IN THE TWR CTLR'S ESTIMATION THAT WE WERE NOT STOPPING AND LED TO HIS REACTION. THE CAPT STATED THAT HE FELT WE WERE TO EXPEDITE TO THE HIGH SPD TO CLR FOR LNDG TFC THUS HE KEPT THE SPD UP. IN THE FUTURE, I THINK THAT TAXI SPD SHOULD BE SLOWER WHEN EXITING THE RWY.

Synopsis

AN MD11 CREW, CLRING THE RWY AT LAX, PASSED THE HOLD SHORT LINE TO THE PARALLEL RWY.

ACN: 538661

Time

Date : 200202

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAX.Tower

Make Model : MD-11

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538661

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 538875

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.Other Anomaly.Other : CLRNC INTERP FREQ CONG

Independent Detector.Other.ControllerA : 4

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

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

DURING TAXI FROM THE N RWY COMPLEX TO THE CARGO COMPLEX ON THE S SIDE OF THE ARPT USING THE 'BRIDGE' RTE (APCHING RWY 7L AREA) WE WERE INSTRUCTED TO USE TXWY B AND 'HOLD SHORT OF TXWY U.' AT A POINT ON TXWY B CLOSE TO B16, THE FO SAID (TRYING TO BE HELPFUL) 'IT WILL BE THE SECOND ON THE R.' AT THE SAME TIME, A VERY BUSY 'TWR' WAS CLRING ANOTHER 'COMPANY' FLT, WHICH HAD JUST ROLLED OUT ON RWY 25R TO EXPEDITE ACROSS THE L RWY AS WELL AS CLRING AN ACR FLT TO EXPEDITE ACROSS RWY 25L (AFTER HOLDING SHORT OF RWY 25L ROLLOUT END ON TXWY U). WHILE I WAS SORTING OUT THE BUSY COMS IN MY MIND AND ANTICIPATING THAT THE CTLR WOULD WANT US TO BE WHERE OTHER ACR HAD BEEN HOLDING SO AS TO GET US CLR OF THE LNDG RWYS, I FAILED TO HOLD SHORT OF TXWY U BUT TURNED INSTEAD ONTO TXWY U. BY THE TIME I REALIZED THE ERROR, THE NOSE OF OUR ACFT HAD ENTERED RWY 7L. TO MINIMIZE ANY CONFLICT, I CONTINUED ACROSS RWY 7L AND STOPPED. (I HAD BEEN LOOKING EASTERLY AND KNEW THAT NO TFC WAS LNDG ON THAT RWY, AND IN CONVERSATION WITH THE TWR SUPVR, HE CONFIRMED THAT THERE HAD BEEN NO LOSS OF SEPARATION). HOWEVER, WE HAD STOPPED TOO SOON AND WERE SUBSEQUENTLY REQUESTED TO MOVE UP TO THE HOLD LINE OF RWY 7R TO PROVIDE FULL CLRNC OF RWY 7L. CAUSE: COM OVERLOAD COUPLED WITH A DESIRE TO KEEP THE TFC MOVING. SUGGESTIONS: CONTINUE THE EMPHASIS TO CREWS TO FOCUS ON THE CLRNC. SUPPLEMENTAL INFO FROM ACN 538875: THE CAPT STATED HE THOUGHT HE WAS 'CLRED TO CROSS' WHEN IN FACT IT WAS ANOTHER COMPANY ACFT, FURTHER DOWN THE TXWY, THAT WAS CLRED. BY THE TIME I REALIZED HE WASN'T GOING TO STOP (FO) WE WERE ALREADY BEYOND THE HOLD SHORT LINE. COMMENT: IF YOU'RE NOT SURE OF YOUR CLRNC, ASK!

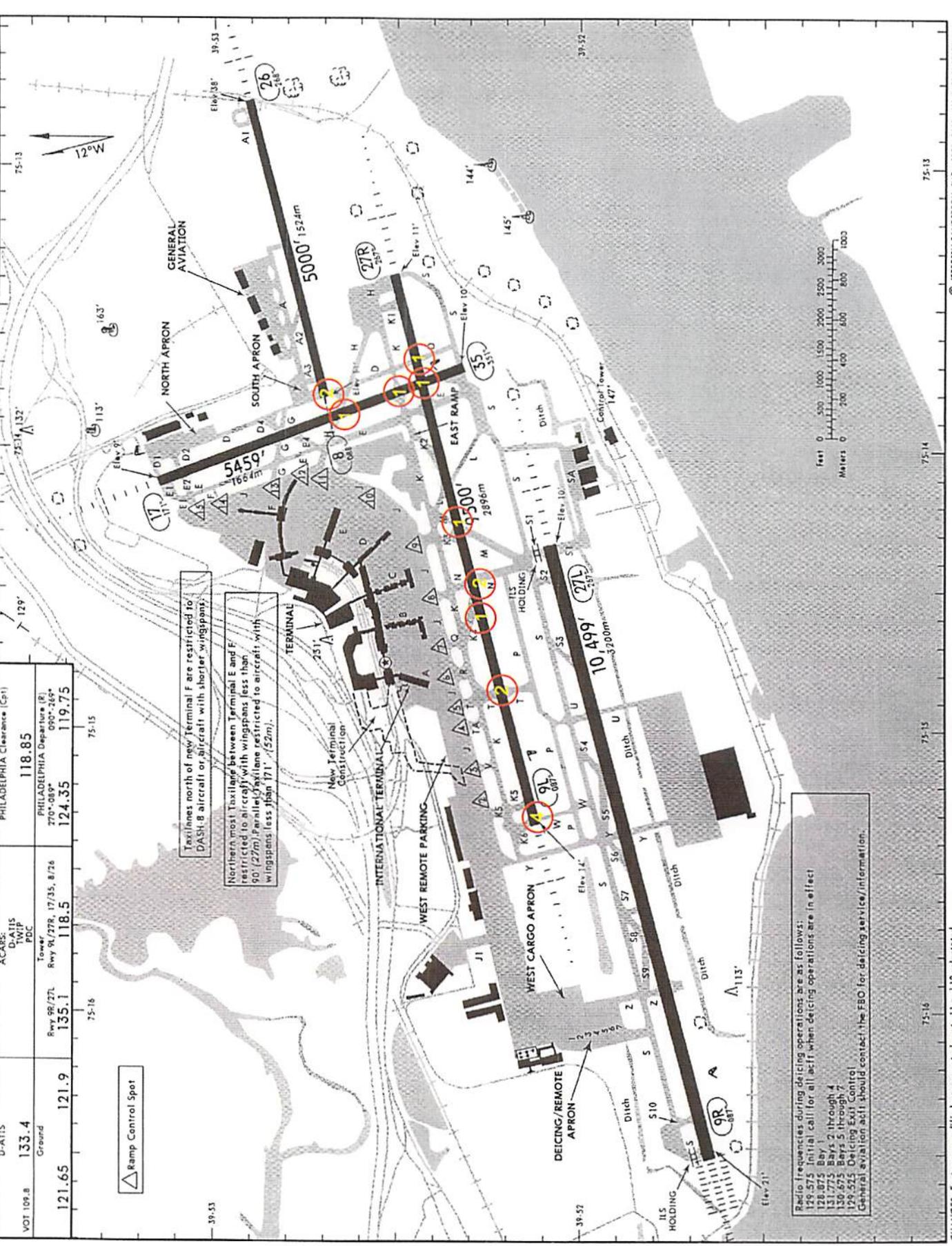
Synopsis

RWY INCURSION WHEN AN MD11 FLT CROSSES RWY 7L WITHOUT CLRNC AT LAX, CA.



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

THE UNIVERSITY OF CHICAGO
LIBRARY



D-ATIS		PHILADELPHIA Clearance (Cpl)	
VOT 109.8	133.4	ACARS: D-ATIS WIP PDC	118.85
121.65	121.9	Tower Rwy 9L/27L, 17/35, 8/26	119.75
		Rwy 9R/27R, 17/35, 8/26	124.35
			119.75

△ Ramp Control Spot

Taxilanes north of new Terminal F are restricted to DASH-8 aircraft or aircraft with shorter wingspans.

Northern most Taxilane between Terminal E and F restricted to aircraft with wingspans less than 90' (27m). Parallel taxilane restricted to aircraft with wingspans less than 171' (52m).

Radio frequencies during deicing operations are as follows:
129.575 Initial call for all a/c when deicing operations are in effect
128.875 Bays 2 through 4
131.775 Bays 5 through 7
130.675 Deicing Exit Control
129.525 Deicing Exit Control
General aviation a/c should contact the FBO for deicing service/information.

Philadelphia International Airport (PHL)

19 Runway Incursion Incidents

Runway 8	
Taxiway Unidentified	ACN 537182
"...before reaching Taxiway D, turned left...crossed Runway 8... Controller told us we had just crossed an active runway."	
Runway 9R	
Taxiway K6	ACN 538202
"...holding short of Runway 9L at K6... Control requested we cross the approach end of Runway 9L...proceeded to cross Runway 9L... Control thought we were on Taxiway Y."	
Runway 9L	
Taxiway N	ACN 461114
"...takeoff...Runway 9L...aborted when...B757 taxied onto the runway at Taxiway N."	
	ACN 510635
"...Tower advised...follow an air carrier...crossing Runway 9L...unable to...clear...our aircraft over the hold line due to...air carrier...in front of us. I could see an aircraft beginning its departure roll on Runway 9L..."	
Taxiway T	ACN 496400
"...instructed...to cross Runway 9L on Taxiway T...then noticed...aircraft moving towards us."	
Taxiway W	ACN 536615
"Crossed Runway 9L onto Taxiway W when Ground said we had crossed a runway without clearance."	
Taxiway Unidentified	ACN 469410
"...instructions were to taxi to Runway 9L...hold short at Taxiway K3...took a taxiway that led onto the runway."	
	ACN 506384
"...landed Runway 9R lined up...to cross Runway 9L...observed the aircraft on Runway 9L begin his takeoff roll...moved forward...in an attempt to clear the runway...could not!"	
	ACN 511801
"...Tower said 'Air Carrier X2 cleared for takeoff Runway 9L.' After lift-off, and crossing the intersecting runway... Controller said 'Air Carrier X1 turn to heading 050 degrees...we had responded to a takeoff clearance for Flight X2..."	
Runway 17	
Taxiway H	ACN 511238
"...told...to taxi to Runway 27L via...H,E, hold short of Runway 27R...after getting onto Taxiway H...at...Runway 17/35...crossed the runway."	
Runway 26	
Taxiway D	ACN 503006
"...instructed to taxi via Taxiway A...D...G...hold short of Runway 35...turned left on Taxiway D, crossed the end of Runway 26."	
Runway 27R	
Taxiway D	ACN 537181
"...continued south on Taxiway D and crossed Runway 27R without clearance..."	
Taxiway Unknown	ACN 465480
"...landed on Runway 27R...the wrong runway."	
	ACN 506354
"Cleared...to taxi across the landing runway...proceeded across...observed the other aircraft go around."	
	ACN 514083
"...mistakenly landed on Runway 27R instead of Runway 26..."	
	ACN 527904
"...Controller cleared us across Runway 27R...Controller changed his mind...we were past the hold short line... Controller made the aircraft on final go around."	
	ACN 535883
"...taxiing to Runway 27L with instructions to hold short of Runway 27R...part of aircraft had been over the hold short line for Runway 27R."	
Runway Unidentified	
	ACN 490556
"...observed...the intersection where the Beech 1900 was and instructed the pilot to stop...Bonanza was airborne...crossing..."	

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ACN: 461114

Time

Date : 200001

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Dash 8-100

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 461114

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

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.Other.Other : RECLEARED FOR TAKEOFF

Narrative

AFTER RECEIVING TKOF CLRNC FROM PHL TWR ON RWY 9L, THE TKOF WAS ABORTED WHEN AN ACR X B757 TAXIED ONTO THE RWY AT TXWY N. PHL ARPT CONFIGN WAS CONVERGING ILS APCHS TO RWY 9R AND RWY 17. RWY 9R WAS CLOSED FOR SNOW REMOVAL. ARRS ON THE CONVERGING ILS RWY 9R WERE SIDESTEPPING TO LAND ON RWY 9L. ATIS WAS RPTING WINDS 080 DEGS AT 5 KTS, 9 MI VISIBILITY IN LIGHT SNOW. BECAUSE OF THE ABORT, 'FLOW' TO RWY 9L WAS STOPPED, RESULTING IN 2 DHC-8 ACFT LNDG ON RWY 9L TO BREAK OFF THEIR APCHS AND CIRCLE TO LAND ON RWY 17. AFTER THE B757 CROSSED AND CLRED RWY 9L, PHL TWR RECLRED US FOR TKOF. I CAN ONLY SPECULATE THAT ALL GND CTL CLRED THE B757 ACROSS RWY 9L AND DID NOT COORDINATE WITH PHL LCL CTL. HAD THE WX CONDITIONS BEEN LOWER, THIS INCIDENT MIGHT HAVE MET WITH DISASTROUS RESULTS.

Synopsis

FLC OF A DHC-8 ABORTED TKOF DUE TO OBSERVING A B757 TAXIING ONTO THE RWY AT AN INTXN.

ACN: 465480

Time

Date : 200003

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Fokker 100

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 465480

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465606

Person / 3

Function.Controller : Approach

Person / 4

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 : The Crew Didn't Inquire and the Controller Didn't Tell Which Runway To Land C

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Narrative

WE CAME OUT OF 2 LINES OF WX NEAR THE BUNTS INTXN WHILE TRANSITIONING FROM ZNY TO PHL APCH CTL. DUE TO A HIGH COCKPIT WORKLOAD, WE DID NOT CATCH THAT PHL WAS LNDG RWY 27L RATHER THAN THE USUAL RWY 27R (ON THE ACARS ATIS). WE BRIEFED AND SET UP FOR THE ILS TO RWY 27R. WE WERE GIVEN NUMEROUS VECTORS WHICH CONCLUDED WITH A TURN TO 250 DEGS TO INTERCEPT THE LOC. SHORTLY THEREAFTER, WE WERE CLRED FOR THE APCH. I DO NOT RECALL THAT THE CTLR SPECIFIED ILS RWY 27L. HE THEN TOLD US TO CONTACT THE TWR AT THE MARKER. WE CALLED THE TWR AT SPEEZ INTXN. THE TWR SAID '#3 CONTINUE.' TWR THEN CLRED US TO LAND WHEN WE WERE AT 1000 FT. WE LANDED ON RWY 27R, TAXIED CLR AND WENT TO THE GATE. WE GOT A MESSAGE TO CALL THE TWR BY PHONE THERE WAS NO TFC CONFLICT. OUR USUAL LNDG RWY IN PHL IS RWY 27R. VERY SIMPLY PUT, NEITHER WE NOR THE CTLRS CAUGHT THAT WE WERE LINED UP FOR, AND LANDED ON, THE WRONG RWY. SUPPLEMENTAL INFO FROM ACN 465605: WE SET UP COCKPIT AND BRIEFED THE RWY 27R APCH AND FOLLOWED IT DOWN ON LOC, OR AUTOPLT, TO LNDG. WE WERE CLRED BY APCH TO FLY 250 DEGS TO INTERCEPT THE LOC. SHORTLY AFTER, WE GOT CLRED FOR THE ILS (TO THE BEST I CAN REMEMBER HE DID NOT SAY WHICH RWY). WE WERE TOLD TO CONTACT TWR OVER MARKER AND AGAIN HE DID NOT GIVE US THE NAME BECAUSE I LOOKED AT APCH PLATE TO MAKE SURE IT WAS SPEEZ INTXN. WHEN WE CHKED IN, ALL TWR SAID WAS #3 AND TO CONTINUE APCH. AT 1000 FT WE WERE CLRED TO LAND AND I DO NOT REMEMBER IF HE SAID RWY 27L OR JUST CLRED TO LAND. WE LANDED ON RWY 27R WITH NO TFC CONFLICTS AND PROCEEDED TO GATE. THE BOTTOM LINE IS WE DID NOT CATCH THE CHANGE IN RWYS AND APCH AND TWR DID NOT EITHER BECAUSE WE WERE CAPTURED ON THE R SIDE'S LOC ON AUTOPLT TO 500 FT AGL.

Synopsis

FK10 CREW LANDED ON THE WRONG RWY AT PHL.

ACN: 469400

Time

Date : 200004

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-200

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Rockwell North American Civil Twin Jet

Aircraft / 3

Controlling Facilities.Tower : PHL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 469400

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.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : ACFT ON TKOF

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : TOOK ANOTHER ACFT TKOF CLRNC

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Other : GOT ACFT STOPED

Narrative

WE WERE TAXIING W ON TXWY K IN PHL BEHIND AN MD80. HE WAS INSTRUCTED TO CROSS RWY 9L AT TXWY T AND TO GET IN LINE BEHIND ACFT ON TXWY P AWAITING TKOF CLRNC. GND CTL ASKED US TO RPT HOLDING SHORT OF TXWY T ON TXWY K. WHICH I RPTED IMMEDIATELY SINCE WE WERE ALREADY THERE. GND THEN INSTRUCTED US TO CROSS RWY 9L ON TXWY T AND EXPEDITE TO GET IN LINE BEHIND ACFT ON TXWY P. AS WE TURNED ONTO TXWY T, I TURNED ON THE STROBES AND CLRED THE RWY TO MY R (W). WHEN I DID THIS, I NOTICED AN ACFT IN POS WITH LIGHTS ON. I THEN NOTICED MOTION ON THAT ACFT MOVING TOWARDS US. INSTRUCTED THE CAPT TO STOP US AS I NOTICED THE ACFT MOVING. HE DID THIS IMMEDIATELY AND WE CAME TO A STOP ABOUT 30-40 FT PAST THE HOLD SHORT LINES. WE ADVISED GND OF THE PROB AFTER THE SABRELINER PASSED IN FRONT OF US AND THEY RECLRED US ACROSS THE RWY. GND TOLD US AFTER REVIEWING THE TAPES THAT THE SABRELINER HAD TAKEN OFF WITHOUT CLRNC. HE MISTOOK ANOTHER ACFT'S TKOF CLRNC OF RWY 8. SOLUTIONS TO THIS MAY INCLUDE 1 CTLR FOR EACH RWY, RATHER THAN US BEING OF GND AND TKOF CLRNC'S BEING GIVEN BY TWR, EVEN THOUGH IT'S THE SAME CONCRETE, AND ALWAYS LOOK BOTH WAYS BEFORE XING THE ACTIVE.

Synopsis

B737 HAD A CLOSE ENCOUNTER WITH A SABRELINER ON TKOF ROLL.

ACN: 469410

Time

Date : 200004

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : MU-2B 60 Marquise

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 469410

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

I HAVE BEEN FLYING OUT OF PHL FOR ABOUT 2 WKS. IT WAS MY FIRST TIME TAXIING TO RWY 9L. IT WAS VERY LIGHT RAIN AT THE TIME. MY TAXI INSTRUCTIONS WERE TO TAXI TO RWY 9L VIA TXWY E, TXWY K, HOLD SHORT AT TXWY K3. WHEN I TURNED ON TXWY K, I WAS LOOKING FOR TXWY K3 TO HOLD SHORT OF AND MADE A MISTAKE AND TOOK A TXWY THAT LED ONTO THE RWY. TO PREVENT A RECURRENCE: DO NOT TAXI WITHOUT REQUESTING FURTHER INSTRUCTIONS OR REQUESTING PROGRESSIVE TAXI IF YOU BECOME UNSURE OF YOUR POS.

Synopsis

MU2 PLT HAD RWY INCURSION AT PHL.

ACN: 490556

Time

Date : 200011

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Beech 1900

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Bonanza 33

Person / 1

Function.Controller : Ground

ASRS Report : 490556

Person / 2

Function.Controller : Local

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Less Severe

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Independent Detector.Other.ControllerB : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

TRYING TO PROVIDE THE BEECH 1900 WITH A SHORTER TAXI RTE TO A RWY WHICH WOULD ALLOW AN IMMEDIATE DEP. A RWY XING WAS REQUIRED. THE PARTICULAR LNDG CONFIGN REQUIRES MULTIPLE REQUESTS FOR RWY XINGS FROM 2 DIFFERENT CTL POS. I OBSERVED PASSING BY THE INTXN WHERE THE BEECH 1900 WAS AND INSTRUCTED THE PLT TO STOP. SINCE THE BONANZA WAS AIRBORNE I DID NOT OBSERVE IT DURING RWY SCAN. DURING THIS OP, TOO MANY XING REQUESTS OCCUR. NEED TO LIMIT COORD TO ONE PERSON TO ELIMINATE CONFUSION.

Synopsis

ATCT CTLR AT PHL CROSSED TFC ON A RWY WITH DEPARTING TFC AIRBORNE.

ACN: 503006

Time

Date : 200103

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Hawker Horizon (Raytheon)

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 503006

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

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

Narrative

ON TAXI OUT OF PHL GA RAMP, WE WERE INSTRUCTED TO TAXI VIA TXWY A, TXWY D, TXWY G, AND HOLD SHORT OF RWY 35, EXPECT RWY 27L. I TAXIED TXWY A, TURNED L ON TXWY D, CROSSED THE END OF RWY 26. I SHOULD HAVE TURNED R TO GET TO TXWY G. THERE ARE NO SIGNS SHOWING WHICH WAY TO TXWY G. IT IS CONFUSING TO TURN R TO GET TO TXWY G WHEN YOU ARE GOING TO RWY 27L WHICH IS THE OTHER WAY. THE COMMERCIAL CHART ALSO IS CONFUSING BECAUSE IT LOOKS LIKE TXWY D DOES NOT CROSS RWY 26.

Synopsis

A WRONG TURN AT PHL RESULTS IN A RWY INCURSION.

ACN: 506354

Time

Date : 200103

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Dash 8 Series Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 506354

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 Less Severe

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Narrative

WHILE STILL TAXIING FROM OUR PARKING RAMP GND CONTROL CLRED US TO TAXI ACROSS THE LNDG RWY. UPON REACHING THE ACTIVE RWY WE LOOKED AND OBSERVED AN ACFT ON FINAL, BUT COULD NOT DISTINGUISH HIS DISTANCE. I PROCEEDED ACROSS IN A HURRIED MANNER. AFTER REACHING THE OPPOSITE SIDE OF THE RWY WE OBSERVED THE OTHER ACFT GAR. 1) I BROKE MY TRADITION AND HURRIED. NORMALLY I WOULD HAVE HELD SHORT AND CONFIRMED 'CLRED TO CROSS THE RWY.' 2) THE GND CONTROLLERS HAVE A HABIT OF CROSSING ACFT BEFORE THEY REACH THE HOLD SHORT LINES. 3) NIGHT VISION THROUGH GLASSES AND A WINDSHIELD CAN DISTORT JUDGEMENT OF DISTANCE. IF IT WERE DAYTIME WE WOULD HAVE HAD BETTER DISTANCE JUDGEMENT AND HELD SHORT. 4) CLRNC BY CONTROLLERS CAN BE QUESTIONED IF YOU HAVE ANY DOUBT OR QUESTION OF THE CLRNC. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR HAD NO ADDITIONAL INFORMATION TO ADD.

Synopsis

DHC8 TAXIS ACROSS RWY 27R AT PHL, RESULTING IN ACFT Y EXECUTING A GAR.

ACN: 506384

Time

Date : 200103

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : A319

Aircraft / 3

Controlling Facilities.Tower : PHL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Observation : Observer

ASRS Report : 506384

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.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Local

Person / 7

Function.Other Personnel : Ramp Guidance

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.ATC Equipment.Other ATC Equipment : RADAR

Independent Detector.Other.ControllerA : 6

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Took Precautionary Avoidance Action

Resolutory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

ON ARRIVAL, LANDED RWY 9R LINED UP WITH NUMEROUS AIRCRAFT WAITING TO CROSS RWY 9L. WHEN WE WERE NUMBER 3 TO CROSS RWY 9L, TOWER (LOCAL 1) CROSSED 3 AIRCRAFT (2-B737S AND US) AT ONCE AND SENT US TO RAMP CONTROL, ALL WHILE HANDLING A GO-AROUND ON RWY 9R. THE AIRCRAFT AHEAD BLOCKED ACCESS TO THE OUTER TXWY, AND OTHER ACFT BLOCKED THE INNER AND THE ALLEY. WE INITIALLY STOPPED WITH THE ENTIRE AIRCRAFT ON THE RUNWAY (INSIDE THE HOLD LINES) AS TOWER (LOCAL 2) PUT AN AIRCRAFT INTO POSITION ON RWY 9L. WE ATTEMPTED TO MOVE FORWARD AS MUCH AS POSSIBLE WITH THE AIRCRAFT (Z) IN FRONT OF US, BUT OUR WINGS WERE ABOUT EVEN WITH THE HOLD SHORT LINES. WE ATTEMPTED TO REACH OUR RAMP TOWER TO ADVISE THEM OF THE SITUATION, BUT WERE REPEATEDLY TOLD TO 'STANDBY.' WE ALSO ATTEMPTED TO CONTACT TOWER (LOCAL 1), BUT RECEIVED NO RESPONSE. WE OBSERVED THE AIRCRAFT ON RWY 9L BEGIN HIS TAKEOFF ROLL, SO WE MOVED FORWARD AS MUCH AS POSSIBLE AND DIAGONALLY TO THE LEFT IN AN ATTEMPT TO CLEAR THE RUNWAY. WE COULD NOT! THE AIRCRAFT ON RWY 9L CONTINUED HIS TAKEOFF (A319). WE FINALLY WERE ABLE TO CONTACT TOWER (LOCAL 1) AND HE INFORMED US THAT THE GROUND RADAR SHOWED US CLEAR OF THE RUNWAY. WE WERE NOT! AIRCRAFT AHEAD FINALLY MOVED FORWARD AND WE PROCEEDED TO THE GATE. NO FURTHER AIRCRAFT DEPARTED RWY 9L UNTIL WE PROCEEDED TO THE RAMP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED SITUATION ADDRESSED WITH COMPANY AND TOWER SPOKESMAN, BUT HAS NOT RECEIVED ANY FEEDBACK.

Synopsis

ACR TURBOJET IS BLOCKED BY ANOTHER ACR TURBOJET AND UNABLE TO COMPLETELY EXIT PHL RWY 9L AND ATTEMPTS TO ADVISE TOWER AS LCL CTLR CLR'S ANOTHER ACR TURBOJET FOR TAKEOFF.

ACN: 510635

Time

Date : 200105

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : SF 340A

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510635

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

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

WHILE TAXIING ACR FLT XXX AT PHL AFTER ARR, PHL TWR ADVISED US TO FOLLOW AN ACR B737 XING RWY 9L (THE ACTIVE DEP RWY) AND CONTACT RAMP CTL (130.05). WE WERE UNABLE TO COMPLETELY CLR THE TAIL OF OUR ACFT OVER THE HOLD LINE DUE TO THE PRESENCE OF THE ACR B737 WHICH HAD STOPPED IN FRONT OF US. I COULD SEE AN ACFT BEGINNING ITS DEP ROLL ON RWY 9L AND WAS UNCOMFORTABLE SINCE MY ACFT WAS NOT YET COMPLETELY OVER THE HOLD LINE DESPITE THE FACT THAT WE WERE WELL CLR OF THE ACTUAL RWY, AND BECAUSE FURTHER FORWARD MOVEMENT WOULD SUBJECT US TO POSSIBLE DAMAGE FROM JETBLAST. AFTER APPROX 30 SECONDS, WHEN IT WAS OBVIOUS THAT THE B737 WAS NOT GOING TO MOVE UP, I DID MOVE FORWARD AND AS MUCH TO THE R AS POSSIBLE TO CLR THE HOLD LINE AND MITIGATE JETBLAST WHEN THE B737 DID PWR UP TO MOVE. AT NO TIME DID RAMP CTL COMMUNICATE WITH US OTHER THAN TO ACKNOWLEDGE OUR PRESENCE INITIALLY. IN SUBSEQUENT CONVERSATION WITH ANOTHER ACFT, RAMP CTL SAID HE HAD TO TALK TO GND ABOUT 'A LITTLE INCURSION.' WE DO NOT KNOW IF THIS WAS IN REF TO US. IN MY OPINION, MOVEMENT ON THE GND AT A BUSY ARPT LIKE PHL IS A PUZZLE THAT DEPENDS ON A FLOW WHICH, WHEN INTERRUPTED, DOES NOT ALWAYS PROVIDE TIME FOR A PERFECT REMEDY. IN OUR CASE, THE SIT EXISTED FOR LESS THAN 1 MIN WHICH, IN HINDSIGHT, WOULD HAVE BEEN ENOUGH TIME TO COMMUNICATE OUR DILEMMA, BUT ALSO INVOLVED OBSERVING THE CIRCUMSTANCES, ANTICIPATING TIMELY FORWARD MOVEMENT, AND DIRECTING A LOW TIME FO, WHO HAD NOT BEEN TO PHL BEFORE, WHAT TO SAY. A CORRECTIVE ACTION COULD HAVE BEEN TO RETURN TO THE TWR FREQ WE HAD JUST LEFT MYSELF AND STATE THAT OUR TAIL WAS NOT YET CLR OF THE HOLD LINE. IN ADDITION, THE RWY 9L DEP SHOULD NOT HAVE BEEN CLRED FOR TKOF BEFORE WE WERE OVER THE LINE.

Synopsis

AN SF340 PIC RPT ON A RWY INCURSION AND A POTENTIAL GND CONFLICT WITH DEP ACFT WHEN HE COULD NOT TAXI PAST THE HOLD LINE OF THE ACTIVE DUE TO GND TFC AT PHL, PA

AGN: 511238

Time

Date : 200105

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-800

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 511238

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 511237

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

WE WERE LEAVING PHL :24 LATE, I HAD BEEN TO PHL ONCE IN THE LAST TWO YEARS. OUT PUSHBACK AND ENGINE START WERE 'NORMAL.' WE WERE TOLD BY GND TO TAXI TO RWY 27L VIA THE RAMP, H,E, AND HOLD SHORT OF RWY 27R. I SAW THE TAXI ROUTE AND THE FO WAS TAKING A VERY LONG LOOK AT THE 10-9 CHART BECAUSE HE HAD NEVER HAD TAXI INSTRUCTIONS FROM OUR ALLEYWAY LIKE THIS. WE STARTED OUR TAXI AND I LOOKED AT THE BRAKE TEMPS AND I WAS THINKING OF USING THE R BRAKE ONLY SINCE THE L TEMPS WERE HIGHER AND WE WERE HEAVY AND HAD A LONG TAXI TO GO. AS WE APPROACHED TXWY H ON THE RAMP, THERE WAS A 737-700 WAITING FOR US TO COME AROUND THE CORNER AND TURN ONTO TXWY H. AS WE ROUNDED THE CORNER I WAS LOOKING OUT TO MAKE SURE WE HAD WINGTIP CLRNC. TXWY E IS A QUICK TURN AFTER GETTING ONTO TXWY H AND WHEN I LOOKED OUT, WE WERE LOOKING AT HOLD SHORT LINES FOR RWY 17/35. I ASKED THE FO IF WE ARE CLEAR TO CROSS ALL RWYS WITH A TAXI CLRNC. AT THIS POINT I CLRED THE FINALS FOR THE RWYS AND CROSSED THE RWY. I DID SLOW BEFORE CROSSING AND HAD A SINKING FEELING THERE IN MY STOMACH. I HAVE TOLD MYSELF BEFORE, THAT IN THAT SITUATION, I WOULD STOP AND STRAIGHTEN THINGS OUT. I DON'T KNOW WHY I DID NOT. FACTORS LOW TAXI EXPERIENCE, NOT REALIZING HOW QUICK THE TURN TO TXWY E WOULD COME UP, AND GIVING TOO MUCH ATTENTION TO THE B737. SUPPLEMENTAL INFO FROM ACN 511237: ASSIGNED TO TAXI J,H,E, HOLD SHORT RWY 27R. MISSED THE E TXWY, BELIEVED D WAS E AND CROSSED RWY 17/35 WITHOUT CLRNC. 1)CAPT ON FIRST TRIP AFTER IOE AND FO UNFAMILIAR WITH TAXI ROUTING. 2) HAD CHARTS OUT AND THOROUGHLY REVIEWED THE ROUTING BEFORE TAXI. EVEN DISCUSSED USING TXWY S TO GET TO RWY 27L FOR TAKEOFF. 3) FO MONITORED TURN ON H THEN WENT HEADS DOWN WITH CO-PILOT DUTIES. 4) FO CAME HEADS UP TO HELP FIND R TURN ON E, BUT E WAS ALREADY BEHIND US. 5) BOTH PLTS CHANNLED SCAN TO FIND E AND MUTUALLY AGREED WE COULD CROSS RWY 17 TO GET TO RWY 27R. 6) FO SHOULD HAVE PREVENTED INCIDENT AND DID NOT. 7) REVIEW OF TAXI INSTRUCTIONS SHOULD SPECIFICALLY INCLUDE CROSSING INTERVENING RWYS 8. IF INTERVENING RWYS WERE NOT PART OF THE REVIEW (AS IN THIS CASE), STOP!! CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR, WHO IS A NEW CAPT WITH LIMITED EXPERIENCE, SAID THAT HE WAS PAYING TOO MUCH ATTENTION TO CLEARING THE ACFT WAITING ON THE RAMP FOR HIM TO PASS AND NOT ON THE TAXI ROUTE. THE TXWY HAS NON STANDARD SURFACE PAINTED SIGNS, INCLUDING HOLD SHORT LINES AND DIRECTIONAL SIGNS, WHICH CONTRIBUTED TO LESSENING HIS SITUATIONAL AWARENESS. THE FO WAS USING THE ACARS AT THE TIME TO RETRIEVE PERFORMANCE AND LOADING NUMBERS. AFTER THE INCIDENT OCCURRED, THE ATCT LOCAL CTLR APPROVED CONTINUING ON TXWY H TO THE END OF THE RWY. THERE WAS NO TFC CONFLICT EVEN THROUGH THE RWY THAT WAS CROSSED WITHOUT CLRNC WAS ACTIVE.

Synopsis

AN AIR CARRIER CREW CROSSES AN ACTIVE RWY WITHOUT CLRNC WHEN THEY MISS A TURN TO A POORLY MARKED TXWY THAT RAN PARALLEL TO THE RWY.

ACN: 511801

Time

Date : 200105

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Beech 1900

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Beech 1900

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 511801

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.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Consequence.Other : Company Review

Narrative

I WAS THE FO AND THE PF. THE CAPT WAS THE PNF AND WAS HANDLING THE RADIOS. WE HAD BEEN ON DUTY FOR 12.5 HRS, HAVING FLOWN 7 PREVIOUS LEGS, ALL TO INST APCHS IN MODERATE (CEILING ABOUT 800 FT) IMC. I HAD FLOWN 3 OF THE PREVIOUS 7 LEGS. THIS WAS OUR LAST LEG. OUR FLT NUMBER WAS ACR X1. PHL CLRNC DELIVERY OF OUR COMPANY. I DO NOT KNOW WHICH, SHORTENED THE CALL TO 'ACR X1.' I UNDERSTAND THAT THIS IS COMMON FOR A FLT DEPARTING PHL. ARRIVING FLT NUMBERS ARE NOT SHORTENED. UNBEKNOWNST TO US, THERE WAS ANOTHER COMPANY ACFT TO DEPART AT THE SAME TIME (XD58) WHICH WAS FLT 2 AND DESIGNATED AS 'ACR X2.' AFTER A WAIT OF 5 MINS OR SO, AT THE RWY HOLD SHORT LINE, WE WERE TOLD TO TAXI INTO POS AND HOLD RWY 9L. THE CAPT COMPLIED, AND TURNED THE CTLS OVER TO ME, WITH MY ACKNOWLEDGEMENT. ALL CHKLISTS HAD BEEN COMPLETED. THERE WAS QUITE A LINE OF ACR TFC WAITING TO DEPART FROM RWY 9L AND WE WERE ABOUT FIFTH OR SIXTH CLRED ONTO THE RWY. WE HELD IN POS FOR MORE THAN 1 MIN. TO THE BEST OF MY RECOLLECTION, THIS IS WHAT HAPPENED NEXT. PHL TWR SAID 'ACR X2 CLRED FOR TKOF RWY 9L.' I HEARD X2 AND NOT X1. SINCE WE WERE ON RWY 9L, I ASSUMED IT WAS MEANT FOR US. UP TO THIS POINT IN TIME, WE HAD NOT HEARD ANY CALLS FOR ACR X2. THE CAPT ACKNOWLEDGED BY SAYING 'ACR X1 CLRED FOR TKOF RWY 9,' AND ASKED FOR AN INITIAL ALT. THE PHL TWR CTLR SAID (RATHER TERSELY) '5000 FT.' THE CAPT ACKNOWLEDGED THE ALT ASSIGNMENT BY SAYING 'ACR X1 5000 FT,' AND TOLD ME TO GO, WHICH I DID, DESPITE MY FEELING THAT SOMETHING WAS WRONG. AS WE BEGAN OUR TKOF ROLL, THE PHL TWR CTLR CAME ON THE RADIO AND WAS KIND OF SPITTING AND SPUTTERING BUT GAVE NO DIRECTIVES TO ANYONE. THIS CAUGHT THE ATTN OF BOTH MYSELF AND THE CAPT. NONETHELESS WE CONTINUED. TKOF WAS NORMAL. AFTER LIFTOFF, AND XING THE INTERSECTING RWY, THE PHL TWR CTLR SAID 'ACR X1 TURN L HDG 050 DEGS, CONTACT DEP.' THIS WAS SAID WITH THE SOUND OF A GREAT DEAL OF ANNOYANCE IN HIS VOICE. IT WAS THEN THAT I CONCLUDED THAT WE HAD RESPONDED TO A TKOF CLRNC FOR FLT X2 EVEN THOUGH THE TWR CTLR HAD INCLUDED 'RWY 9L,' OUR RWY, IN THE TKOF CLRNC. JUST BEFORE WE SWITCHED TO DEP, WE HEARD THE FIRST CALL TO X2 WITH THE TWR CTLR SAYING 'X2 CLRED FOR TKOF RWY 17.' THIS WAS THE FIRST CALL WE HAD HEARD AND DEFINITELY ASSOCIATED WITH FLT X2. IT WAS THEN THAT MY SUSPICION WAS CONFIRMED THAT THERE HAD BEEN CONFUSION ALL AROUND. WE SWITCHED TO DEP CTL AND THE FLT PROCEEDED AND TERMINATED NORMALLY. INCIDENTALLY, FLT X2 SOON WAS BEING HANDLED BY THE SAME DEP CTLR AS WE WERE, AS IT WAS GOING IN THE SAME GENERAL DIRECTION AS WE WERE. CONTRIBUTING FACTORS INCLUDED CREW FATIGUE, THE USE OF 6 DIFFERENT FLT NUMBERS DURING OUR 8 LEGS THAT DAY, THE SHORTENING OF OUR FLT NUMBER BY PHL (NO OTHER FACILITY DOES THIS), BEING ON THE RWY AND EXPECTING TO HEAR A TKOF CLRNC, AND NOT KNOWING OR NOT HEARING ANOTHER COMPANY FLT IN THE TAXI PROCESS TO AN INTERESTING RWY. IT IS POSSIBLE THAT THE TWR CTLR MIXED THE FLT NUMBERS AND THE RWYS AND WAS SURPRISED TO SEE US (X1) ROLLING WHEN HE EXPECTED TO SEE X2 ROLLING. IT APPEARED PHL TWR COULD HAVE CLRED EITHER OF US TO TAKE OFF IN EITHER ORDER. BY WAY OF CORRECTIVE ACTIONS, I SHOULD HAVE IMMEDIATELY SPOKEN UP WHEN HEARD AND RECOGNIZED X2. I BECAME COMPLACENT WHEN I ALSO HEARD 'RWY 9L' IN THE TKOF CLRNC. FURTHER, WHEN THE CTLR WAS 'SPITTING AND SPUTTERING,' AND, GIVEN MY UNEASINESS, I SHOULD HAVE ABORTED THE TKOF. WE WERE WELL BELOW V1 WHEN THIS HAPPENED. OTHER FACTORS INCLUDE THE FACT THAT THIS WAS MY SECOND DAY ON LINE, HAVING FINISHED MY IOE 5 DAYS EARLIER IN FLORIDA. I HAD MY HANDS FULL, AND THE CAPT WAS PROBABLY PAYING ATTN TO ME IN ADDITION TO HANDLING HIS OWN DUTIES. NOTHING LIKE THIS HAD EVER HAPPENED TO ME BEFORE IN MY 23 PREVIOUS YRS OF FLYING LIGHT GA ACFT OR IN GIVING FLT INSTRUCTION. MOST OF THAT EXPERIENCE WAS NOT IN BUSY TERMINALS, AND NEVER DID I SPEND 12+ HRS EITHER FLYING, PREPARING TO FLY, OR WAITING TO FLY. THIS IS COMMON WITH ACR OPS. I WILL BE FAR MORE COGNIZANT OF THE COMS HENCEFORTH, AND QUESTION ANYTHING THAT IS NOT PERCEIVED BY ME AS BEING 100% ACCURATE AND UNDERSTOOD BY BOTH CREW MEMBERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT THEY HAVE AS LITTLE AS 10 MIN TURNAROUND, AND THE PREVIOUS INBOUND CLRNC HAS USUALLY NEVER BEEN DROPPED FROM THE ARTCC HOST FLT PLAN SYS IN THAT SHORT OF TIME. THE COMPANY AND

Synopsis

B190 FO DOES NOT CHALLENGE CAPT'S TKOF CLRNC READBACK TO SIMILAR SOUNDING CALL SIGN. SHORTENED CALL SIGNS ARE UTILIZED BY PHL TWR.

ACN: 514083

Time

Date : 200106

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Bonanza 35

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 514083

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : WRONG RWY LNDG

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

AT PHL ARPT, I MISTAKENLY LANDED ON RWY 27R INSTEAD OF RWY 26 FOR WHICH I WAS CLRED TO LAND. ATIS WAS RPTING RWY 27R AND RWY 35, WINDS WERE 320 DEGS AT 9 KTS WITH GOOD VISIBILITY NO PROB WITH CLOUDS, SCATTERED AT ABOUT 7000-8000 FT. I WAS ARRIVING FROM THE N AND ANTICIPATED VISUAL TO RWY 35. THE AIR WAS VERY BUMPY AND THE AREA SURROUNDING THE ARPT DENSELY BUILT UP. I HAD DIFFICULTY LOCATING THE RWYS ALTHOUGH I SAW THE ARPT. JUST BEFORE BEING TURNED OVER TO TWR. I WAS CLRED FOR RWY 26 AND I MUST HAVE BEEN ABOUT ON TOP OF IT, STILL VECTORED IN SOUTHERLY DIRECTION. WHAT I SAW TURNED OUT TO BE RWY 27R AND ON FINAL I SAW THE MARKINGS. THE RWYS ARE STAGGERED. RWY 27R IS CONCRETE AND LIGHT COLORED AS REST OF ARPT. BUT RWY 26 IS ASPHALT AND BLACK AND MUST HAVE BLENDED TOO WELL INTO THE BACKGND. ALSO, WHEN CLRED FOR RWY 27, APCH ASKED IF I SAW LNDG TFC ON RWY 35. LOOKING FOR TFC WAS AN ADDED DISTR WHEN LOOKING FOR THE RWY TO TURN CLOSE FINAL. CONTRIBUTING FACTORS, BESIDES THE CHANGE IN RWYS AND DIFFERENCES IN COLOR, WERE MY LACK OF FAMILIARITY WITH THE ARPT. I HAD NEVER BEEN INTO PHL, IT WAS A CHANGE FROM PLANNED DEST OF NE PHILLY, PNE, AND I WAS CONCERNED BECAUSE OF ITS SIZE AND BUSINESS WITH SO MUCH COMMERCIAL TFC. THE TWR PERSONNEL WERE EXTREMELY KIND AND CONCERNED AND HELPFUL. THIS WAS AN INADVERTENT EVENT, MUCH TO MY DISMAY. CORRECTIVE ACTION WOULD BE TO IMPRINT THE RWY LAYOUT MORE FIRMLY IN MY MIND. THERE WAS NOT TIME TO LOOK AT THE ARPT DIAGRAM WHEN CLOSE IN TO THE BUSY ARPT OVER THE CITY. THAT WAS THE TIME TO KEEP EYES LOOKING OUT THE WINDOW, AS I DID, NOT ON AN APCH PLATE.

Synopsis

A BE35 BONANZA PLT PERFORMS A WRONG RWY APCH AND LNDG AT PHL, PA.

ACN 527904

Time

Date : 200110

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

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

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 527904

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.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

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.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

ON TAXI TO ACTIVE RWY FOR DEP (RWY 27L AT PHL), WE WERE INSTRUCTED TO HOLD SHORT OF RWY 27R, WHICH WE ACKNOWLEDGED AND REPEATED. AFTER AN ACFT LANDED AND PASSED THE INTXN AT WHICH WE WERE HOLDING SHORT OF THE LNDG RWY (RWY 27R), THE LCL GND CTLR CLRED US ACROSS RWY 27R TO TAXI TO RWY 27L. WE COULD SEE ANOTHER ACFT ON FINAL APCH FOR RWY 27R, BUT NO CONFLICT WOULD HAVE OCCURRED AS THE ACF LOOKED LIKE IT WAS ON ABOUT A 2 MI FINAL. AFTER WE CROSSED THE HOLD SHORT LINE AND WERE TECHNICALLY ON THE ACTIVE RWY, THE CTLR CHANGED HIS MIND AND TOLD US TO HOLD SHORT. AT THIS POINT I ADVISED THE GND CTLR WE WERE UNABLE AS WE WERE PAST THE HOLD SHORT LINE BY 20-30 FT. AT THE SAME TIME, I SUGGESTED TO THE CAPT, WHO WAS TAXIING THE ACFT, THAT HE KEEP THE ACFT ROLLING ACROSS THE ACTIVE RWY TO AVOID A CONFLICT WITH THE ACFT ON ABOUT A 1 MI FINAL. HOWEVER, HE STOPPED THE ACFT. AT THIS POINT THE TWR CTLR MADE THE ACFT ON FINAL GO AROUND.

Synopsis

MD80 AT PHL CROSSED HOLD SHORT LINES AFTER BEING INSTRUCTED TO CROSS THE RWY THEN HOLD SHORT. TFC ON SHORT FINAL WAS ISSUED A GAR.

ACN: 532318

Time

Date : 200111

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : HS 125 Series 1-600

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532318

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

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Separated Traffic

Narrative

I WAS COPLT ON THIS HAWKER ON NOV/XA/01 AT PHL. WE WERE ON THE E SIDE OF THE FIELD. OUR TAXI INSTRUCTIONS WERE TO 'TAXI TO RWY 35 HOLD SHORT RWY 8.' THEN THE CTLR CLARIFIED AND SAID, TAXI RWY 35 TXWY A AND TXWY D HOLD SHORT RWY 8.' APCHING RWY 8 WE WERE CLRED TO TAXI RWY 35 VIA TXWY D. NEARING TXWY K WE WERE TOLD TO HOLD POS. THE CTLR SOUNDED HURRIED OR PANICKED. APPARENTLY THERE WAS SOME CONFUSION ON THE FIELD TO THE W OF OUR POS. WHEN WE STOPPED WE WERE AT THE INTXN OF TXWY K AND TXWY D. THE NOSE OF THE ACFT WAS POINTED TO THE R OR SW SO WE COULD SEE THE CONFUSION. A SMALL ACFT (PIPER) WAS TAXIING UNDER THE WING OF AN ACR HVY JET (ON TXWY N, I BELIEVE). EVERYONE ON THE GND FREQ WAS CONSUMED WITH THE EVENT ON THE FIELD. THE FREQ WAS CONGESTED WITH INSTRUCTIONS FROM THE CTLR AND COMMENTS FROM PLTS. AFTER THE COMMOTION HAD CEASED WE WERE TOLD TO 'CONTINUE OUR TAXI TO RWY 35.' WE CROSSED RWY 35 AT TXWY K, TURNED L ON TXWY E. AT THAT POINT WE REALIZED OUR MISTAKE AND HELD SHORT RWY 9L/27R AT TXWY E. THE CTLR CONFIRMED WE WERE HOLDING SHORT OF RWY 9L/27R. FINALLY WE WERE CLRED TO 'CROSS RWY 9L/27R AND TAXI RWY 35.' AT THE TIME OF THE OCCURRENCE (RWY XING) ALL CHKLISTS WERE COMPLETE. CONTRIBUTING FACTORS WERE, OF COURSE, DISTRS. IT'S NOT EVERY DAY YOU SEE A GA PLANE TAXI UNDER A HVY JET. THIS WAS MY FIRST TIME IN PHL SO I WAS NOT FAMILIAR. ALSO, TXWY O HAD BEEN EXTENDED AFTER TXWY K, SO THE CAPT OUT OF HABIT MAY HAVE BEEN USED TO XING RWY 9L/27R AT TXWY E.

Synopsis

H25 CREW AT PHL TAXIING FOR DEP, RECEIVING PROGRESSIVE INSTRUCTIONS, MANAGE TO INADVERTENTLY CROSS A RWY WITHOUT CLRNC.

ACN: 535883

Time

Date : 200201

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : A319

Aircraft / 2

Controlling Facilities.Tower : PHL.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535883

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.Other Anomaly.Other : SIMILAR CALL SIGNS

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : STOPPED ACFT TAXING

Narrative

WE WERE TAXIING TO RWY 27L WITH INSTRUCTIONS TO HOLD SHORT OF RWY 27R AT PHL. APPROXIMATING RWY 27R, THE GND CTLR (WHO WAS JUST A LITTLE DIFFICULT TO UNDERSTAND) GAVE A CLRNC TO AN ACFT (ACFT Y) TO CROSS RWY 27R. WE WERE ACFT X AND BOTH THE FO AND I BELIEVED THE CLRNC WAS FOR US. THERE WAS NO DOUBT IN MY MIND THAT THE CLRNC WAS FOR US, SO I PREPARED TO CROSS THE RWY. THERE MUST HAVE BEEN SOME DOUBT IN THE FO'S MIND BECAUSE HE ASKED GND CTL TO CONFIRM THE CLRNC WAS FOR US. I STOPPED THE ACFT QUICKLY AS SOON AS I REALIZED THERE WAS A DOUBT IN THE FO'S MIND AND WE STOPPED WELL CLEAR OF THE RWY. THE FO HAD TO ASK TWICE AND ON THE SECOND CALL TO GND CTL WE WERE TOLD TO CONTINUE HOLDING SHORT OF RWY 27R. 3 ACFT LANDED WHILE WE WAITED TO CROSS THE RWY. WHEN WE FINALLY RECEIVED OUR CLRNC TO CROSS THE RWY, IT DAWNED ON ME THAT PART OF MY ACFT HAD BEEN OVER THE HOLD SHORT LINE FOR RWY 27R. WE SOON FOUND OUT THERE WAS ACFT Y ON THE SAME FREQ AND PREPARING FOR TKOF ALSO.

Synopsis

A319 CAPT CROSSES HOLD SHORT LINE WHEN HE MISTAKES CLRNC FOR ANOTHER ACFT WITH SIMILAR CALL SIGN. TWR CTLR OBSERVES PROB AND HOLDS ANOTHER ACFT FOR TKOF

ACN: 536615

Time

Date : 200201

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536615

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : NO GRN RADAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXI OUT TO RWY 9L IN PHL. ON TXWY J TURNED L ONTO K5. TURNED R ONTO TXWY K AND TURNED L ONTO K6, HOLD SHORT OF RWY 9L. GND TOLD US TO CROSS RWY 9L AT APCH END. WAS SURPRISED GND ISSUED US A CLRNC TO CROSS AN ACTIVE RWY. I THOUGHT TWR WOULD ISSUE THE CLRNC. CROSSED RWY 9L ONTO TXWY W WHEN GND SAID WE HAD CROSSED A RWY WITHOUT CLRNC. NO TFC CONFLICT. GND RADAR WOULD HAVE CAUGHT THIS ERROR IF IT WAS IN USE. GND THOUGHT WE WERE ON TXWY Y. THE PHRASE 'CROSS THE APCH END OF RWY 9L' IS MISLEADING. LOOKING BACK AT THIS INCIDENT THE CTRLR MEANT TURN L ON K5, R ON TXWY K, HOLD SHORT OF K6. THEN HE MEANT TAXI DOWN TXWY K, TURN I ON TXWY Y, CROSS APCH END OF RWY 9L ON TXWY Y. FACTORS WERE THE INCLEMENT WX, NIGHT AND NOT USING GND RADAR.

Synopsis

A B733 CREW, TAXIING FOR TKOF AT PHL, CROSSED AN ACTIVE RWY WITHOUT A CLRNC.

ACN: 537181

Time

Date : 200202

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Learjet 55

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 537181

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 537283

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

Resolutory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE TAXIING OUT FROM FBO AT PHL FOR DEP ON RWY 27L, WE WERE CLRED VIA TXWYS A AND D TO HOLD SHORT OF RWY 26. I WAS READING THE TAXI CHKLIST TO THE PF, AND PERFORMING VARIOUS TAXI ITEMS. WE STOPPED AND HELD SHORT OF RWY 26 ON TXWY D. WE WERE THEN CLRED TO CROSS RWY 26 AND TOLD TO HOLD SHORT OF RWY 35 ON TXWY K. I READ BACK THE CLRNC, AND THE PF PROCEEDED TO TAXI. I WENT BACK TO PERFORMING CHKLIST ITEMS, WHILE READING FROM THE CHKLIST. I WAS NOT AT THE MOMENT LOOKING OUTSIDE. WE WERE MOVING S ON TXWY D, WHICH PARALLELS RWY 35, AND INTERSECTS WITH RWY 27R. INSTEAD OF TURNING R (W) ON TXWY K TO HOLD SHORT OF RWY 35, THE PF CONTINUED S ON TXWY D AND CROSSED RWY 27R WITHOUT CLRNC, EXPECTING TO HOLD SHORT OF RWY 35 AT THE APCH END ON TXWY S. THIS ERROR WAS BROUGHT TO OUR ATTN BY GND. AT NO TIME WAS THERE A CONFLICT WITH ANOTHER ACFT. WE ACKNOWLEDGED THE ERROR, AND WERE CLRED TO TAXI TO RWY 27L, AND DEP. WE ARE BASED AT PHL, AND ARE VERY FAMILIAR WITH THE ENVIRONMENT. THE USUAL RTE OUT TO RWY 27L IS TXWY A, TXWY C CROSSING BOTH RWY 26 AND RWY 27R, WHEN CLRED, THEN CROSS RWY 35 AT TXWY S TO RWY 27L. WE BOTH HEARD THE CLRNC, AND I NOTED A NOD FROM THE PF, BUT THE CHANGE TO THE 'USUAL' RTE APPARENTLY DIDN'T REGISTER. I SHOULD NOT HAVE HAD MY HEAD DOWN PERFORMING COCKPIT DUTIES WHILE MOVING, THUS REMOVING A CHK ON THE PF. IF I HAD BEEN LOOKING, I WOULD HAVE BROUGHT THE ERROR TO HIS ATTN BEFORE HE ENTERED AN ACTIVE RWY. SUPPLEMENTAL INFO FROM ACN 537283: CLRED TO TAXI ACROSS RWY 26 ON TXWY D HOLD SHORT OF RWY 35 AT TXWY K. NORMAL RTE TO RWY 27L IS TXWY D ACROSS RWY 26, RWY 27R, HOLD SHORT OF RWY 35 AT TXWY S. I'VE DONE THIS RTE SO MANY TIMES THAT I MUST HAVE BEEN ON AUTO OR SOMETHING AS I DID CROSS RWY 27R WITHOUT A CLRNC TO DO SO. COPLT WAS HEAD DOWN RUNNING THE CHKLIST AND DID NOT CATCH MY ERROR.

Synopsis

AN LJ55 CREW, TAXIING FOR TKOF AT PHL, TAXIED ACROSS AN ACTIVE RWY WITHOUT A CLRNC.

ACN: 537182

Time

Date : 200202

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : Beech Jet 400

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 537182

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Clearance Delivery

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FROM THE RAMP OF FBO AT PHL, I CALLED CLRNC DELIVERY AND ASKED FOR OUR INSTS DOWN TO PBI. I WAS TOLD CLRED AS FILED. I READ THE CLRNC BACK AND WAS TOLD 'READBACK IS CORRECT.' I WENT INSIDE TO GET MY FO AND THEN WE STARTED THE ENGS. MY FO CALLED GND CTLR AND ASKED FOR OUR TAXI CLRNC. THE GND CTLR REPLIED 'TAXI VIA TXWY A, TXWY D, TXWY G, HOLD SHORT OF RWY 35,' AND THAT'S ALL HE SAID. WE STARTED OUR TAXI OUT OF THE RAMP AND ONTO TXWY A. AT THIS POINT THE GND CTLR ASKED US TO CONTACT CLRNC DELIVERY AGAIN. MY FO CALLED CLRNC WHILE I MONITORED GND AND CLRNC. WE WERE GIVEN A NEW VERY LENGTHY AND COMPLICATED CLRNC WHICH INCLUDED INTXNS ON THE LOW CHARTS AND RADIAL TO AND FROM VOR'S WHICH WE WERE TO INTERCEPT, I HAD ONLY FILED JET RTES AND DEPS. THE CLRNC WAS READ TO US SO FAST THAT AFTER THE THIRD ATTEMPT MY FO WAS STILL GETTING IT WRONG. SO AT THIS POINT AND BEFORE TXWY D, I CALLED CLRNC DELIVERY AND IDENTED MYSELF AS THE CAPT AND TOLD HIM I WAS NOW BECOMING CONFUSED. I ASKED HIM TO READ THE NEW CLRNC AGAIN AND I COPIED IT AND READ IT BACK TO HIM, HE REPLIED READBACK CORRECT. AT THIS TIME I CALLED GND CTLR AGAIN AND ASKED FOR THE TAXI CLRNC ONCE MORE. THE GND CTLR VERY QUICKLY SAID 'TAXI TO RWY 27L VIA TXWY A, TXWY D, TXWY G, HOLD SHORT OF RWY 35' AND THAT'S ALL HE SAID. THE NORMAL TAXI RTE TO RWY 27L FROM FBO AT PHL IS WBOUND ON TXWY A, THEN A L TURN SBOUND ON TXWY D, THEN A R TURN WBOUND ON TXWY S, HOLD SHORT OF RWY 35. WELL, THIS PARTICULAR DAY THERE WAS A WORK TRUCK AT THE END OF TXWY D, SO INSTEAD OF TURNING L ON TXWY D, WE WERE SUPPOSED TO GO R. WE DID NOT BECAUSE OF ALL OF THE CONFUSION, AND BEING INSTRUCTED TO CONTACT CLRNC JUST BEFORE REACHING TXWY D, WE TURNED L THE USUAL AND STANDARD WAY AND CROSSED RWY 8. ABOUT 1/2 WAY ACROSS, THE GND CTLR TOLD US WE HAD JUST CROSSED AN ACTIVE RWY. WE WERE TOLD TO CLR THE RWY AND STOP, SO WE DID JUST THAT. AT THAT POINT, THE GND CTLR ISSUED NEW TAXI INSTRUCTIONS TO RWY 27L. WE READ BACK THE NEW TAXI INSTRUCTIONS, AND AT THIS POINT, I TOLD THE CTLR I WOULD LIKE TO GRACIOUSLY APOLOGIZE. HE REPLIED 'IT'S OK, NO PROB' SO WE FINISHED THE FLT WITHOUT ANY OTHER CONTACT BY PHL. I DON'T THINK IT'S A GOOD IDEA FOR YOU TO HAVE TO CONTACT CLRNC DELIVERY AFTER YOU HAVE ALREADY BEEN GIVEN TAXI INSTRUCTIONS, ESPECIALLY AFTER YOU HAVE ALREADY STARTED TAXIING. IT DOES NOT SEEM LIKE A GOOD PROC - ESPECIALLY AT PART 121 ARPTS. I THINK BECAUSE OF THIS DISTR AND THE GND CTLR NOT ISSUING VERY CLR TAXI INSTRUCTIONS SUCH AS TAXI VIA TXWY A WBOUND, THEN TURN R NBOUND ON TXWY D, AND W ON TXWY G, HOLD SHORT OF RWY 35, THE END RESULT WAS A RWY INCURSION. I ALSO FEEL THAT THE GND CTLR KNEW THE STANDARD TAXI RTE AND BECAUSE THIS WAS DIFFERENT THAN PLTS USUALLY TAXI TO RWY 27L FROM FBO, HE SHOULD HAVE BEEN ESPECIALLY CAREFUL AND CLR WITH HIS TAXI INSTRUCTIONS THIS DAY. I ALSO FEEL THAT HE REALIZED THIS JUST AFTER THE INCURSION AND THAT'S WHY WHEN I APOLOGIZED HE SAID 'IT'S OK, NO PROB.'

Synopsis

A BE40 CREW, TAXIING FOR TKOF AT PHL, TAXIED ACROSS AN ACTIVE RWY WITHOUT A CLRNC

ACN: 538202

Time

Date : 200201

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PHL.Airport

State Reference : PA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower

Make Model : B737-300

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538202

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other : RAIN/FOG

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

WE WERE TAXIING TO RWY 9L AT PHL VIA TXWY J TO SPOT X. WE NEEDED TO PERFORM AN ENG RUN-UP TO START OUR #1 ENG. DUE TO CONGESTION AT THE DEP END OF RWY 9L, GND CTL NEEDED US TO RELOCATE TO A DIFFERENT PART OF THE ARPT FOR OUR ENG RUN-UP. WE WERE GIVEN TAXI INSTRUCTIONS TO TAXI VIA L TURN ONTO K5, R TURN ONTO TXWY K, AND A L TURN ONTO K6. WE COMPLIED WITH THE INSTRUCTIONS AND WERE NOW HOLDING SHORT OF RWY 9L AT K6. GND CTL REQUESTED THAT WE CROSS THE APCH END OF RWY 9L, TAXI VIA TXWYS Y AND P AND HOLD SHORT OF TXWY W. WE READ BACK CROSS APCH END OF RWY 9L TAXI VIA TXWYS Y AND P AND HOLD SHORT OF TXWY W. WE PROCEED TO CROSS RWY 9L AND WERE LATER INFORMED BY GND CTL THAT WE HAD CROSSED RWY 9L WITHOUT CLRNC. THERE WAS NO TFC CONFLICT ON RWY 9L. THE SIT AROSE FROM A COMBINATION OF WX AND COM. THE CTLR THOUGHT WE WERE AT THE END OF K6 JUST PRIOR TO TXWY Y. K6 STARTS AT THE APCH END OF RWY 9L AND ENDS AT TXWY Y. THE PHRASE 'CROSS THE APCH END OF RWY 9L' IS MISLEADING WHEN ON K6 BECAUSE ONE END FACES THE ACTIVE RWY AND THE V END JOINS TXWY Y. WHEN TAXIING ON TXWY Y YOU DO CROSS THE APCH END OF RWY 9L. GND CTL THOUGHT WE WERE ON TXWY Y. GND RADAR MAY HAVE CAUGHT THIS ERROR IF IT WAS IN USE.

Synopsis

A B733 CREW, TAXIING FOR TKOF AT PHL, MISINTERPRETED THEIR CLRNC, TAXIING ACROSS AN ACTIVE RWY.

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

THE UNIVERSITY OF CHICAGO
LIBRARY

KMKE 723'
 Apr Elev 118.8' / 19.9 From BAE 116.4

JEPPESEN MILWAUKEE, WISC
GEN MITCHELL INTL
 N42 56.8 W087 53.8

D-ATIS 126.4	ACARS: D-ATIS TWIP PBC	MILWAUKEE Clearance (Cpt) 120.8	Tower 119.1	Ground 121.8
RWY 1L-19R in use: 125.35 West of LOC crs 119.65 East of LOC crs		MILWAUKEE Departure (R) 125.35 North of LOC crs 119.65 South of LOC crs		

RUNWAY INCURSION HOTSPOTS
 Incursions have occurred in these locations. Please use caution taxiing in these areas.

Twy A closed from Twy R to E and Twy E closed from Twy T to M, and Twy T closed from Rwy 7R/25L to Twy E to DC-10, B747, C5, and MD-11, during CAT II and CAT III operations.

Twys B (west of Twy D), C, D, D1, H, J, F (west of Twy Z and east of Rwy 1L/19R) and K (east of Rwy 01L/19R) are all closed to BAC-1-11 and larger aircraft without prior approval from airport manager.

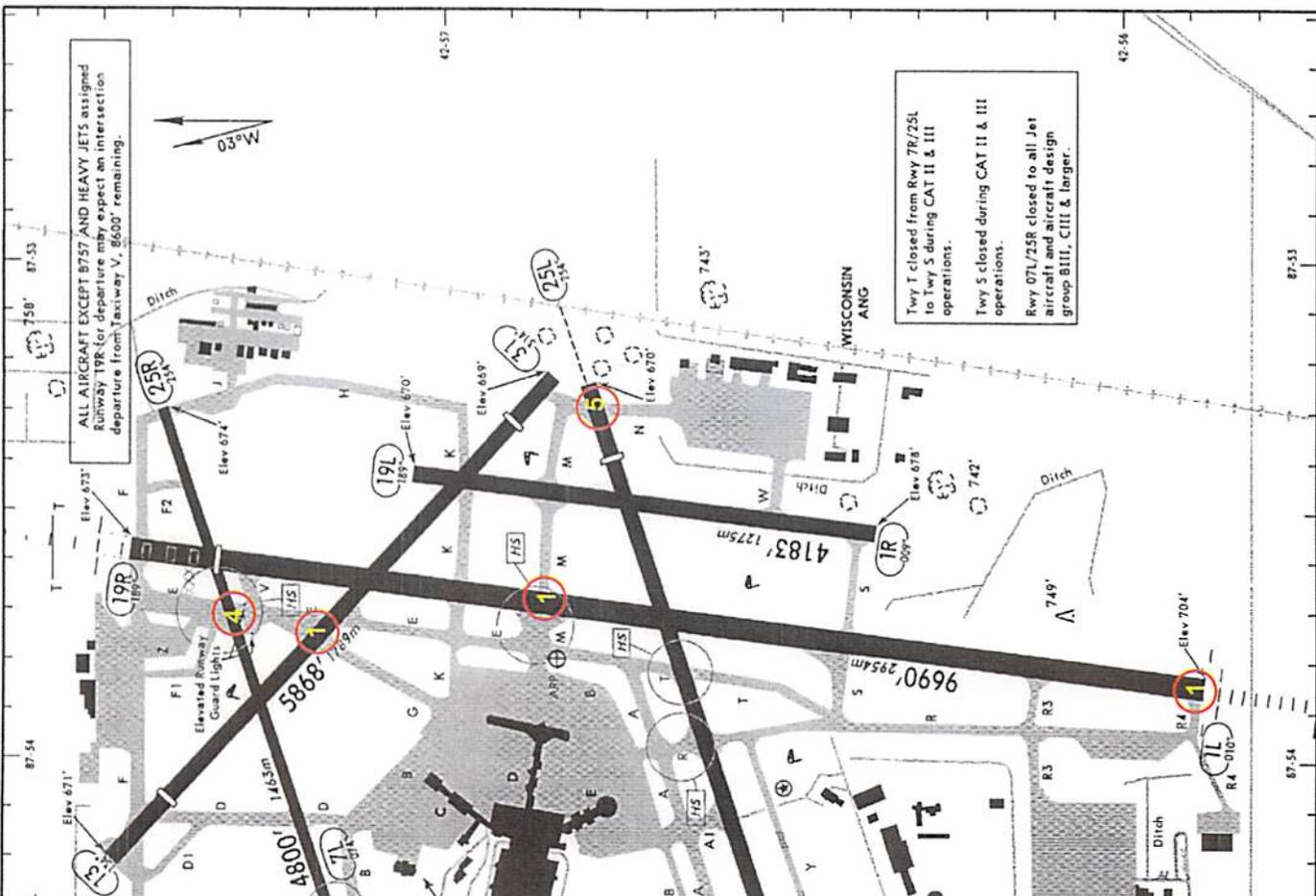
Twy B closed between Twy G and Twy D to B747, MD11, and C5A type a/c without prior permission from airport manager.

Twy B closed between Twy R and Twy A1 to B747, B767, B707, DC10, DC8, MD11, L1011, A300, A310, C5A, C141, and C130 type a/c without prior permission from airport manager.

Twy F1 closed to aircraft over 65,000 lbs. or wingspan over 79' without prior approval of airport manager.

Twy P closed to aircraft with wingspan greater than 79' except with prior permission.

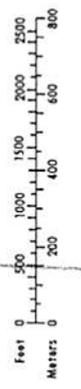
Twy V closed to aircraft with wingspan greater than 118'.



Twy T closed from Rwy 7R/25L to Twy S during CAT II & III operations.

Twy S closed during CAT II & III operations.

Rwy 07L/25R closed to all Jet aircraft and aircraft design group BIII, CIII & larger.



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.

General Mitchell International Airport (MKE)

15 Runway Incursion Incidents

Runway 1L	
Taxiway M	ACN 461674 "...after acknowledging an instruction to hold short of Runway 1L, crossed in front of a departing B727...At...Taxiway M and Runway 1L..."
Taxiway R4	ACN 492058 "...told to hold short of Runway 1L...taxied into position on Runway 1L...heard...the B727 going around."
Runway 7R	
Runway 19L	ACN 512205 "Landed on Runway 7R...Ground told us to turn left on Runway 13...We cleared onto Runway 19L."
Runway 13	
Taxiway G	ACN 490464 "...instructed...taxi via...Taxiway G, hold short of Runway 13/31...crossed the intended hold short runway."
Runway 19	
Taxiway Unidentified	ACN 499381 "...crossed the hold short line to Runway 19R..."
Runway 25R	
Taxiway E	ACN 510791 "...southbound on Taxiway 'E'...Controller asked if I understood that I was to hold short of Runway 7L/25R...had already crossed..." "G3 read back...hold short...Runway 25R...and taxied via Taxiway F and Taxiway Z...twin Beech was cleared for takeoff on Runway 25R...Controller observed the G3 encroaching the runway...twin Beech took evasive action..."
Taxiway V	ACN 500429 "...did not stop at Taxiway V, but continued...onto Runway 25R." ACN 536088 "...cleared to...Runway 19R for intersection departure at Taxiway V...rolled through Taxiway V and crossed Runway 25R."
Runway 25L	
Taxiway M	ACN 516554 "Taxiing to Runway 25L via Taxiway M...Taxied...past runway hold short line." ACN 529351 "...taxiing...to Runway 25L via Taxiways B and M...hold short clearance...received...after our aircraft...crossed...hold line." Tower...instructed...air carrier...on a 1 mile final to go around." ACN 529716 "Taxied past the hold short line on Taxiway M for Runway 25L...resulted in air carrier...going around." ACN 490380 "...cleared...position and hold Runway 25L...lining up on the runway...Tower told us to hold short...and cancelled the landing clearance of an aircraft on final."

ACN: 461674

Time

Date : 200001

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Jetstream 31

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Observation : Observer

ASRS Report : 461674

Person / 2

Function.Controller : Ground

ASRS Report : 460843

Person / 3

Function.Flight Crew : First Officer

ASRS Report : 460786

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 460845

Person / 5

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 3

Independent Detector.Other.Flight CrewB : 4

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated

Narrative

THIS COM IS IN REF TO THE FAA REACTION TO A RWY INCURSION THAT OCCURRED AT MKE ON JAN/FRI/00, A BA31, AFTER ACKNOWLEDGING AN INSTRUCTION TO HOLD SHORT OF RWY 1L, CROSSED IN FRONT OF A DEPARTING B727, WHO HAD TO ROTATE EARLY TO AVOID A COLLISION. WHILE THIS WAS A HORRIBLE INCIDENT, THERE WAS NOTHING MORE THE GND CTLR COULD DO. A RECENT CHANGE TO ATC PROCS REQUIRES A READBACK OF THE HOLD SHORT INSTRUCTION. THIS WAS GIVEN. AT THIS INTXN (TXWY M AND RWY 1L), THERE ARE RECENTLY INSTALLED WIGWAG LIGHTS TO HEIGHTEN AWARENESS. IN THIS CASE, THEY DID NOT HAVE THE DESIRED RESULT. BOTTOM LINE IS THE BA31 PLT(S) SCREWED UP. IT HAPPENS. FAA RESPONSE IS TO BAN TAXIING TO RWYS E OF RWY 1L/19R WHEN RWY 1L/19R IS ACTIVE. IN ESSENCE, YOU CANNOT TRUST AN ACFT TO HOLD SHORT OF THE RWY. IT GETS WORSE, BUT THIS IS THE CRUX OF THE ISSUE. WITH DELAYS AROUND THE COUNTRY INCREASING THANKS TO THE LAHSO MESS AND PROBS WITH FLOW CTL, WE DON'T NEED ANY MORE RIDICULOUS EDICTS DELIVERED FROM ON HIGH. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT THE ORIGINAL EDICT WAS CHANGED FROM 'BANNING' TAXIING WHEN RWYS 19 WERE IN USE, TO STOPPING ACFT ON THE RAMP SHORT OF TXWY M, E OF RWY 19R WHEN RWYS 19 ARE IN USE. THE RPTR ADVISED THAT THIS RESTR STILL IS A DISTR FOR CTLR AND PLT, IMPACTING RAMP OPS FOR ANY ACFT TRYING TO TAXI VIA ANOTHER RTE TO ANOTHER RWY. THE RPTR STATED THAT TAXI INSTRUCTIONS TO RWY 25L, WITH A HOLD SHORT OF RWYS 19, IS AUTH WITH ANY OF THE OTHER 6 TXWYS INTERSECTING RWY 19R. WITH THIS EXEMPTION FOR THE OTHER TXWYS, THE RPTR BELIEVES THE RESTR FOR TXWY M IS SYMBOLIC AT BEST. THE RPTR BELIEVES A UCR HAS BEEN FILED. SUPPLEMENTAL INFO FROM ACN 460843: B727 DEPARTING RWY 1L AT MKE, ACFT X INSTRUCTED TO HOLD SHORT RWY 1L (READ BACK HOLD SHORT) CROSSED RWY 1L AT TXWY M, AS B727 PASSING V1. B727 CROSSED OVER ACFT X BY APPROX 100 FT. A CONTRIBUTING FACTOR TO THE NEAR MISS, OR IF THE AIRPLANES WOULD HAVE HIT, IS THE PROC USED BY ACRS OF REDUCED PWR ON TKOF. THE DISTANCE FROM THE DEP END OF RWY 1L TO THE INTXN OF TXWY M IS 5900 FT. THE B727 DEPARTING HAD NO PAX OR CARGO, AND THE OUTSIDE AIR TEMP WAS -18 DEGS C. IF THE B727 DIDN'T REACH V1 SPD UNTIL IT TRAVELED 5000 FT DOWN THE RWY, EVIDENCE SUGGESTS A REDUCED PWR TKOF. I RECOMMEND A STUDY TO DETERMINE THE SAFETY/COST BENEFITS OF REDUCED PWR TKOFS VERSUS FULL RATED PWR TKOFS AND HOW LONG A DEPARTING AIRPLANE REMAINS ON THE RWY. SUPPLEMENTAL INFO FROM ACN 460845: AFTER DEICING, ACFT X WAS CLRED TO TAXI TO RWY 25L VIA TXWY B AND TXWY M 'HOLD SHORT RWY 1L.' AFTER TALKING TO THE TWR SUPVR, THE HOLD SHORT WAS READ BACK BY FO. I, THE CAPT, DID NOT HEAR THE HOLD SHORT INSTRUCTIONS AND PROCEEDED TO RWY 25L. WHILE XING RWY 1L, ACFT Y WAS ON TKOF RWY 1L AND FLEW OVER OR CLOSE TO ACFT X. CREW WAS ON A CONTINUOUS DUTY OVERNIGHT AND THE INCIDENT OCCURRED AT 12+ HRS INTO THE DUTY DAY. AFTER DEICING WE HAD REDUCED VISIBILITY DUE TO GLYCOL ON THE WINDOWS. SUPPLEMENTAL INFO FROM ACN 460786: THE CAPT DID NOT HEAR THE READBACK INSTRUCTION AND PROCEEDED TO RWY 25L.

Synopsis

MKE CTLR CONCERNED WITH MGMNT DECISION TO RESOLVE A PROB FROM A PLTDEV, WHEN A BA31 CROSSED RWY 1L IN FRONT OF A DEPARTING B727.

AGN: 490380

Time

Date : 200010

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MKE.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 490380

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 Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE FOLLOWING ANOTHER DC9 TAXIING OUT TO RWY 25L IN MILWAUKEE. THAT ACFT WAS CLRED ON TO THE RWY AND WE WERE CLRED TO HOLD IN POS RWY 25L. WE READ BACK POS AND HOLD RWY 25L WITHOUT A TWR RESPONSE. AS WE WERE LINING UP ON THE RWY, THE TWR TOLD US TO HOLD SHORT. WE WERE IN GOOD POS TO CLR THE RWY EITHER L OR R BUT THE TWR DID NOT ASK US TO DO ANYTHING, AND CANCELED THE LNDG CLRNC OF AN ACFT ON FINAL. TWR THEN CLRED US FOR TKOF WITH NO FURTHER COMMENT.

Synopsis

FLC MISINTERPRETED A HOLD SHORT CLRNC AND, INSTEAD, TAXIED INTO POS AND HOLD.

ACN: 490464

Time

Date : 200010

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

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

Person / 1

Function.Maintenance : Technician

ASRS Report : 490464

Person / 2

Function.Observation : Observer

Function.Maintenance : Technician

Person / 3

Function.Controller : Combined Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

ON OCT/XA/00 AT XA45, I WAS TAXIING ACFT X FROM THE HANGAR TO THE RWY 19R RUN-UP PAD FOR ENG RUNS. TWR INSTRUCTED ME TO TAXI VIA TXWY B, TXWY G, HOLD SHORT OF RW 13/31. I PROCEEDED TO TAXI TO TXWY G, THEN TURNED NBOUND ON TXWY G WITH THE INTENT TO HOLD SHORT OF RWY 13/31. WITH NO INDICATION OF RWY 13/31 ON TXWY G TRAVELING NBOUND, I PROCEEDED TO TAXI TO THE ONCOMING WIGWAG LIGHTS REALIZING I HAD JUST CROSSED THE INTENDED HOLD SHORT RWY. IN HINDSIGHT I SHOULD HAVE STOPPED, LOOKED AT AN ARPT MAP, OR ASKED THE TWR FOR PROGRESSIVE. FACTORS IN MY FAULT I BELIEVE ARE THE FOLLOWING: VISIBILITY - AS YOU WILL SEE ON THE ATTACHED RPT, I HAD REDUCED VISIBILITY, WHICH TURNS OUT TO BE THE REASON TWR HAD ME HOLD SHORT OF THE RWY. NONSTANDARD GIVEN TAXI RTE - MAINT PERSONNEL ARE HARDLY EVER INSTRUCTED TO TAXI THE ABOVE SAID RTE DUE TO AN INCONVENIENT RTE. FINALLY, MARKINGS - AS YOU WILL SEE ON THE ATTACHED RPT, I HAD NO INDICATION, TRAVELING NBOUND ON TXWY G, WHERE RWY 13/31 CROSSED TXWY G.

Synopsis

MAINT TECHNICIAN TAXIING AN MD80 TO RUN-UP AREA IN FOG CONDITIONS CROSSES AN ACTIVE RWY WITHOUT CLRNC.

AGN: 492058

Time

Date : 200011

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 492058

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

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Executed Go Around

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ATIS CALLED A 400 FT OVCST, 3 MI VISIBILITY IN LIGHT RAIN, 3 DEGS C. PREPARATIONS FOR THE FLT WENT WELL. I WENT THROUGH THE BEFORE TKOF DOWN TO THE LINE CHK AT THE REQUEST OF THE CAPT. OVER THE PA I ANNOUNCED WE WOULD BE UNDERWAY AS SOON AS WE TAXIED OUT TO RWY 1L AND I ASKED THE FLT ATTENDANT TO TAKE HER SEAT. GND CTL TOLD US TO PULL OVER INTO A HOLDING BLOCK FOR A 5 MIN DELAY. I ADVISED THE PAX OF THE DELAY. AS SOON AS I WAS FINISHED WITH THE PAX, WE WERE TOLD TO HOLD SHORT OF RWY 1L. THE CAPT STOPPED AT THE ILS CRITICAL HOLD LINE. THEN THE TWR CTLR TOLD US TO PULL UP AND HOLD SHORT OF RWY 1L, WHICH I READ BACK. I THOUGHT THE CAPT WAS CLR OF OUR INSTRUCTIONS AND EVERYTHING WAS GOING WELL. THE CAPT ASKED ME TO CHK OUR DEP FREQ, WHICH I DID AND I ALSO TURNED ON THE WING ANTI-ICE. THEN THE CAPT ASKED FOR THE BELOW LINE CHK, WHICH I ALSO COMPLETED. AT THIS POINT I FELT EVERYTHING WAS NORMAL AS WE TAXIED INTO POS ON RWY 1L. I GLANCED OUT ON FINAL AND NOTED THAT IT WAS CLR. AT THAT POINT I HAD THOUGHT WE WERE CLRED INTO POS. SHORTLY AFTER WE TOOK POS WE HEARD THE ENGS OF THE B727 GOING AROUND. MY FIRST THOUGHT WAS THE TWR MUST HAVE MADE A MISTAKE. THE TWR THEN CLRED US FOR TKOF. I THINK THE REASON FOR US PULLING OUT ON THE RWY WAS WE WERE IN THE HABIT OF, AFTER HOLDING SHORT, PULLING INTO POS OR BEING CLRED FOR TKOF. INSTEAD WE WERE TOLD TO HOLD SHORT AGAIN AT THE RWY HOLD LINES INSTEAD OF THE ILS HOLD LINES. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID THAT TWR NEVER MENTIONED THE INCIDENT UNTIL THEY CALLED BACK FROM THEIR DEST. THE GAR WAS EXECUTED ON A SEE AND AVOID BASIS BY THE B727 WHEN HE BROKE OUT OF THE CLOUDS AT 400 FT.

Synopsis

RWY INCURSION AT MKE, WI, CAUSING A GAR BY A B727 ON AN ILS WITH WX AT 400 FT 3 DME NO NOTIFICATION FROM TWR ABOUT THE INCURSION TO THE AIRBORNE ACFT.

ACN: 499381

Time

Date : 200101

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

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

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 499381

Person / 2

Function.Flight Crew : First Officer

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.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

DURING RADIO SWITCHING FROM GND TO TWR I CROSSED THE HOLD SHORT LINE TO RWY 19R AT MKE. THE GND CTLR FAILED TO INSTRUCT HOLD SHORT AND DEPENDED ON THE LCL CTLR TO ISSUE THOSE INSTRUCTIONS. IF THE GND CTLR WOULD HAVE INSTRUCTED 'HOLD SHORT' IT WOULD HAVE BEEN A PROMPT TO DOUBLE-CHK MY POS ON THE TXWY.

Synopsis

A C402 COMMUTER ACFT CROSSES THE HOLD SHORT LINE AT MKE WITHOUT CLRNC TO CROSS AT MKE, WI.

ACN 500429

Time

Date : 200101

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Beech 1900

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 500429

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

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FLT XXX TAXIING FROM GATE X TO RWY 19R AT TXWY V, VIA TXWYS B, M, E. COMPLETED APPROPRIATE CHKLST AND XFERRED CTLS TO FO TO TAXI. FO DID NOT STOP AT TXWY V BUT CONTINUED TO AND ONTO RWY 25R. RWY WAS NOT IN USE. WE DID HOWEVER HOLD SHORT OF ILS CRITICAL AREA FOR RWY 19R. AND WE HELD SHORT OF RWY 19R ON RWY 25R. MILWAUKEE GND INSTRUCTS ALL ACFT WHEN TO SWITCH TO TWR FREQ. GND CTL SWITCHED US BEFORE WE REACHED TXWY V. AS I WAS SWITCHING FREQS THE FO TAXIED BEYOND TXWY V AND CONTINUED ON TXWY E. BY THE TIME I REALIZED WHAT WAS HAPPENING, WE WERE ON RWY 25R. IT WAS MY FIRST FLT IN OVER 2 WKS AND I FELT RUSHED AND OUT OF THE LOOP. MY FO WAS NOT A NEW-HIRE AND HAS BEEN WITH THE COMPANY FOR OVER A YR I WAS PROBABLY A LITTLE TOO RELAXED IN MONITORING OUR PROGRESS ALONG THE TXWY DUE TO THE FACT I KNEW I HAD A SEASONED, GOOD FO. MILWAUKEE TWR WAS BUSY WITH INCOMING TFC LNDG AND DID NOT NOTICE US PASSING TXWY V UNTIL IT WAS TOO LATE. MILWAUKEE GND HANDED US OVER TOO EARLY TO A BUSY, PREOCCUPIED MILWAUKEE TWR

Synopsis

A BE1900 FLC TAXIES PAST THE INTXN THAT THEY WERE CLRED TO, ENTERING AN UNOCCUPIED RWY IN THE PROCESS AT MKE, WI.

ACN: 510791

Time

Date : 200105

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Challenger CL601

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510791

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 510845

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Narrative

AS I RECALL I WAS CLRED BY GND CTL TO DEPART THE FBO RAMP AND TAXI SBOUND ON TXWY 'E' TO HOLD SHORT OF RWY 31. AS I WAS TAXIING, THE CTLR ASKED IF I UNDERSTOOD THAT I WAS TO HOLD SHORT OF RWY 7L/25R. MY REPLY WAS THAT WE WERE ONLY TOLD TO HOLD SHORT OF RWY 31. NO FURTHER COMS, RELATIVE TO THIS ISSUE ENSUED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAID THAT WHEN QUESTIONED BY THE CTLR THEY HAD ALREADY CROSSED THE INTERVENING RWY. THE RWY WAS ACTIVE, BUT THERE WAS NO TFC FOR IT AT THE TIME OF THE CROSSING. THE CLRNC, AS IT WAS GIVEN, WAS CLRNC TO THE DEP RWY WITH NO RESTRS OTHER THAN TO HOLD SHORT OF THE DEP RWY. THE RPTR SUGGESTS THAT TAXI CLRNCs BE GIVEN ONLY TO THE NEXT HOLD POINT DESIRED AND NOT TO THE DEP RWY WITH RESTRS.

Synopsis

CLRED TO TAXI TO AND TO HOLD SHORT OF THE DEP RWY THE PLT FINDS THAT HE WAS EXPECTED TO ALSO HOLD SHORT OF AN INTERVENING RWY.

ACN: 512205

Time

Date : 200105

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : DC-9 10

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 512205

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 : 1

Resolatory Action.None Taken : Anomaly Accepted

Narrative

LANDED ON RWY 7R IN MKE. GND TOLD US TO TURN L ON RWY 13, CONTACT GND. CAPT BEGAN TO TAKE THE TURNOFF TO RWY 19L. I ADVISED HIM THAT WAS WRONG. HE ACKNOWLEDGED, BUT CONTINUED. WE CLRED ONTO RWY 19L. IT WAS A SHORT TAXI TO RWY 13 AND GND WAS BUSY, SO I NEVER GOT TO TELL GND. WE TAXIED TO THE GATE UNEVENTFULLY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THEY WERE CLRED TO EXIT RWY 7R AT TXWY N ON RWY 13 TO TXWY K, THEN TXWY K TO THE RAMP. AS STATED IN HIS RPT, THE CAPT TURNED ON RWY 19L. ONCE ON RWY 19L WITH SUCH A SHORT DISTANCE TO RWY 13, HE CONTINUED, TURNING ON TXWY K TO THE RAMP.

Synopsis

A DC9 CREW CLRING RWY AT MKE TURNED PREMATURELY AND TAXIED ONTO THE WRONG RWY.

ACN: 516358

Time

Date : 200106

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Gulfstream III

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : Twin Beech 18

Person / 1

Function.Controller : Ground

ASRS Report : 516358

Person / 2

Function.Oversight : PIC

Function.Observation : Company Check Pilot

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Flight Crew : Single Pilot

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

RWY 25L&R WERE ACTIVE. TWIN BEECH WAS TAXIED TO RWY 25R FOR DEP. GULFSTREAM CALLED GND CTL FOR TAXI. GND CTLR INSTRUCTED G3 TO TAXI TO RWY 25L VIA TXWY F AND TXWY E, HOLD SHORT OF RWY 25R. G3 READ BACK CORRECT TAXI RTE AND HOLD SHORT OF RWY 25R. A SHORT TIME LATER THE G3 CALLED GND CTL TO VERIFY TAXI VIA TXWY F, TXWY H TXWY K. GND CTLR VERIFIED HIS POS ON THE FIELD, AND AGAIN VERY EXPLICITLY ISSUED TAX INSTRUCTIONS. THE G3 ACKNOWLEDGED AND TAXIED VIA TXWY F AND TXWY Z (NOT CORRECT THE TWIN BEECH WAS CLRED FOR TKOF ON RWY 25R AS GND CTLR OBSERVED THE G3 ENCROACHING THE RWY. GND CTLR INSTRUCTED THE G3 TO HOLD SHORT OF RWY 25R 'IT'S THE NEXT INTXN.' GND CTLR RECEIVED NO RESPONSE. GND CTLR WENT BACK AND TOLD THE G3 TO STOP! THE G3 CONTINUED TO ROLL FINALLY COMING TO A STOP ON RWY 25R. THE TWIN BEECH TOOK EVASIVE ACTION TO MISS THE G3. POSSIBLE CAUSES: CONFUSION FROM THE GET GO ON THE PART OF THE G3 PLT. THERE WAS A CHK RIDE GOING ON IN THE G3. MAYBE THEY WERE BUSY WITH OTHER THINGS. GND CTLR COULD HAVE REITERATED THE HOLD SHORT INSTRUCTION WHEN ISSUING EXPLICIT TAXI INSTRUCTIONS. THE G3 PLT COULD HAVE BECOME CONFUSED WHEN HE WRONGLY TAXIED ON TXWY Z. BY TAXIING ON TXWY Z THE INTXN NEAR RWY 25R IS CONFUSING. A LOT OF CONCRETE COMES TOGETHER AT THAT POINT. NOT LISTENING WAS A PROB.

Synopsis

A G3 AND A TWIN BEECH ALMOST COLLIDE WHEN THE G3 TAXIES ONTO RWY 25R AS THE BE18 WAS ROLLING ON SAME RWY AT MKE, WI.

ACN: 516554

Time

Date : 200107

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : B737-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 516554

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 : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

TAXIING TO RWY 25L VIA TXWY M AT MKE. TAXIED SLIGHTLY PAST RWY HOLD SHORT LINE. MOST OF ACFT WAS BEHIND THE LINE. NO CONFLICT. CAUSE: 3 RWYS CLOSE TO EACH OTHER AT APCH END OF RWY 25L. HOLD SHORT LINE BACK ON TXWY M WHICH IS PARALLEL TO RWY 25L NOT DEPICTED ON ARPT DIAGRAM. UNEXPECTED LOCATION. FIRST TIME ON THIS RWY. WAS RUNNING TKOF CHKLIST. NEED WIG-WAG LIGHTS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE CREW HAD NOT BEEN TO MKE IN A WHILE AND THIS WAS HIS FIRST DEP ON RWY 25L. HE RELATED THE HOLD LINE THEY PASSED SERVES BOTH RWY 25L AND RWY 31 AND IS PLAINLY IDENTIFIED WITH SIGNS. BECAUSE THE HOLD LINE IS DUAL PURPOSE, AND DUE TO THE RWY CONFIG. IT IS LOCATED IN A POS SOMEWHAT DISTANT FROM THE APCH END OF THE RWY. RPTR SUGGESTS WIG-WAG LIGHTS BE INSTALLED.

Synopsis

A B737 CREW TAXIED PAST HOLD LINE DURING TAXI FOR TKOF AT MKE.

ACN: 529351

Time

Date : 200109

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : DC-9 50

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 529351

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Other Anomaly.Other : ATC LATE CLRNC AMENDMENT

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 : STOPPED JUST OVER HOLDS SHORT LINE

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

OUR ACFT WAS TAXIING AT MKE FROM GATE TO RWY 25L VIA TXWYS B AND M. TAXI RTE AND XING RWYS WERE BRIEFED PRIOR TO TAXI. CONDITIONS WERE NIGHT VFR. WHILE APCHING THE E END OF TXWY M, WE WERE HANDED OVER FROM GND CTL TO TWR, WHO CLRED US INTO POS AND HOLD ON RWY 25L. SEVERAL SECONDS LATER, A HOLD SHORT CLRNC WAS GIVEN. THE TWR CTLR COMMENTED THAT HE HAD JUST NOTED AN EDC DELAY ON OUR FLT PLAN. THE HOLD SHORT CLRNC WAS RECEIVED JUST AFTER ONE ACFT HAD CROSSED THE HOLD LINE. WE RPTED TO THE TWR THAT WE HAD CROSSED THE HOLD LINE. TWR THEN INSTRUCTED AN ACFT ON A 1 MI FINAL TO GO AROUND. ATC CLRNC CHANGE FROM POS AND HOLD TO HOLD SHORT WAS RECEIVED AFTER A SMOOTH STOP SHORT OF THE HOLD LINE COULD NOT BE MADE. THE ONLY REMEDY AT THIS POINT WAS TO RPT OUR POS AS PAST THE HOLD LINE.

Synopsis

DC9 CAPT STOPPED AT ONCE WHEN ATCT CTLR AMENDED HIS CLRNC FROM TAXI INTO POS AND HOLD AND HOLD SHORT. HOWEVER, SINCE HE RPTED TO CTLR THAT HE WAS OVER THE RWY HOLD SHORT LINE, ANOTHER ACFT WAS SENT AROUND.

ACN: 529716

Time

Date : 200111

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 529716

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.Other Anomaly.Other : ATCT CTLR LATE CALL

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Insufficient Time

Resolatory Action.Other : STOPPED PAST LINE

Narrative

TAXIED PAST THE HOLD SHORT LINE ON TXWY M FOR RWY 25L AFTER MKE TWR CANCELED A 'POS AND HOLD RWY 25L' CLRNC. THIS RESULTED IN AN ACR ACFT ON FINAL GOING AROUND.

Synopsis

DC9 FLC STOPPED PAST HOLD SHORT LINE, BUT NOT ONTO RWY AT MKE AFTER TWR CTLR AMENDED THEIR CLRNC OF TAXIING INTO POS AND HOLD TO HOLD SHORT.

ACN: 536088

Time

Date : 200201

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Do 328

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536088

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

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

WE WERE CLRED TO TAXI TO RWY 19R FOR AN INTXN DEP AT TXWY V. OUR CLRNC WAS 'TAXI TO RWY 19R AT TXWY V VIA TXWY E.' WHILE TAXIING, WE WERE DOING OUR TAXI CHKLIST. WE COMPLETED THE CHKLIST. IT WAS THE FO'S LEG AND HE WAS TO MAKE THE TKOF. HE HAS ABOUT 45 HRS IN THE ACFT AND I TOLD HIM TO THINK ABOUT THE R XWIND AND TO MAKE SURI HE USED PROPER XWIND TECHNIQUE. ABOUT THAT TIME WE ROLLED THROUGH TXWY V AND CROSSED RWY 25R. TWR INFORMED US WE WERE TO HAVE STOPPED AT TXWY V AND WE HAD NOT BEEN CLRED ACROSS RWY 25R. THE TWR ALSO SAID THAT IT WAS NOT A PROB AND TO TAXI RWY 19R FULL LENGTH FOR DEP.

Synopsis

DORNIER 328 FLC TAXIED PAST THE TXWY INTXN TO THEIR ASSIGNED RWY RESULTING IN XING A RWY FOR WHICH THEY WERE NOT CLRED TO CROSS. THE CTLR NOTICED THEIR ERROR ANI GAVE THEM AMENDED INSTRUCTIONS TO THEIR RWY AND ADVISED THAT THERE HAD BEEN NO CONFLICT.

ACN: 536634

Time

Date : 200201

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MKE.Tower

Make Model : Citation X

Aircraft / 2

Controlling Facilities.Tower : MKE.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536634

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.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

GND CTL CLRED US TO TAXI. AT AN APCHING INTXN THE CTLR CLRED US TO 'FOLLOW ACR Y, TAXI TO RWY XX.' THE RWY ASSIGNED WAS NOW DIFFERENT FROM THE EXPECTED RWY AND THE FO PROCEEDED TO CHANGE THE FMS TO REFLECT THE CHANGE. I CONTINUED TO TAXI, FOLLOWING THE ACR Y JET. THE FO HAS HAD A RECORD OF CONSIDERABLE TROUBLE WITH FMS PROGRAMMING AND AUTOMATION. I WAS TRYING TO KEEP A WATCH ON HIM AS HE REPROGRAMMED THE BOX, AS WELL AS TAXI THE ACFT. I CONTINUED TO FOLLOW ACR Y, PAST THE RWY HOLD SHORT LINE (THEY HAD BEEN CLRED INTO POS). I REALIZED THE ERROR PRIOR TO ENTERING THE RWY AND STOPPED IMMEDIATELY. THE WIDTH OF THE TXWY ALLOWED FOR A 180 DEGS TO RETURN BEHIND THE HOLD SHORT LINE BUT THE LCL CTLR ADVISED US TO HOLD OUR POS. (NO ONE LNDG PRIOR TO OUR DEP.) I SHOULD HAVE WAITED TO VERIFY THE FMS INFO AFTER I HAD STOPPED AT THE HOLD SHORT LINE. PAX IN A HURRY AND FO NOT SKILLED IN HIS DUTIES WERE LARGE FACTORS IN ALLOWING ME TO CREATE AN ERROR.

Synopsis

A C750 CREW, TAXIING FOR TKOF, TAXIED PAST A HOLD SHORT LINE.

ACN: 537253

Time

Date : 200202

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Regional Jet CL65, Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 537253

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 : Crew Concept, CRM

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Narrative

THE PIC CROSSED A RWY HOLD SHORT LINE WHILE THE RWY WAS BEING USED. THE CAUSE OF THE INCURSION, IN MY OPINION, WAS THE FAILURE OF THE PIC TO KEEP SITUATIONAL AWARENESS DURING GND MOVEMENT.

Synopsis

CL65 CREW CROSSED THE HOLD SHORT MARK AT MKE.



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

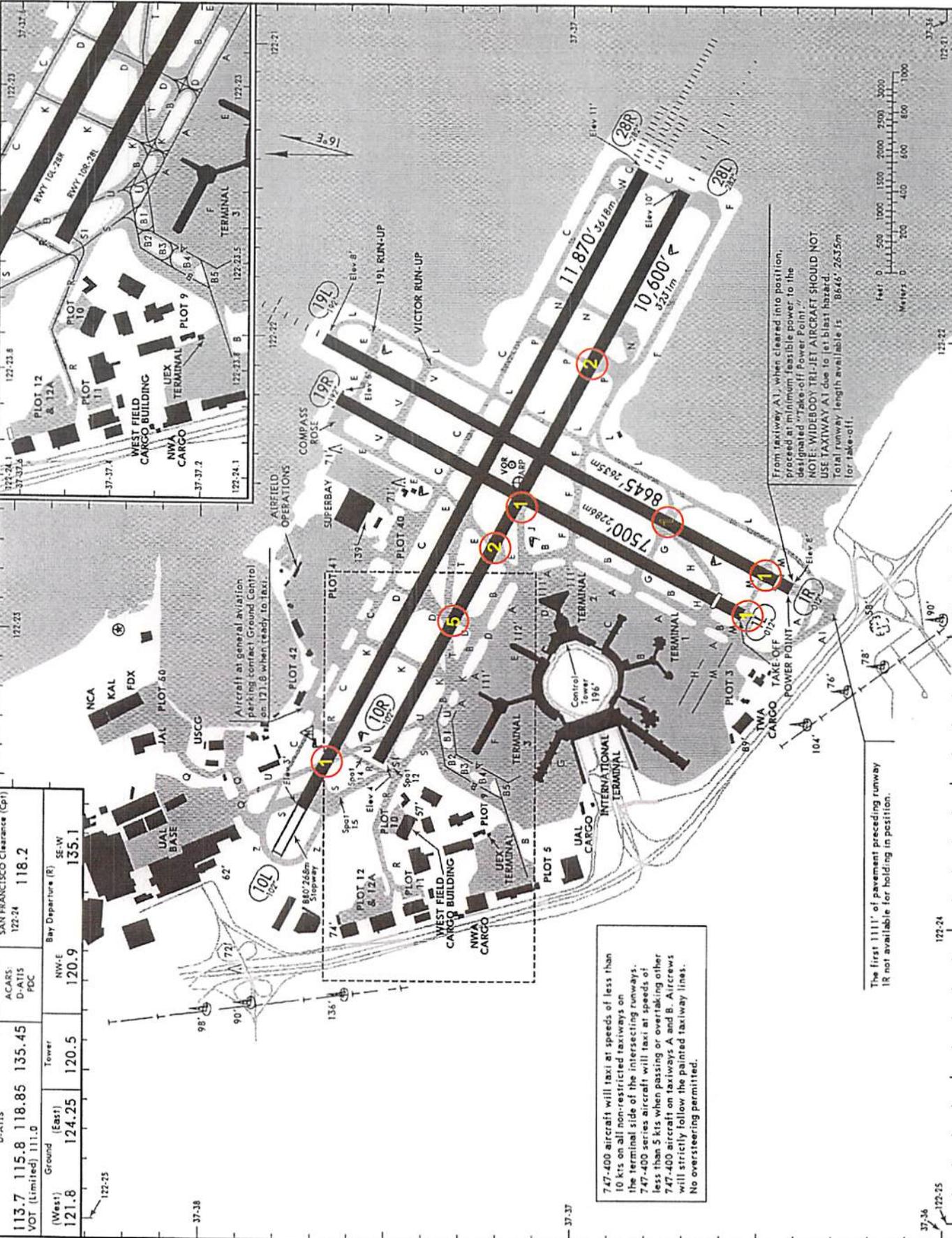
Faint, illegible text, possibly bleed-through from the reverse side of the page.

KSFO
 Apt Elev 11'
 SFO 115.8 - On Airport

D-ATIS		SAN FRANCISCO Clearance (Cpt)	
113.7	115.8	118.85	135.45
ACARS		122.24	
D-ATIS		118.2	
FDC			
VOT (limited) 111.0			
Tower		SE-W	
(West)	(East)	NW-E	SE-W
121.8	124.25	120.9	135.1
Bay Departure (R)			

JEFFESEN SAN FRANCISCO CALIF
 SAN FRANCISCO INTL
 N 37° 37' 1" W 122° 22' 5"

7 DEC 01 (10-9)



From taxiway A1, when cleared into position, proceed at minimum feasible power to the designated "Take-off Power Point."
 NOTE: WIDEBODY TRI-JET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to blast hazard.
 Total runway length available is 8645' 2635m for take-off.

747-400 aircraft will taxi at speeds of less than 10 kts on all non-restricted taxiways on the terminal side of the intersecting runways. 747-400 series aircraft will taxi at speeds of less than 5 kts when passing or overtaking other 747-400 aircraft on taxiways A and B. Aircrews will strictly follow the painted taxiway lines. No oversteering permitted.

The first 11111' of pavement preceding runway 1R not available for holding in position.

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.

San Francisco International Airport (SFO)

15 Runway Incursion Incidents

Runway 1R	
Taxiway H	ACN 505212
Taxiway M	ACN 514202
Runway 1L	
Taxiway M	ACN 530058
Runway 10L	
Taxiway U	ACN 538640
Runway 28L	
Taxiway E	ACN 468949
	ACN 471693
	ACN 480560
Taxiway T	ACN 497078
	ACN 479630
	ACN 479800
	ACN 511201
Taxiway Unidentified	ACN 4770198
	ACN 497320
	ACN 514358
	ACN 517317

"...takeoff abort occurred in response to another aircraft taxiing across Runway 01R after I was cleared for takeoff and began the takeoff run...had reached approximately 90-100 knots...observed a large aircraft crossing...at Taxiway H."

"...Ground acknowledged 'Taxi to Runway 28 via Taxiway M, contact Tower'...we knew what he intended...didn't include subsequent Taxiways L and F to get to Runways 28L/R...crossed Runways 1L/R via Taxiway M and turned up Taxiway L...We observed a Runway 1 departure while...holding for arrivals on Runway 28."

"Crew was distracted by runway change...taxied past approach end to Runway 1L on Taxiway M...Runways 1 were active for takeoff."

"...holding short of runway...on Taxiway U...Controller cleared us onto Runway 10L...After taxiing onto the runway...Controller asked if we had answered for Air Carrier Y...parked on the north side...cleared us to taxi clear of Runway 10L on the north side..."

"...Tower told us to (what I thought) cross Runway 28L...saw an aircraft on final...appeared to be about 2 miles out...made a normal crossing...were told and had read back to hold short of Runway 28L."

"...I heard Ground Control...clear a 'Y' aircraft under tow to 'cross Runway 28L, hold short of Runway 28R...' The aircraft under tow was just beginning to cross Runway 28L...The aircraft under tow stopped in the middle of Runway 28L...just as the other aircraft touched down on Runway 28L."

"...exited Runway 28R on Taxiway E... No instructions were given...taxied across Runway 28L."

"...Landed Runway 28R... made turnoff at Taxiway T... thought I heard Tower ask us to hold short of Runway 28L...questioned continuing and suggested we stop...came to a full stop, but crossed the hold line (maybe 1/3 of the aircraft past the line)...they sent an aircraft around..."

"...previous arrivals...given clearances to cross Runway 28L during their landing roll...checked... arrival...ends of Runway 28L...saw no traffic...proceeded to cross Runway 28L... After crossing Runway 28L, neither pilot could remember receiving a specific clearances to cross the runway."

"During landing rollout, Taxiway T was taken... crossed Runway 28L...neither of us could remember whether Tower had cleared us to cross."

"cleared Runway 28R... Tower requested expedite to next Taxiway T... Understood Tower to say 'Air Carrier Y (on Taxiway T)... 'Cross Runway 28' ...After crossing...told we were not to cross..."

"A B747-400 was sitting between two runways...didn't notice...tail over the hold line to...(Runway 28L) until...about 75 feet AGL...determined we could land safely."

"...thought...given clearance to cross Runway 28L...repeated cleared to cross...thought the Controller said to hold short...asked him to confirm...Controller said to hold short of Runway 28L... Stopped the aircraft...but had crossed the hold line...Tower asked aircraft to go around..."

"...cleared to land on Runway 28L... noticed two aircraft holding short Runway 28R between the runways... Trailing aircraft tail was slightly beyond the hold line... we landed the aircraft well beyond the threshold..."

"...Cleared to land on 28L...On short final...747 was not completely over the hold short line for 28L...tail was over the line and the nose of the aircraft was well short of the hold short line for 28R..."



ACN: 468949

Time

Date : 200004

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B757-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 468949

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 762

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : CLRNC INTERP

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Narrative

THE FO MADE A NORMAL APCH AND LNDG ON RWY 28R AT SFO. WHILE REQUIRED AIRSPD CALLS FOR 80 KTS/60 KTS AS WELL AS COMMANDS BY ME TO ASSUME CTL OF THE ACFT, SFO TWR TOLD US TO (WHAT I THOUGHT) CROSS RWY 28L. I RESPONDED TO THE CLRNC. AS WE CROSSED RWY 28L THE FO AND I BOTH CLRED FINAL ON RWY 28L. ALTHOUGH WE BOTH US SAW AN ACFT ON FINAL, IT APPEARED TO BE ABOUT 2 MI OUT SO WE MADE A NORMAL XING. I NEXT SAW THE ACFT THAT HAD BEEN ON FINAL FOR RWY 28L ROLLING OUT ON RWY 28L AFTER WE HAD RECEIVED CLRNC TO TAXI TO OUR GATE AND WE WERE ON TXWY A. THE TWR SUPVR TOLD US TO TELEPHONE HIM AFTER WE HAD PARKED. LATER HE TOLD ME THAT HE HAD LISTENED TO THE TAPES AND WE WERE TOLD AND HAD READ BACK TO HOLD SHORT OF RWY 28L. I DO NOT REMEMBER READING BACK THE HOLD SHORT CLRNC. I REMEMBER RESPONDING BUT NOT TO HOLD SHORT. ALTHOUGH THIS IS A CLR EXAMPLE OF VIOLATING AN ATC CLRNC, THERE WERE CONTRIBUTING FACTORS TO THIS INCIDENT. (I AM NOT MAKING EXCUSES BUT RATHER REASONING OUT HOW THIS HAPPENED.) 1) WE RECEIVED OUR CLRNC TO HOLD SHORT WHILE WE WERE GIVING/RECEIVING THE REQUIRED CALLOUTS/COMMANDS II THE COCKPIT. 2) AT THE SAME TIME I WAS MAKING THE DECISION OF WHETHER TO TURN OFF ON THE HIGH-SPEED TURNOFF (TXWY T) OR MAKE HEAVIER BRAKING TO TURN OFF ON TXWY E. 3) RESPONDING ON THE RADIO WHILE BUSY WITH OTHER COCKPIT DUTIES. 4) FATIGUE - I HAD BEEN UP FOR 18 HRS. POSSIBLE SOLUTIONS TO HELP PREVENT THIS TYPE OF INCIDENT FROM HAPPENING AGAIN: 1) HAVE ATC GIVE FURTHER CLRNCs ONLY WHEN ACFT IS CLRING THE RWY - NOT WHILE ACFT IS IN FINAL STAGES OF THE ROLLOUT. 2) PLACE STOP BARS AT CRITICAL POINTS ON ARPTS TO PREVENT INCURSIONS. 3) DONT TRY TO DO TOO MUCH, COMPLETE REQUIRED COCKPIT DUTIES FIRST AND THEN RESPOND TO CLRNCs, IE, 'PRIORITIZE.' SUPPLEMENTAL INFO FROM ACN 469577: DURING LNDG ROLLOUT TWR ISSUED A CLRNC TO US THAT I WAS ONLY PARTIALLY ABLE TO COPY DUE TO THE FACT I WAS STILL CTLING THE ACFT.

Synopsis

A B757-200 FLC PERFORMS A RWY INCURSION WITH TFC ON SHORT FINAL. CAPT HAD READ BACK TO HOLD SHORT RWY 28L BUT FORGOT THE CLRNC AND CROSSED RWY 28L AT SFO, C.

ACN: 471693

Time

Date : 200004

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Large Transport

Aircraft / 3

Controlling Facilities.Tower : SFO.Tower

Make Model : Medium Large Transport

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 971693

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Other Personnel : Vehicle Driver

Person / 4

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 : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Narrative

OUR ACFT WAS NOT INVOLVED. WE OBSERVED THE INCIDENT FROM THE INTXN OF TXWYS B AND D. 5 MINS PRIOR TO INCURSION, I HEARD GND CTL (AT SFO) CLR A 'Y' ACFT UNDER TOW TO 'CROSS RWY 28L, HOLD SHORT OF RWY 28R.' THE MECH FUMBLERED THE READBACK THE FIRST TIME, BUT GOT IT CORRECT THE SECOND TIME. BY THE TIME WE GOT TO THE ABOVE-MENTIONED INTXN, THE ACFT UNDER TOW WAS JUST BEGINNING TO CROSS RWY 28L. I DON'T KNOW WHY HE DELAYED SO LONG. WE LOOKED UP TO SEE A PLANE (ANOTHER ACR Z -- DON'T KNOW WHO IT WAS BECAUSE WE WERE NOT LISTENING TO THE LCL POS) ON SHORT FINAL. WE COULD NOT TELL IF HE WAS LINED UP FOR RWY 28R OR RWY 28L (NIGHTTIME). THE ACFT UNDER TOW STOPPED IN THE MIDDLE OF RWY 28L (XING AT TXWY E) JUST AS THE OTHER ACFT TOUCHED DOWN ON RWY 28L. THE LNDG ACFT Z STOPPED SHORT, AND THERE WAS NO COLLISION. MY OPINION: THE LCL CTLR GAVE PERMISSION TO THE GND CTLR TO LET THE ACFT UNDER TOW CROSS RWY 28L, BUT HE TOOK SO LONG TO DO IT THAT THE LCL CTLR FORGOT ABOUT IT AND CLRED SOMEONE ELSE TO LAND. THERE WERE NO COMBINED ATC POS, AND THE WX WAS CLR VFR. I DON'T KNOW WHO IS RESPONSIBLE HERE, BUT THE INCIDENT NEEDS TO BE DOCUMENTED. WE'VE GOT TO STOP THESE RWY INCURSIONS.

Synopsis

ACFT UNDER TOW OCCUPIES RWY AT SFO, CA, WHILE ANOTHER ACR ACFT LANDS ON THE SAME RWY.

ACN: 477198

Time

Date : 200006

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

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

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : B747-400

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 477198

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.Flight CrewA : 1

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Insufficient Time

Narrative

LNDG RWY 28L SFO. A B747-400 WAS SITTING BTWN 2 RWYS. I DIDN'T NOTICE HE WAS STICKING HIS TAIL OVER THE HOLD LINE TO MY RWY (RWY 28L) UNTIL WE WERE ABOUT 75 FT AGL. I DETERMINED WE COULD LAND SAFELY AND THAT WAS THE SAFEST COURSE OF ACTION. THE FO WAS FLYING. I ADVISED SFO TWR AND THEY HAD THE ACFT BEHIND US GO AROUND. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HIS ACFT WAS A B757 AND THE OTHER ACFT WAS A B747-400. HE FURTHER STATED THAT HE COULD SEE THAT THE B747 HAD NOT PULLED UP TO THE HOLD SHORT LINE AND IF HE HAD, HIS TAIL WOULD HAVE BEEN CLR OF THE OTHER HOLD SHORT LINE. HE ALSO NOTED THAT THE B747 PULLED UP AND CLR OF THE HOLD SHORT LINE AFTER HIS REMARK TO THE TWR THAT 'THE B747'S TAIL IS 30 FT OVER THE HOLD SHORT LINE.' HE BELIEVES THAT THIS IS AN ISOLATED INCIDENT SINCE HE HAS HELD AT THAT LOCATION BEFORE AND FOUND SUFFICIENT ROOM TO HOLD BTWN THE HOLD LINES. ALSO, THE TWR APPARENTLY NOT NOTICED THE B747 HANGING OVER UNTIL THE RPTR ALERTED THEM SINCE THE TWR SENT ANOTHER ACFT AROUND BEHIND HIM UNTIL THE B747 MOVED UP TO HIS HOLD SHORT LINE.

Synopsis

CAPT OF AN LGT COMPLAINED TO SFO TWR CTLR TO A B747 HOLDING BTWN HIS L PARALLEL RWY AND THE R WITH THE ACFT TAIL OVER THE HOLD SHORT LINE, BUT CLR OF THE RWY. THE TWR ACKNOWLEDGED AND SENT THE NEXT ACFT AROUND.

ACN: 479800

Time

Date : 200007

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

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

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 479800

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 : Company Policies

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : NOT SURE OF DRNC

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Narrative

DURING LNDG ROLLOUT, BY THE FO, TXWY T WAS TAKEN AND THE ACFT CTL WAS XFERRED TO THE CAPT BELOW 60 KTS. THE CAPT CONTINUED THE TAXI AND WE CROSSED RWY 28L. AS WE CROSSED, NEITHER OF US COULD REMEMBER WHETHER TWR HAD CLRED US TO CROSS. WE HAD VISUALLY CHKD THE FINAL AND ALSO KNEW THAT RWY 28L WAS CLOSED, SO NO CONFLICT OCCURRED. WE ARE STILL NOT SURE IF WE RECEIVED A CLRNC. CAUSE: DURING THE APCH PHASE OF FLT, WE WERE VECTORED IN TIGHT AND HELD HIGH FOR NOISE ABATEMENT (GIVEN ALT RESTR). THIS MADE FOR A CHALLENGING APCH. I BELIEVE THAT WE WERE BOTH PREOCCUPIED WITH THE PRECEDING APCH EVENTS AND THIS RESULTED IN A LACK OF ATTN DURING THE TAXIING OF THE ACFT, RESULTING IN A POTENTIAL CONFLICT AS WE CROSSED THE CLOSED RWY 28L. A 'HOLD SHORT OF RWY 28L' CALL FROM TWR MIGHT HAVE HELPED. PREVENTION: PAY ATTN TO EACH PHASE OF FLT.

Synopsis

MLG CREW MAY NOT HAVE HAD CLRNC TO CROSS RWY 28L IN SFO.

ACN: 480560

Time

Date : 200007

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B767-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 480560

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 : CREW CONCEPT, CRM

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

RWY INCURSION AFTER LNDG ROLLOUT AT SFO. NORMAL COUPLED ILS APCH AND AUTOLAND ON RWY 28R. FO'S LNDG, CAPT TOOK CTL AT TAXI SPD AND EXITED RWY 28R ON TXWY E. NO INSTRUCTIONS WERE GIVEN BY TWR TO DO ANYTHING. FOR SOME REASON, FO SWITCHED RADIO TO GND CTL AND CAPT TAXIED ACROSS RWY 28L. THANK GOD NO ONE HAD LANDED OF WAS ON FINAL TO RWY 28L. NEITHER OF US WAS PAYING ATTN TO WHAT THE OTHER WAS DOING. WHEREAS TWR OFTEN ISSUES A BUNCH OF DIRECTIONS OR ASKS QUESTIONS OF ACFT ON ROLLOUT, DURING HIGH WORKLOAD, IN THIS CASE THEY SAID NOTHING. A SIMPLE DIRECTIVE TO 'HOLD SHORT OF RWY 28L' WOULD HAVE BEEN A GOOD BACKUP TO COVER ALL OF US. CREW COORD IN THE COCKPIT TOTALLY BROKE DOWN. EACH GUY DOING HIS OWN WRONG THING. WE SHOULD AVIATE, NAV AND COMMUNICATE! INSTEAD WE MESSED UP THE BASICS.

Synopsis

B767 CREW HAD RWY INCURSION AT SFO.

ACN: 497078

Time

Date : 200107

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 497078

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Required Legal Separation

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.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I LANDED THE ACFT ON RWY 28R AFTER A MARGINAL VISUAL APCH. I MADE THE INITIAL TURNOFF AT TXWY T (HIGH SPD BTWN RWYS) AND THE CAPT TOOK CTL OF THE ACFT AT THIS TIME. JUST PRIOR TO THE CAPT'S TAKING CTL, I THOUGHT I HEARD TWR ASK US TO HOLD SHORT OF RWY 28L. THE CAPT ANSWERED THIS CALL AS IT WAS PRIOR TO CHANGE OF ACFT CTL. IT LOOKED TO ME THAT THE CAPT WAS GOING TO CONTINUE ACROSS RWY 28L, SO I QUESTIONED HIS CONTINUING AND SUGGESTED WE STOP. HE SAID HE HEARD AND READ BACK TO TWR, 'ACFT X CONTINUE ACROSS RWY 28L AND CONTACT GND POINT 8.' I FURTHER TOLD HIM WE SHOULD STOP AND CONFIRM THE CLRNC WITH TWR. WE CAME TO A FULL STOP BUT CROSSED THE HOLD LINE (MAYBE 1/3 OF THE ACFT PAST THE LINE). BEFORE I COULD QUERY TWR ABOUT OUR CLRNC, THEY SENT AN ACFT AROUND, WHICH WAS ON APCH TO RWY 28L. AFTER XING AND CONTACTING GND, WE WERE ASKED TO CONTACT TWR VIA LANDLINE.

Synopsis

A B757 CREW TAXIED PAST THE HOLD LINE OF A PARALLEL RWY AFTER LNDG AT SFO.

AGN: 497320

Time

Date : 200101

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

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

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 497320

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 : ATC HANDLING

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Unable

Resolatory Action.Other : TWR CTLR ISSUED GO AROUND

Consequence.Other.Other : OTHER ACFT SENT AROUND

Narrative

CONDITIONS WERE MARGINAL AT BEST FOR THIS TYPE OF APCH, WITH FOG AND MIST MOVING IN. PICKED OUT THE RWY AT ABOUT 2800 FT STILL HIGH FROM THE LATE DSCNT. LANDED WITHOUT INCIDENT AND TURNED OFF AT THE HIGH SPD TXWY. THERE WAS TWR CTLR TRAINING IN PROGRESS. I THOUGHT I WAS GIVEN CLRNC TO CROSS RWY 28L AND CONTACT GND ON THE OTHER SIDE, AND THAT IS WHAT I BELIEVE I READ BACK. I ALWAYS REPEAT THE CLRNC TO THE COPLT BEFORE XING A RWY, AND WHEN I REPEATED CLRED TO CROSS, HE THOUGHT THE CTLR SAID TO HOLD SHORT. SLOWED THE ACFT, AND ASKED HIM TO CONFIRM. WHEN HE GOT THROUGH TO TWR, THE TWR CTLR SAID TO HOLD SHORT OF RWY 28L, AND THAT WAS OUR CLRNC. STOPPED THE ACFT, BUT HAD CROSSED THE HOLD LINE, BUT WAS WELL SHORT OF THE RWY 28L. SAW ANOTHER ACFT ON FINAL WHILE SLOWING TO STOP, AND TWR ASKED THAT ACFT TO GO AROUND BECAUSE THE HOLD LINE HAD BEEN VIOLATED. TAXIED IN WITHOUT FURTHER INCIDENT. SFO IS ALWAYS A PROB BECAUSE OF THE PARALLEL RWYS BEING TOO CLOSE TOGETHER. ANY LOWERING OF CEILINGS, AND VISUAL APCHS CANNOT BE FLOWN, CAUSING HUGE DELAYS. THIS IS WHY THEY TRY TO USE VISUAL APCHS AS LONG AS POSSIBLE, BUT SOMETIMES IT IS A LITTLE TOO LONG. WHILE ON GND, HEARD OTHER ACFT ON APCH SAY THAT THE WX WAS TOO MARGINAL TO BE USING VISUAL APCHS. THIS IS THE FIRST TIME IN MY 30 YRS OF FLYING THAT I REALLY CANNOT SAY FOR SURE WHAT THE CTLR SAID. THIS WAS OUR SECOND ROUND TRIP INTO SFO AND I MAY HAVE GOTTEN THE PREVIOUS CLRNC CONFUSED WITH THIS ONE, BUT I STILL BELIEVE IN MY MIND THAT I WAS TOLD TO CROSS THE RWY. HAVE THOUGHT ABOUT IT FOR SEVERAL DAYS AND ONLY REMEMBER THE WORDS TO CROSS THE RWY, AND NOT THE WORDS HOLD SHORT OF THE RWY. THE SOLUTION IS TO BE EVEN MORE AWARE OF ALL COMS, AND I WILL DEFINITELY CONTINUE TO REPEAT TO COPLT WHAT I BELIEVE THE XING CLRNC IS BEFORE DOING IT.

Synopsis

CAPT OF AN ACR STOPPED PAST RWY HOLD SHORT LINE DUE TO MISUNDERSTANDING OF HOLDING SHORT OF PARALLEL RWY AFTER LNDG RESULTING IN TWR SENDING ANOTHER ACFT AROUND.

ACN: 505212

Time

Date : 200103

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : HS 125 Series 1-600

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Airbus Industrie Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 505212

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 505208

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

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WAS OPERATING A HAWKER, HS125-600A. THE TAKEOFF ABORT OCCURRED IN RESPONSE TO ANOTHER ACFT TAXIING ACROSS RWY 01R AFTER I WAS CLERED FOR TAKEOFF AND BEGAN THE TAKEOFF RUN. MY ACFT HAD REACHED APPROX 90-100 KTS, WHEN I OBSERVED A LARGE ACFT CROSSING THE RWY AT TXWY 'H.' I REJECTED THE TAKEOFF AND PERFORMED A MAXIMUM BRAKING ABORT. OUR HAWKER SUCCESSFULLY COMPLETED THE ABORT AND WHILE STILL UNDER HEAVY BRAKING AT APPROX 40-50 KTS, PASSED BEHIND THE LARGE ACFT. THE ENTIRE EMPENNAGE OF THE LARGE JET WAS OVERHANGING THE (INTO) RWY AS OUR ACFT PASSED BEHIND. I HAVE SPOKEN WITH THE TOWER ABOUT THE INCIDENT. THEY HAVE INFORMED ME THAT IT WAS CAUSED BY AN 'OPERATIONAL ERROR.' SUPPLEMENTAL INFO FROM ACN 505208: I WAS BUSY CHECKING OUR ENGINE INSTRUMENTS ON TAKEOFF. THAT LEFT ONLY ONE CREWMEMBER HEADS UP. I'M GLAD HE (PF) SAW THE AIRBUS IN TIME TO INITIATE AN ABORT IN TIME TO MISS. WE HEARD NO CONTRADICTION CLRNCS. AFTER THE ABORTED TAKEOFF WE SLOWLY TAXIED BACK IN FOR SOME BRAKE COOLING AND REGROUPING AND TO STOP THE 'SHAKES.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID DURING THE TKOF ROLL ON RWY 01R AT ABOUT THE TIME HE WAS CHANGING FROM TILLER TO YOKE, HE PICKED UP THE LIGHTED TAIL OF AN ACR JET ON THE RWY CROSSING L TO R ON A TXWY THAT IS AT A 45 DEG ANGLE. HE DID NOT THINK TH ACR PLT COULD HAVE SEEN HIS ACFT BECAUSE OF THE ANGLE. HE SAID THEY MISSED BY ONLY 10 TO 20 FT. HE SAID THEY TAXIED BACK TO THE TERMINAL TO REGAIN THEIR COMPOSURE AND HAVE THE BRAKES CHECKED.

Synopsis

CORPORATE JET TAKING OFF TO THE N MADE A HIGH SPEED ABORT AND SWERVED TO AVOID AN ACR JET ON THE RWY CROSSING.

ACN: 511201

Time

Date : 200105

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 511201

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 511860

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 : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

FO BRIEFED AND WE WERE CLRED QUIET BRIDGE RWY 28R SFO. WE BRIEFED AT TXWY K TO GATE. ON ROLLOUT, TWR REQUESTED EXPEDITE TO NEXT TXWY T. TXWY WAS OCCUPIED - WE CHOSE TXWY D. I TOOK ACFT AT THAT TIME. WE UNDERSTOOD TWR TO SAY 'ACR Y (ON TXWY T)' AND 'CROSS RWY 28.' FO REPLIED 'ACR X XING RWY 28L.' AFTER XING, TWR TOLD US WE WERE NOT TO CROSS AND TO TURN R ON TXWY B CONTACT GND. WE CONTACTED GND FOR AN UNEVENTFUL TAXI TO GATE.

Synopsis

A B737-300 FLC CHALLENGES THE TWR CTRL'S ASSERTION THAT THEY WERE NOT CLRED ACROSS RWY 28L AFTER EXITING ON TXWY D FROM RWY 28R AT SFO, CA.

ACN: 514202

Time

Date : 200106

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

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

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 514202

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

QUESTIONABLE VERBIAGE IN TAXI CLRNC. ATIS INFO STATED RWYS 28L/R DEPS, WINDS 250 DEGS/20 KTS GUSTING TO 26 KTS, LLWS. RAMP TWR CTLING GATE AREAS CLRED UT TO SPOT X (TXWY M). CHKED IN WITH SFO GND 'ACR X, SPOT X, WITH ATIS INFO IDENTIFIER.' GND ACKNOWLEDGED 'TAXI TO RWY 28 VIA TXWY M, CONTACT TWR.' DISCUSSION IN OUR COCKPIT INDICATED WE KNEW WHAT HE INTENDED DESPITE THE ADD CLRNC, SINCE IT DIDN'T INCLUDE SUBSEQUENT TXWYS L AND F TO GET TO RWYS 28L/R. WE CROSSED RWYS 1L/R VIA TXWY M AND TURNED UP TXWY L. TWR QUERIED US, 'ARE YOU TAXIING TO RWYS 28L/R.' WE REPLIED 'AFFIRMATIVE.' TWR STATED THE TXWYS L AND F ROUTING TO RWY 28L. WE REPLIED 'ROGER.' HOLDING SHORT, WE CHKED THE NOW NEW ATIS AT THE TOP OF HR WHICH ADDED RWYS 1L/I FOR DEPS WITH A LIGHTER WIND STATE. WE OBSERVED A RWY 1 DEP WHILE CONTINUING TO HOLD FOR ARRS ON RWYS 28. SPOT X IS ADJACENT TO THE TXWY AND HOLD SHORT AREAS FOR RWYS 1L/R. WE SAW NO ACFT TAXIING TO RWYS 1L OR 1R WHEN TRANSITIONING FROM RAMP TWR 127.52 TO SFO GND 121.8 AT SPOT X. WE HEARD NO CLRNC TO RWY 1L OR RWY 1R FOR ANY ACFT INCLUDING OUR OWN. IF ANY TALK AMONG THE CTLRS OCCURRED REGARDING SWITCHING TO RWYS 1L/1R FOR DEPS, IT DID NOT OCCUR WHILE WE WERE ON GND FREQ PRIOR TO RECEIVING OUR CLRNC AFTER CHK IN. ATIS IDENTIFIER GIVEN BY US AT CHK IN ON FREQ INDICATED THAT WE WOULD EXPECT CLRNC TO RWY 28 AS GIVEN. LESSON LEARNED, DON'T ASSUME WE KNOW WHAT A CTLR'S CLRNC MEANS IF IT IS INCOMPLETE. QUERY THEM. WE'RE NOT SURE GND AND TWR WERE IN-SYNC.

Synopsis

ACR QUESTIONS THEMSELVES ABOUT ODD INCOMPLETE TAXI CLRNC FROM SFO GND CTLR, BUT OBTAINS NO CLARIFICATION FROM GND CTLR AND TAXIES ACROSS RWYS 1 BEFORE CHALLENGED BY GND CTLR.

ACN: 514358

Time

Date : 200106

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 514358

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 : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.ATC Equipment.Other ATC Equipment : ACFT OVER HOLD LINE WARNING

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

COMING INTO SFO ON RWY 28L, WX CLR WITH GREAT VISIBILITY, CLRED TO LAND ON RWY 28L. CAPT FLYING. COMING UP TO RWY WE NOTICED 2 ACFT HOLDING SHORT RWY 28R BTWN THE RWYS. AS THRESHOLD CAME CLOSER, IT APPEARED THE TRAILING ACFT TAIL WAS SLIGHTLY BEYOND THE HOLD LINE. SIT WAS DISCUSSED AND WE LANDED THE ACFT WELL BEYOND THE THRESHOLD (12000 FT RWY) AND WELL WITHIN THE TOUCHDOWN ZONE. AFTER LNDG, CAPT DECIDED HE WANTED TO CALL THE TWR AND DETERMINE IF IT WAS STANDARD PRACTICE TO HAVE 2 ACFT PLACED AS THEY WERE. TWR ASSURED US IT WAS AND THAT IF AN ACFT TAIL WAS EVER OVER THE LINE IT WOULD TRIGGER A SIGNAL IN THE TWR. IF ONE WAS OVER THE HOLD LINE, TWR WOULD THEN NOT PERMIT LNDGS. CAPT DID NOT LIKE THE ANSWER AND AFTER CONSULTING WITH OTHERS, ELECTED TO FILE RPT. LNDG WAS UNEVENTFUL, IN THE LNDG PARAMETERS, AND AT NO TIME DID I FEEL UNCOMFORTABLE WITH THE SIT OR THAT IT WAS AN UNSAFE SIT.

Synopsis

B737-300 COMPLAINS ABOUT TWR LCL CTLR PERMITTED LNDG WHEN THE TAIL OF ANOTHER ACFT WAS OVER THE HOLD SHORT LINE OF THE RWY WHILE HOLDING BEHIND ANOTHER ACF FOR THE PARALLEL RWY.

ACN-517317

Time

Date : 200107

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : B747 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 517317

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : JET BLAST

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

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Narrative

WE WERE CLRED TO LND ON 28L AND INFORMED THAT AN ACFT WOULD BE XING 28L BEFORE OUR ARR. ON SHORT FINAL WE REALIZED THAT THE ACFT A 747 WAS NOT COMPLETELY OVER THE HOLD SHORT LINE FOR 28L. THE TAIL WAS OVER THE LINE AND THE NOSE OF THE ACFT WAS WELL SHORT OF THE HOLD SHORT LINE FOR 28R. THE CTLR APPARENTLY DID NOT SEE THIS AND NO WARNINGS WERE GIVEN. THE TAIL WAS WELL OFF THE RWY AND I JUDGED THAT CLRNC WAS ADEQUATE AND SAFE. I BELIEVE THE B747 PLT REALIZED THAT HE WAS NOT FAR ENOUGH FORWARD AND MAY HAVE ADDED THRUST TO MOVE UP. JUST AS WE WERE XING BEHIND HIM WE CAUGHT A PRETTY GOOD WAKE OR JET BLAST. I WAS ABLE TO MAINTAIN CTL AND LANDED ALTHOUGH IT WASN'T PRETTY. AFTER PARKING I CONTACTED THE SFO TWR AND DISCUSSED THE EVENT WITH THEM AND POSSIBLE WAYS TO AVOID SIMILAR OCCURRENCES IN THE FUTURE. IT MIGHT BE CONSIDERED A TECHNICALITY WITH A TAIL JUST OVER THE HOLD SHORT LINE BUT I THINK IN THE FUTURE I WILL JUST GO AROUND. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR SAYS AFTER ARRIVING AT THE TERMINAL HE CALLED THE TWR SUPERVISOR TO DISCUSS THE INCIDENT. THE RPTR WAS TOLD THAT NOTHING UNUSUAL WAS NOTICED BY THE LCL CTLR AND THAT HOLDING LARGE ACFT BTWN THE RWYS IS A FAIRLY COMMON PRACTICE.

Synopsis

MD80 LNDG SFO ON RWY 28L RECEIVED THRUST BLAST FROM A B-747 HOLDING BTWN RWYS 28L AND RWY 28R. IT ALSO APPEARED TO THE LNDG PLT THAT THE B-747 WAS NOT COMPLETELY CLEAR OF RWY 28L.

ACN 530058

Time

Date : 200111

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B737-800

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 530058

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

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : NOTIFIED TWR

Consequence.Other : Company Review

Narrative

TAXIED PAST GND CLRNC POINT. EXPECTING RWY 1R AND BRIEFED SAME. GND CLRED ACFT TO RWY 1L VIA TXWY M. CREW WAS DISTRACTED BY RWY CHANGE. ACFT WAS TAXIED PAST APCH END OF RWY 1L ON TXWY M TO HOLD SHORT OF RWY 1R. RWYS 28 WERE ACTIVE FOR LNDG. RWYS 1 WERE ACTIVE FOR TKOF. NO TFC CONFLICT RESULTED. WHEN ACFT TAXIED PAST CLRNC POINT, FO WAS REPROGRAMMING FMC AND CHKING RWY ANALYSIS FOR RWY CHANGE. CREW WAS DISCUSSING REDUCED THRUST PROC FOR SHORTER RWY ON MISSED HOLD LINE FOR RWY 1L. SFO DOES NOT HAVE FLASHING LIGHT SYS AT HOLD LINE FOR RWY 1L. CREW ALLOWED THEMSELVES TO BE DISTRACTED BY ENTERING NEW DATA FOR RWY CHANGE. CAPT FAILED TO STOP ACFT UNTIL FMC WAS FULLY LOADED WITH CHANGES OR TO KEEP HIMSELF FROM TAXIING WHILE DISTRACTED.

Synopsis

B737-900 CREW TAXIED PAST THE RWY HOLD SHORT PAINT MARKINGS IN SFO.

ACN: 538640

Time

Date : 200202

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SFO.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : SFO.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : SFO.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 538640

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 : FAR

Anomaly.Other Anomaly.Other : SIMILAR A/N CALLSIGN

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : EXITED RWY

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE HOLDING SHORT OF RWY 10L AT SAN FRANCISCO ON TXWY U ON THE S SIDE OF THE RWY, THE TWR CTLR CLRED US (ACR X) ONTO RWY 10L AND HOLD. WE RESPONDED 'ACR X, CLRED ON TO HOLD, RWY 10L' AND TWR DID NOT RESPOND. AFTER TAXIING ONTO THE RWY THE TWR CTLR ASKED IF WE HAD ANSWERED FOR ACR Y, WHO WAS PARKED ON THE N SIDE OF RWY 10L. NO TFC CONFLICTS RESULTED AND TWR ADVISED SIMILAR SOUNDING CALL SIGNS AND CLRED US TO TAXI CLR OF RWY 10L ON THE N SIDE OF THE RWY. ACR Y WAS SUBSEQUENTLY CLRED FOR TKOF AND WE WERE CLRED FOR TKOF AFTER ACR Y. CONTRIBUTING FACTORS: SIMILAR SOUNDING CALL SIGNS. TWR CTLR AT SAN FRANCISCO MUMBLED HIS XMISSIONS, EVEN AFTER ADVISING SIMILAR SOUNDING XMISSIONS.

Synopsis

RWY INCURSION ON RWY 10L WHEN A B757 FLC ANSWERS FOR ANOTHER FLT THAT HAS A SIMILAR SOUNDING CALL SIGN AT SFO, CA.



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

THE UNIVERSITY OF CHICAGO
MEDICAL CENTER

KDTW
Apv Elev 646'

21 JUN 02

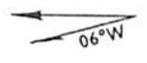
JEPPESEN
10-9

DETROIT, MICH
DETROIT METRO WAYNE CO
N42 12.7 W083 20.9

D-ATIS 133.67	ACARS: D-ATIS TWIP PDC	METRO Clearance (Cpt)	West 121.8	East 119.45	South 132.72
Tower 135.0	West 118.4	East 125.52	West 118.95	East 132.02	Prop East 134.3

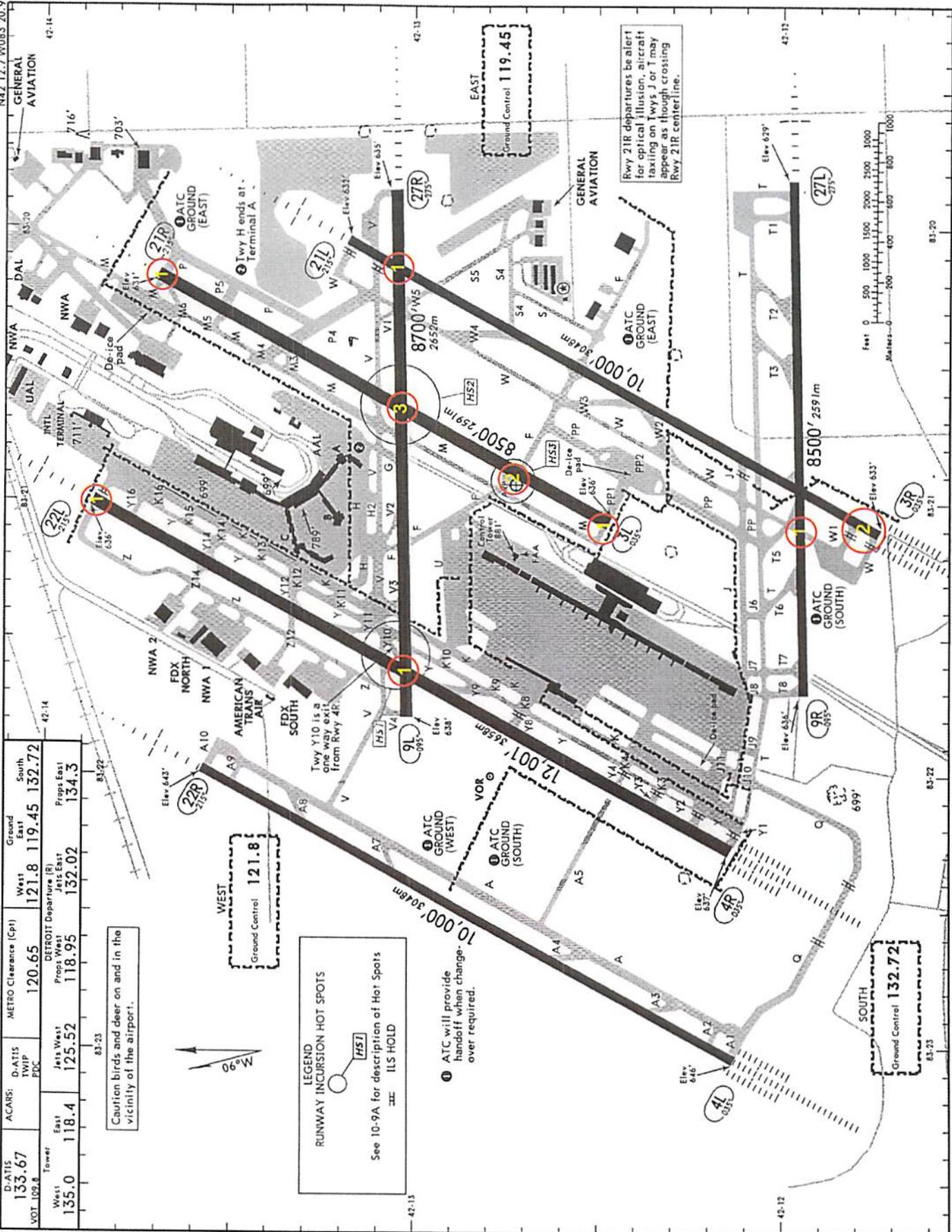
DETROIT Departure (R)
Prop East
134.3

Caution birds and deer on and in the vicinity of the airport.



LEGEND
RUNWAY INCURSION HOT SPOTS
See 10-9A for description of Hot Spots
ILS HOLD

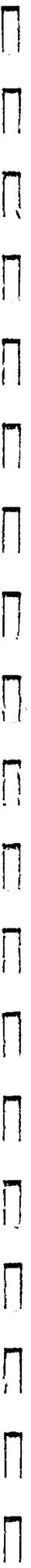
ATC will provide handoff when change-over required.



CHANGES: Concourses D, E, F, and G removed, control tower, taxiway G added.

All 13 runway incursion incident locations were identified.

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ACN: 459107

Time

Date : 200001

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 459107

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 : Ground Critical

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Rejected Takeoff

Narrative

ON TAXI OUT TO DTW RWY 3C, MISSED TURN ONTO TXWY M FROM TXWY F, BUT STOPPED SEVERAL FT PAST TXWY M ON TXWY F WELL CLR OF RWY 3C. A B757 WAS ON TKOF ROLL. WAS NOT SURE WHAT WE WERE GOING TO DO, SO ABORTED TKOF.

Synopsis

AN A320 OVERSHOOTS THE TXWY FOR RWY 3C (TXWY M) AND CAUSES A B757 ON TKOF TO ABORT AT DTW, MI.

AGN: 478065

Time

Date : 200007

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-9 30

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478065

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478472

Person / 4

Function.Flight Crew : Second Officer

ASRS Report : 478352

Person / 5

Function.Flight Crew : First Officer

ASRS Report : 478469

Person / 6

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 7

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 : 7
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 9
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ON APCH TO RWY 3R AT APPROX 800 FT AGL THE TWR ASKED US IF WE COULD MAKE A MID-FIELD TURN-OFF SO A B727 (Y) COULD DEPART BTWN US AND OUR FOLLOWING TFC. WE RESPONDED THAT WE WOULD DO OUR BEST. AS THE B727 WAS APCHING THE HOLD SHORT LINE THE TWR ASKED THEM IF THEY WOULD BE READY FOR AN IMMEDIATE TKOF. THE B727 RESPONDED THAT THEY WOULD BE READY AND THEN TAXIED ONTO THE RWY IN FRONT OF US. TWR TOLD THEM TO EXIT THE RWY IMMEDIATELY BUT THERE WAS NOT ENOUGH TIME. THE TWR TOLD US TO GO AROUND. A GAR WAS INITIATED WITHOUT INCIDENT. NON STANDARD VERBIAGE FROM THE TWR CTLR WAS A FACTOR IN CONFUSING THE B727 PLT. SUPPLEMENTA INFO FROM ACN 478472: WE WERE ASKED IF WE COULD BE READY FOR AN IMMEDIATE TKOF AND BELIEVED WE WERE CLRED INTO POS AND HOLD ON RWY 3R. WE DID NOT FEEL 'RUSHEE AND THE CHKLISTS WERE COMPLETE. A DC9 HAD JUST LANDED AND ANOTHER DC9, THAT WE BELIEVED HAD JUST BEEN TOLD THAT WE WERE GOING TO BE ON THE RWY, WAS ON FINAL. THE CTLR WAS WORKING BOTH RWYS 3R AND 3C, HAD A HVY WORKLOAD, AND CONVEYED A SENSE OF URGENCY. AS WE TAXIED ONTO RWY 3R, THE CTLR TOLD THE APCHING DC9 IT WAS OK TO LAND ON RWY 3R THAT 'THE ACFT WAITING TO DEPART (US)...WILL DEPART AFTER YOU LAND.' WE TOOK THIS TO MEAN THE DC9 WAS CLRED TO LAND ON TOP OF US. THINKING THIS DIDN'T MAKE ANY SENSE WE IMMEDIATELY EXPEDITED A TAXI OFF RWY 3R. OUR ENGS WERE ALREADY SPOOLED UP BECAUSE OF THE EXPECTATION FOR AN IMMEDIATE TKOF. WE TRIED TO CONTACT THE TWR BUT RECEIVED NO ANSWER. ALL 3 CREW MEMBERS WERE MONITORING THE TWR FREQ. WE BELIEVED THAT THE TWR, IN TRYING TO SEQUENCE US IN BTWN 'TIGHT' ARRIVING TFC, HAD CLRED ON TO HOLD...ON THE RWY. AGAIN THAT SENSE OF URGENCY WAS PRESENT. WHEN WE RESPONDED TO ONLY PART OF THE CLRNC, THE TWR CTLR, NOT HEARING ANYTHING REGARDING 'HOLD SHORT' INSTRUCTIONS, DID NOT REAFFIRM THE 'HOLD SHORT' OR ISSUE A CORRECTION. THE LNDG DC9 DID EXECUTE A MISSED APCH. SUPPLEMENTAL INFO FROM ACN 478352: AFTER LISTENING TO THE TWR TAPES THE CTLR ACTUALLY TOLD US TO 'HOLD SHORT, WILL YOU BE READY FOR AN IMMEDIATE?' FOR SOME REASON ALL 3 OF US DID NOT HEAR OR PERCEIVE THE 'SHORT' IN THAT STATEMENT, AND INSTEAD SOMEHOW UNDERSTOOD THAT WE WERE CLRED INTO POS AND HOLD TO BE READY FOR AN IMMEDIATE. CAUSES: A) FLC ANTICIPATED ONE INSTRUCTION YET WAS GIVEN ANOTHER. WE ONLY HEARD WHAT WE WANTED TO HEAR. B) CTLR COMBINED THE HOLD SHORT STATEMENT WITH THE...'BE READY FOR AN IMMEDIATE.' C) HOLD SHORT INSTRUCTIONS WERE NOT READ BACK, CTLR DID NOT ASK FOR US TO REPEAT OR CONFIRM HOLD SHORT. SOLUTIONS: A) LISTEN, DON'T ANTICIPATE ON OUR PART, B) DO NOT COMBINE QUESTIONS OR INSTRUCTIONS WITH CRITICAL STATEMENTS SUCH AS 'HOLD SHORT.' C) MAKE SURE ALL FLCs READ BACK HOLD SHORT INSTRUCTIONS.

Synopsis

GAR AT DTW, MI, RESULTED FROM CONFUSED CLRNC AND A RWY INCURSION DURING A CLOSELY SPACED DEP ARR OP.

ACN: 479480

Time

Date : 200007

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-9 30

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : DTW.Tower

Make Model : Airbus Industrie Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479480

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 479479

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

Anomaly.Other Anomaly.Other : CLRNC READ BACK REPLY WRONG CALLSIGN

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Separated Traffic

Narrative

WE WERE HOLDING SHORT OF RWY 3R AT DTW. RWY 3C IS ALSO ON THE SAME FREQ. ANOTHER ACR XYZ WAS HOLDING SHORT OF RWY 3C. WE WERE ACR XYZ. THERE WAS A LOT OF RADIO TFC ON THE FREQ. WE HEARD 'XYZ TAXI INTO POS AND HOLD.' FO READ THIS BACK. HOWEVER, THE OTHER ACR XYZ ON RWY 3C WAS CLOSER TO THE TWR, SO HIS READBACK PROBABLY BLOCKED OUT OUR READBACK. THEREFORE, WE NEVER RECEIVED A CORRECTION FROM TWR. NEXT, AFTER APPROX 1 1/2 MINS, I WAS CONCERNED BECAUSE WE KNEW THERE WAS TFC ON FINAL. WE COULD NOT BREAK IN ON THE FREQ, AND I THEN HEARD SOMEONE SAY 'WHAT'S GOING ON THE R?' I THEN PWRED UP TO CLR THE RWY AS THE CTRLR SAID FOR THE TFC ON FINAL TO GO AROUND. THEN AFTER ANOTHER FEW MINS WE WERE CLRED TO TAKE OFF RWY HDG. CONTRIBUTING FACTORS WERE THE IDENTICAL CALL SIGNS O 2 AIRLINES, ON THE SAME FREQ FOR 2 DIFFERENT RWYS, AT THE EXACT TIME HOLDING SHORT, AND RADIO CONGESTION.

Synopsis

SIMILAR CALL SIGNS LEAD TO ACFT TAKING RWY WITHOUT CLRNC AT DTW, MI. GAR IS THE RESULT.

ACN: 498331

Time

Date : 200101

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

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

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498331

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 498510

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Other : HELD IN-POSITION ON RWY

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXIING TO RWY 21C, WE WERE BEHIND A B757 FOR TKOF. THE CTLR ASKED IF WE WANTED THE TIME DELAY OR DISTANCE FOR WAKE TURB. WE RESPONDED THAT WE PREFER THE 2 MINS, BUT WE WOULD ACCEPT THE DISTANCE. THE CTLR RESPONDED THAT IT WOULD BE NO PROB FOR THE TIME BECAUSE WE WERE THE ONLY ACFT WAITING TO DEPART. DURING THIS TIME, THERE MAY HAVE BEEN A MISCOM OF 'POS AND HOLD' OR AN ANTICIPATION OF POS AND HOLD FROM THE FLC. A FEW SECONDS LATER, WE WERE CLRED FOR TKOF AFTER BEING 'IN POS AND HOLDING.' THE QUESTION OF WHETHER OR NOT WE WERE GIVEN POS AND HOLD CAME UP LATER ON BECAUSE NEITHER OF US COULD REMEMBER HEARING THE EXACT WORDS 'POS AND HOLD.' WE BOTH REMEMBER 'HOLD.' CONTRIBUTING FACTORS TO THE SIT COULD HAVE BEEN A GREEN FO AND A HIGH MINIMUMS CAPT THAT WAS JUST TAKEN OFF HIS GREEN STATUS. THE FO WAS NOT UNDERSTANDING WHAT ATC WAS ASKING ABOUT WAKE TURB AND THE CAPT WAS TAXIING THE ACFT TRYING TO COMMUNICATE TO ATC HIS INTENTIONS ABOUT THE WAKE TURB SEPARATION AS WELL AS TRYING TO COMMUNICATE TO THE FO WHAT WAS GOING ON. SITUATION ALLY, BOTH THE CRW AND ATC WERE OF THE UNDERSTANDING THAT THERE WAS NO TFC ON FINAL AND ANOTHER ACFT WAS CLRED TO TAXI ACROSS THE RWY DOWNFIELD OF OUR POS. NO OTHER ACFT WERE DELAYED OR INCONVENIENCED BY THIS ACTION THAT WE ARE AWARE OF, AND WE MAY HAVE RECEIVED 'POS AND HOLD,' BUT DURING ALL THE OTHER COMS THAT WERE TAKING PLACE AT THAT TIME WE JUST DO NOT REMEMBER RECEIVING THAT EXACT WORDING, 'POS AND HOLD.' THE ONLY SUGGESTION I COULD OFFER IS THAT A HIGH MINIMUMS CAPT HAS TO HAVE 100 HRS PIC AND GREEN STATUS IS 75 HRS IN THE ACFT. MAYBE 'GREEN' SHOULD BE EXTENDED TO THE CAPT IS OFF HIGH MINIMUMS, TO GIVE HIM/HER THAT MUCH MORE EXPERIENCE WITH AN EXPERIENCED FO TO HELP REDUCE THE WORKLOAD OF CREW DURING THESE CRITICAL TIMES OF ACFT MOVEMENT.

Synopsis

ACR FLC TAXI INTO TKOF POS AND HOLD, THEN QUESTION IF CLRNC WAS TO HOLD SHORT. NO ADVERSE COMMENT MADE BY ATC. CAPT QUESTIONS COMPANY POLICY FOR 'GREEN' TO FULL CAPT.

AGN: 498566

Time

Date : 200101

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : Fokker 100

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : SF 340A

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 498566

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498565

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 : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : CLOSED RWY

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Consequence.Other.Other : A THANKS!

Narrative

WE WERE CLRED INTO POS AND HOLD ON RWY 21C AFTER A SAAB 340 LANDED. AS IT APPEARED THE SAAB WAS EXITING RWY 21C BY TURNING ONTO THE CLOSED RWY 27R, TWR CLRED US FOR TKOF. CAPT INITIATED THE TKOF ONCE CLRED, BUT IT WAS QUICKLY APPAREN THE SAAB REJECTED HIS EXIT PLANS AND CONTINUED ON THE RWY. CAPT INITIATED AN UNEVENTFUL LOW SPD ABORT. SUBSEQUENT TKOF AND FLT WAS UNEVENTFUL EXCEPT FOR A REQUEST BY ATC FOR THE CAPT TO CONTACT DTW TWR AFTER LNDG VIA LANDLINE. SUPPLEMENTAL INFO FROM ACN 498565: I ABORTED THE TKOF AND TURNED OFF THE RWY AT P5 AND RETURNED TO THE DEP END OF RWY 21C. AIRSPD WAS 20 KTS. I TALKED WITH THE TWR SUPVR AT DTW. THE INCIDENT OCCURRED DURING A FREQ SPLIT IN THE TWR. HE THANKED ME FOR ABORTING THE TKOF AND KEEPING THE INCIDENT FROM BECOMING MORE SERIOUS.

Synopsis

AN FK100 PIC ABORTS HIS TKOF FROM RWY 21C WHEN THE SF340 AHEAD FAILS TO TURN ONTO THE CLOSED RWY 27 AT DTW, MI.

GND CTL GAVE US CLRNC TO THE GATE ON SPECIFIC TXWYS (V, H, TO THE GATE). AFTER LNDG ON RWY 3L, THE CAPT TURNED THE WRONG WAY AND I QUESTIONED HIM 'WHERE ARE YOU GOING?' AND TOLD HIM TWICE TO STOP. HE DID NOT RESPOND, AND STARTED TO CROSS RWY 9L WITHOUT A CLRNC. I WAS ABOUT TO STOP THE ACFT MYSELF, BUT AFTER MAKING SURE THE AREA WAS CLR, NO ACFT LNDG ON RWY 9L, RWY 27R PLUS ATC HAD OTHER ACFT XING RWY 9L AT OTHER TXWYS, I DID NOT APPLY BRAKES. PLUS I WOULD HAVE HAD TO JAM ON THE BRAKES AND IF ANY CREW MEMBERS OR PAX WERE OUT OF THEIR SEATS, THEY MAY HAVE BEEN INJURED. ATC TOLD US TO STOP AND ONCE AGAIN I TOLD HIM TO STOP. ATC GAVE US CLRNC BACK TO THE GATE. LATE, AT THE GATE, I TRIED TO TALK TO THE CAPT ABOUT THE INCIDENT, BUT HE WOULD NOT TALK ABOUT IT. BASED ON THE ABOVE EVENT AND OTHER SITS THAT OCCURRED THAT DAY, HE IS THE TYPE OF CAPT THAT NO FO IS TO QUESTION HIS ACTIONS. TALKING TO OTHER PLTS THAT HAVE FLOWN WITH HIM, THIS IS A COMMON OCCURRENCE. NOBODY IS TO QUESTION A CAPT, AT ANY COST. THIS APPEARS HOW THIS CAPT TIRES TO OPERATE HIS COCKPIT. EVEN WHEN I TOLD HIM HE WAS XING A RWY WITHOUT A CLRNC, HE IGNORED ME.

Synopsis

A B737 CREW CLRING RWY AT DTW MADE THE WRONG TURN AND TAXIED ACROSS AN ACTIVE RWY.

ACN: 522697

Time

Date : 200108

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 522697

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 522408

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 4

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Narrative

PUSHED BACK FROM GATE AT DTW AND GIVEN TAXI CLRNC TO RWY 22L (SHORT TAXI). FA'S RPT READY, CHKLISTS ABOUT DONE WHEN TWR CALLS AND ASKS IF WE'RE READY TO GO AS WE APCH RWY 22L. FO ANSWERS YES, AND TWR SAYS, DC-10 ON 3 MILE FINAL, TAXI INTO PO: AND HOLD. ALL CHKLISTS DONE, AND AS WERE HURRYING ONTO RWY (THE CTLR'S TONE WAS HURRYING THE CTLR SAYS, 'ACR X ARE YOU HOLDING SHORT?' I HAD SEEN THE OTHER ACFT'S LNDG LIGHT IN THE DISTANCE BEFORE I TOOK THE RWY, AND HEARD THE FO ACKNOWLEDGE 'POSITION AND HOLD,' SO I WAS ASTONISHED BUT CONTINUED ACROSS THE RWY TO TXWY Z TO CLR. FO AND I WERE SURE WE WERE CLRED INTO POSITION, AND HOLD, BUT CTLR SAID HE TOLD US TO HOLD SHORT. ACFT ON FINAL LANDED NORMAL. I HAVE NOT HEARD THE TWR TAPE. SUPPLEMENTAL INFO FROM ACN 522408: SOMETIMES THE DTW CTLRS TALK FAST AND USE NON STANDARD PHRASEOLOGY. THEREFORE IT WAS NOT UNUSUAL TO HEAR THE CTLR SAY 'POSITION AND HOLD.' IT MAY ALSO HAVE LED US DOWN THE PATH BY ASKING IF WE WERE READY AS WE APCHED THE RWY, LEADING US TO BELIEVE WE WERE GOING RIGHT OUT. THE THING THAT BOTHERS ME MOST IS 2 PLTS WERE CERTAIN THEY HEARD THE CLRNC AND WE WERE OBVIOUSLY WRONG. IF BOTH PLTS CAN MIS-HEAR A COM THEN WE HAVE A REAL PROBLEM WITH OUR COM SYSTEM. I SPENT A NUMBER OF YRS AS AN ATC AND ALWAYS REQUEST VERIFICATION OF A CLRNC, THIS TIME THOUGH, WE WERE SURE OF WHAT WE HEARD. PERHAPS, IN RETROSPECT, IT WAS OUR EXPECTATION.

Synopsis

A320 FLC MISINTERP CLRNC OF 'HOLD SHORT' AS 'POSITION AND HOLD.

ACN: 528707

Time

Date : 200110

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : Gulfstream II

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : DTW.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 528707

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 528526

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.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

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 : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXI CLRNC WAS TO FOLLOW TXWY S5 NW TO RWY 3R, TAXI NE ON RWY 3R TO HOLD SHORT OF THE ACTIVE RWY 27R. DURING TAXI AT NIGHT, RWY 3R WAS GIVEN DUE TO CONSTRUCTION ON TXWY W. BEING UNFAMILIAR, WE ASKED THE GND CTLR INITIALLY FOR DIRECTIONS. HE WAS VERY BUSY AND THERE WERE COMMENTS ON THE FREQ ABOUT COMPLICATED TAXI RTEs DUE TO TXWY CLOSURES AND THE CTLR DID NOT SEEM TO BE CLR AND HELPFUL TO TAXIING ACFT. AFTER TURNING NE ON RWY 3R, WE SAW NO INDICATIONS TO IDENT THE LOCATION OF RWY 27R (NO HOLD LINES OR RWY SIGNAGE) AND WE NOTICED THAT WE WERE FOLLOWING ANOTHER ACFT IN FRONT OF US. WE COULD NOT TELL AT THAT TIME THAT THE ACFT THAT WE WERE FOLLOWING WAS ON THE N SIDE OF THE ACTIVE RWY UNTIL WE WERE TOO FAR INTO THE INTXN TO STOP. WE NOTICED AT THAT TIME AN ACFT HOLDING IN POS FOR TKOF, SO WE CONTINUED ACROSS THE RWY TO GET CLR. AT THAT TIME THE CTLR NOTICED THE INCURSION AND ASKED US TO CONTACT THE TWR SUPVR. WE SHOULD HAVE PESTERED THE GND CTLR UNTIL HE HAD TIME TO HELP US WITH OUR TAXI PROGRESS.

Synopsis

G1159 CREW CROSS AN ACTIVE RWY WHILE FOLLOWING A VERY COMPLICATED RTE TO THEIR ASSIGNED RWY AT NIGHT.

ACN: 530590

Time

Date : 200111

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-9 30

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : SF 340A

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 530590

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

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Narrative

CAPT FLYING. WE LANDED ON RWY 21L AT DTW, CLRED TO HOLD SHORT OF RWY 21R ON TXWY FOXTROT. SWITCHED TO S GND; CTLR SAYS HE TOLD US TO HOLD SHORT OF RWY 21R. I BELIEVE I ACKNOWLEDGED THE HOLD SHORT INSTRUCTIONS, BUT NOT TOTALLY SURE. HOWEVER, I CONTINUED WITH MY AFTER LANDING FLOW. WHEN I LOOKED UP WE WERE CROSSING RWY 21R, THE CAPT AND I NOTICED A SAAB GOING AROUND RWY 21R, AFTER CROSSING THE RWY, GND TOLD US TO HAVE THE CAPT PHONE THE TWR WHEN WE GOT TO THE GATE.

Synopsis

AFTER LNDG AT DTW, DC9 CREW CROSSED THE PARALLEL RWY AFTER ACKNOWLEDGING AN INSTRUCTION TO HOLD SHORT.

ACN: 534751

Time

Date : 200201

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : DC-9 30

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 534751

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 534752

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 : CLRNC EXPECTED

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Other : STOPPED ACFT

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE WAITING FOR TKOF AT DTW RWY 3L, THE CAPT AND I HEARD CLRNC TO TAXI INTO POS AND HOLD BY DTW TWR CTLR. I REPLIED BACK WITH 'TAXI INTO POS AND HOLD RWY 3L.' WHILE TAXIING TOWARD THE RWY, WE SAW A DC9 APCHING THE RWY FROM THE OTHER SIDE. WE STOPPED AND THEN HEARD CLRNC FROM THE TWR FOR THEM TO TAKE OFF. WE QUERIED THE DTW TWR CTLR ABOUT OUR TAXI INTO POS AND HOLD CLRNC. CTLR REPLIED WE HAD NO SUCH CLRNC. WE HELD OUR POS AND THEN WERE CLRED FOR TKOF AFTER THE DC9 DEPARTED. THERE WAS NO CONFLICT. IN OUR ANALYSIS, WE SUSPECT A COM BREAKDOWN. WE THINK THE OTHER ACFT (DC9) AND US RESPONDED AT THE SAME TIME WHEN REPLYING TO TAXI INTO POS AND HOLD, THEREFORE, BLOCKING OUT EACH OTHER'S RADIO CALL. WE ALSO HAD AN ACARS WT DATA CHANGE DURING THE TIME THIS MISCOM TOOK PLACE, ADDING A DISTR TO THE SIT.

Synopsis

AN A320 FLC ACCEPTS A POS AND HOLD CLRNC MEANT FOR ANOTHER ACFT AT DTW, MI.

ACN: 536753

Time

Date : 200202

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : BAe 146 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : DTW.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536753

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 537463

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

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 New Clearance

Narrative

AFTER LNDG ON RWY 22R AT DTW WE WERE INSTRUCTED TO TAXI VIA VICTOR AND HOLD SHORT OF RWY 22L ON VICTOR. AS WE APCHED THE HOLD SHORT LINE ON VICTOR WE WERE INSTRUCTED TO CROSS RWY 22L AND CONTACT GND CLRING RWY 22L. AFTER XING THE HOLD SHORT LINE I NOTICED SOME LIGHTS TO MY LEFT MOVING TO THE R. BEING AT NIGHT, I WAS NOT SURE IF THESE LIGHTS WERE AN ACFT, AN ACFT ON THE RWY OR PARALLEL TXWY OR JUST AN ACFT TAXING ON THE RWY. SIMULTANEOUSLY AS I REALIZED THIS WAS AN ACFT ON THE TKOF ROLL, THE TWR CTLR INSTRUCTED US TO 'STOP! STOP! STOP!' I USED FULL BRAKE PRESSURE TO STOP THE ACFT AND ESTIMATE THAT THE DEPARTING ACFT'S RIGHT WINGTIP WAS LESS THAN 75 FT FROM OUR ACFT. THE CTLR APOLOGIZED PROFUSELY AND RECLRED US ACROSS RWY 22L. I BELIEVE THAT NIGHT VISUAL ILLUSIONS CONTRIBUTED TO MY INITIAL DELAY IN USING FULL BRAKES, AS WELL AS ROUTINELY XING RWYS WITH ACFT IN 'POSITION AND HOLDING' OR TAXING ON IT WHERE A SIMPLE 'CLR LEFT' OR 'CLR RIGHT' COULD NOT BE ACCOMPLISHED. ALSO I BELIEVE THAT THE DEPARTING ACFT WAS UTILIZING A DIFFERENT TWI FREQ, SO NEITHER ACFT COULD HEAR THE OTHER'S CLRNC, WHICH MAY HAVE ALERTED ME SOONER TO THE NEAR-MISS. SUPPLEMENTAL INFO FROM ACN 537463: ANOTHER FACTOR, WAS THAT MY FULL ATTENTION WAS NOT OUTSIDE THE ACFT. WHEN I DID LOOK TO THE LEFT MY EYES WERE FOCUSED ON THE ACFT ON FINAL AND DUE TO ALL THE LIGHTS ON THE GND I DID NOT EVEN SEE THE ACFT ON TKOF ROLL. I ALSO DON'T UNDERSTAND WHY NEITHER OF US HEARD THE TWR ISSUE A TKOF CLRNC TO THE B727. I ALSO BELIEVE THE CTLR WAS PREOCCUPIED WITH GIVING US THE PROPER GND FREQ THEREFORE, FORGOT ABOUT THE ACFT THAT WAS CLRED TO TKOF ON THE RWY WE WERE CLRED TO TAXI ACROSS. IF THE CTLR'S XMISSION WOULD HAVE BEEN 'BLOCKED' I AM SURE MY CAPT WOULD NOT HAVE STOPPED IN TIME TO AVOID A CATASTROPHE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED AFTER XING THE RWY, THE CTLR APOLOGIZEI PROFUSELY BEFORE CHANGING THE CREW TO GND CTL. HE SAID IT WAS NOT BUSY AT THE TIME AND THERE WERE NO ACFT TAXIING AHEAD OF HIS FLT. THE RPTR AGREED THAT THE DEPARTING ACFT WAS ALREADY MOVING WHEN THEY RECEIVED A CLRNC TO CROSS THE RWY. HE SAID HE QUICKLY REALIZED THE MOVING LIGHT HE SAW WAS THE DEPARTING ACFT. HE HAD MENTIONED THE INCIDENT TO ANOTHER PLT WHO LATER TOLD HIM ON FLYING INTO DTW AND TAXIING IN ON V TXWY, THAT THERE WERE BLACK SKID MARKS TOO NEAR THE RWY 22L EDGE.

Synopsis

TAXIING IN, AN AVRO 146 CREW WAS INSTRUCTED TO CROSS RWY 22L, BUT THEN INSTRUCTED TO STOP BECAUSE OF DEPARTING TFC.

ACN: 538694

Time

Date : 200202

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DTW.Tower

Make Model : A320

Person / 1

Function.Observation : Company Check Pilot

Function.Flight Crew : First Officer

ASRS Report : 538694

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Other Personnel : Ramp Guidance

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other : CLRNC/INTERP

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other.Other : FLC REVIEW

Narrative

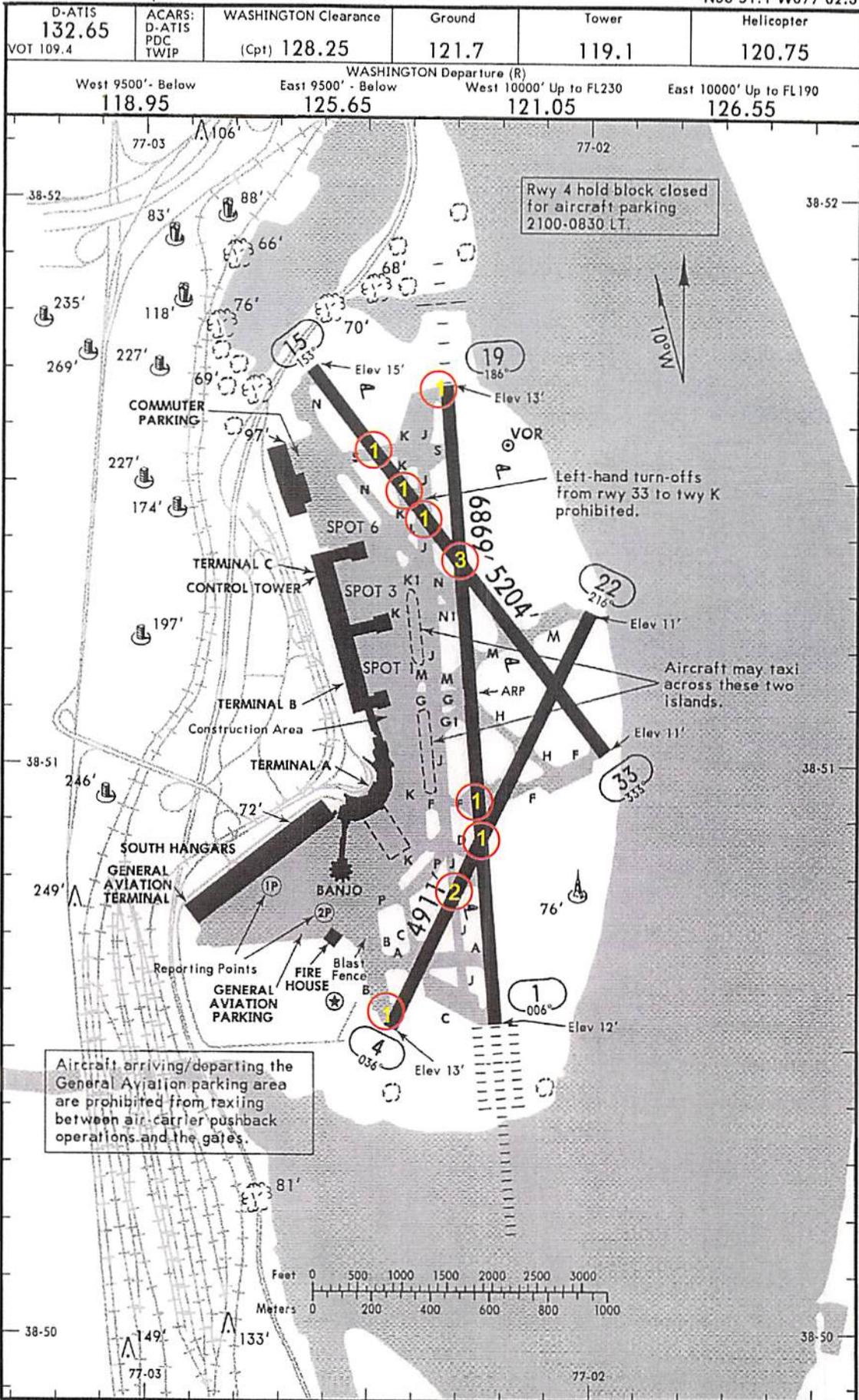
I WAS CONDUCTING A LINE CHK ON A QUALIFIED AIRBUS CAPT. AS PER COMPANY PROC, I WAS OFF VHF #1 AND ON COMPANY FREQ CONFIRMING OUR GATE INFO AND OTHER DATA. WHEN I CAME BACK ON VHF #1 WE WERE XING RWY 21R/3L. (ACTIVE RWYS WERE 27). SEVERAL MINS LATER, I ASKED THE CAPT WHEN HE HAD RECEIVED XING CLRNC. HE STATED THAT HE NEVER DID. I SHOWED HIM THE PRINTED ATIS AND ASKED HIM IF RWY 21R/3L INDICATED CLOSED. IT DID NOT. I ASKED HIM IF HE REALIZED HE CROSSED AN ACTIVE RWY, H DID NOT. SO I STRESSED, 'TAXI IN - UNLESS SPECIFICALLY CLRED TO CROSS OR CLRED TO THE GATE - TO CROSS AN ACTIVE RWY, EVEN IF IT IS NOT PRESENTLY IN USE, REQUIRES A CLRNC. GND CTL NEVER SAID A WORD. I DON'T THINK THEY EVEN REALIZED IT.

Synopsis

RWY INCURSION WHEN AN A320 PIC CROSSES AN ACTIVE RWY WITHOUT CLRNC WHILE THE
CHK CAPT, ACTING FO, WAS ON COMPANY RADIO AT DTW, MI.

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

THE UNIVERSITY OF CHICAGO
LIBRARY



CHANGES: Ramp.

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Of 13 runway incursion incidents at DCA, 12 locations were identified.

Washington National Airport (DCA)

13 Runway Incursion Incidents

Runway 1	
Runway 4	ACN 512126
"Cleared traffic to land Runway 4. Cleared B737 for takeoff Runway 1, forgot about landing aircraft...attempted to send him around without knowing where aircraft was...already landed and was taxing out...During the takeoff roll, Aircraft Y landed on Runway 4...Aircraft Y stopped on the runway prior to the intersection..."	
Runway 33	ACN 492241
"Landing Runway 1...on rollout turned off the runway onto Runway 33...had not completely cleared Runway 33, causing an aircraft to go around."	
	ACN 498632
"Landed...Runway 1... Turned left on Runway 33...sought 'Taxiway J' and turned. Tower sent airplane on Runway 33 final around..."	
	ACN 515752
"During rollout Runway 1...Tower instructed a Lear Jet, to cancel his takeoff clearance...Controller...told us, to hold short of Runway 33...came to a stop short of Runway 33...Lear passed through the intersection."	
	ACN 515867
"... Controller issued clearance both crewmembers understood to be cleared for takeoff on Runway 33...initiated the takeoff roll...noticed...CL65...landing on Runway 1...takeoff was aborted...only been cleared into position and hold."	
Runway 4	
Runway 33	ACN 488680
"Landed Runway 33...Tower...told me to taxi west and look for the fire station...went past the hold short line for Runway 4."	
Runway 15	
Taxiway K	ACN 473534
"...taxi to Runway 19...hold short of Runway 15 on Taxiway K...didn't see the hold short line...we had crossed the hold short line by half the length of the aircraft."	
Taxiway S	ACN 523050
"...received clearance...to taxi and hold short of Runway 15 on Taxiway S... 'Thought' we were given clearance to cross Runway 15...crossed without clearance..."	
Taxiway Unidentified	ACN 475848
"...Ground Control...instructed us to cross Runway 15...noticed a twin engine prop...on...a 1 mile final for Runway 15...stopped...aircraft short...but over the hold short line...twin engine plane appeared to execute a missed approach."	
Runway 19	
Taxiway F	ACN 472471
"...had to perform a go-around at about 200 feet AGL due to a runway incursion by...a commuter turboprop...while descending...I saw the aircraft...on Taxiway F...beginning to encroach onto the runway...initiated a go-around...Controller...ordered a go-around..."	
Taxiway Unidentified	ACN 533279
"...inadvertently stopped the aircraft slightly past the Runway 19 hold short line."	
Runway 21	
Taxiway J	ACN 461650
"...taxi to Runway 1, left turn on Taxiway J...hold short of Runways 3/21...realize the Captain had already passed Runways 3/21."	
	ACN 479080
"...landed...Runway 19...instructed to turn right...on Taxiway J, hold short of Runway 3/21...First Officer...said 'Stop!'...stopped about 3 feet past hold short line...as commuter turboprop was landing Runway 21."	

ACN: 461650**Time**

Date : 200001

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 461650

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 461802

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

Resolutory Action.None Taken : Detected After The Fact

Narrative

WE WERE AT WASHINGTON DCA ARPT ON GND CTL FREQ AND AFTER REQUESTING TAXI CLRNC, OUR CLRNC WAS 'TAXI TO RWY 1, L TURN ON TXWY J TO FOLLOW ANOTHER ACFT AND HOLD SHORT OF RWYS 3/21.' THE CAPT STARTED TO TAXI WHILE I OBTAINED OUR TKOF NUMBERS. THE NUMBERS WE RECEIVED WERE INCORRECT AND I WAS DISTRACTED TALKING TO OPS IN ORDER TO GET THE CORRECT TKOF NUMBERS. GLANCING IN AND OUT OF THE COCKPIT, I NOTICED WE WERE ON TXWY J AS INSTRUCTED. THE CURRENT ATIS WAS RPTING RWYS 3/21 CLOSED (IT WAS COVERED IN SNOW). BY THE TIME I HAD THE CORRECT NUMBERS AND LOOKED OUT AGAIN, I VERIFIED OUR POS ONLY TO REALIZE THAT THE CAPT HAD ALREADY PASSED RWYS 3/21. I LOOKED BACK ONLY TO SEE THAT RWYS 3/21 DID NOT LOOK LIKE A RWY DUE TO ALL THE SNOW THAT WAS ON IT. AS YOU KNOW, THE COCKPIT IS SPECIALLY BUSY BEFORE TKOF. AND FROM THIS, I HAVE LEARNED THAT IT IS NOT ENOUGH FOR 1 SET OF EYES TO TAXI THE ACFT AND MORE ATTN WILL BE NEEDED SPECIALLY WHEN THINGS ARE NOT GOING SMOOTH.

Synopsis

B737-300 FLC BLUNDERS ONTO RWY AT DCA.

[Faint, illegible text]



ACN: 472471

Time

Date : 200005

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : B737-700

Aircraft / 2

Controlling Facilities.Tower : DCA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 472471

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 472473

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

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Narrative

DCA WAS ACCEPTING VISUAL APCHS FROM THE RIVER VISUAL PROC TO RWY 19. THIS WAS OUR SECOND TRIP SEGMENT FROM IAH TO DCA THIS WK. I WAS HAND FLYING THE APCH AND MY FO AND I HAD FLOWN 6 FLT SEGMENTS TOGETHER ALREADY FOR THE MONTH OF MAY. WE WERE A LITTLE FATIGUED FROM THE DAY'S FLYING AND NOTED IT ENRTE TO EACH OTHER. I HAD ABOVE AVERAGE CONFIDENCE IN HIS SKILLS AND CRM AND AS IT TURNED OUT, FATIGUE AND HUMAN FACTORS WERE HANDLED VERY WELL. WE HAD TO PERFORM A GAR AT ABOUT 200 FT AGL DUE TO A RWY INCURSION BY WHAT APPEARED TO BE A COMMUTER TURBOPROP BUT I'M NOT SURE OF THE TYPE. TURNING FINAL TO LINE UP WITH RWY 19 ALL WAS NORMAL. TFC VOLUME SEEMED BUSY. WHILE DSNDING ON THE VASI GLIDE PATH, I SAW THE ACFT, PERHAPS ON TXWY F, MOVING L TO R, BEGINNING TO ENCROACH ONTO THE RWY. THE TWR CTRLR FIRST ATTEMPTED TO CONTACT THAT ACFT, STATING, '(CALL SIGN?)...VERIFY HOLDING SHORT OF RWY 19.' AT THIS POINT, WE INITIATED A GAR. THE CTRLR, WITHOUT WAITING FOR AN ANSWER FROM THE ENCROACHING ACFT, EMPHATICALLY ORDERED A GAR IMMEDIATELY...VERY WELL DONE ON HIS PART TO MAKE SURE WE HEARD HIM. INSTRUCTION: FOLLOWED FOR VECTORS FOR ANOTHER APCH, WHICH ENDED WITHOUT INCIDENT. THIS ARPT MUST INVEST IN EFFECTIVE HOLD SHORT LIGHTING TO HELP PREVENT THESE INCURSIONS. TXWYS C, F, J...WHERE THEY CROSS RWYS, SHOULD GET SOMETHING IN THE WAY OF LIGHTING, NOW. THE WORKLOAD, ON THE TWR WITH 3 XING RWYS, IS TOO HIGH. HE IS UNABLE TO HANDLE SOME DISTRACTIONS BECAUSE HE IS BOTH GND CTL AND TWR CTL DUE TO XING RWYS. SUPPLEMENTAL INFO FROM ACN 472473: THE TFC AT DCA IS ALWAYS HVY AND THE TWR AND GND FREQS ARE BUSY. A FLASHING LIGHT AT THE HOLD SHORT LINES MIGHT BE HELPFUL. ALSO USING ONLY 1 RWY FOR LNDG AT NIGHT WOULD STOP THE ACFT FROM HAVING TO CROSS RWY 19 TO GET TO THE TERMINAL. ANOTHER FACTOR THAT MAY HAVE CONTRIBUTED TO THE RWY INCURSION IS THE RIVER VISUAL APCH TO RWY 19. SINCE WE ARE NOT LINED UP WITH THE RWY UNTIL SHORT FINAL, THERE IS LESS CHANCE FOR THE ACFT ON THE GND TO SEE US ON FINAL. I ALSO THINK FOLLOWING A RIVER AT NIGHT FOR A VISUAL APCH IS RISKY AT BEST.

Synopsis

B737 CREW HAD A GAR WHEN A TURBOPROP CROSSED ONTO THE LNDG RWY AHEAD OF THEM AT DCA.

ACN: 473534

Time

Date : 200005

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : B737-200

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 473534

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.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Narrative

DURING TAXI FROM GATE IN DCA, WE RECEIVED TAXI INSTRUCTIONS WHICH WERE TO TAXI TO RWY 19 VIA TXWY K, HOLD SHORT OF RWY 15 ON TXWY K. WE BEGAN TO TAXI AND I REITERATED THE TAXI INSTRUCTIONS TO THE CAPT AND ALSO ASKED IF HE COPIED THE HOLD SHORT. 'YES' WAS HIS RESPONSE. I BEGAN PROGRAMMING WT AND BAL DATA IN THE COCKPIT AND LOOKED UP JUST AS WE WERE APCHING THE RWY WHEN HE REALIZED HE DIDN'T SEE THE HOLD SHORT LINE. I LOOKED BACK FROM R SIDE OF ACFT AND SAID 'IT'S BACK THERE.' WE HAD CROSSED THE HOLD SHORT LINE BY 1/2 THE LENGTH OF THE ACFT. THE CAP IMMEDIATELY CALLED GND AND INFORMED THEM WE HAD CROSSED THE HOLD SHORT LINE. WE THEN WERE CLRED TO CROSS THE RWY. DIVISION OF ATTN WITH COCKPIT DUTIES IS THE REASON I DIDN'T SEE THE XING OF THE LINE. CAPT FAILED TO SEE THE HOLD SHORT LINE.

Synopsis

B737 CREW HAD RWY INCURSION AT DCA.

ACN: 475848

Time

Date : 200006

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport

State Reference : VA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : DCA.Tower

Make Model : Beechcraft Twin Turboprop Jet Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 475848

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.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : Fac Intra Coord

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Separated Traffic

Consequence.Other.Other : None

Narrative

WE WERE HOLDING SHORT ON RWY 15 AT DCA. GND CTL THEN INSTRUCTED US TO CROSS RWY 15 AND ENTER THE 'HOLD BOX' FOR RWY 19. AS WE MOVED FORWARD ACROSS THE HOLD SHORT LINE, WE NOTICED A TWIN ENG PROP APPEARING TO BE ON ABOUT A 1 MI FINAL FOR RWY 15. THE CAPT STOPPED OUR ACFT SHORT ON RWY 15 BUT OVER THE HOLD SHORT LINE. AT THAT TIME THE TWR TOLD US TO HOLD SHORT OF RWY 15 (APPARENTLY NOTICING THE CONFLICT). THE TWIN ENG PLANE APPEARED TO EXECUTE A MISSED APCH. THEN GND CTL 'RECLRED' US TO CROSS RWY 15 TO THE 'HOLD BOX.'

Synopsis

AN MD88 FLC STOPS THEIR ACFT JUST OVER THE HOLD LINE WHEN THE CAPT SEES AN ACFT ON SHORT FINAL FOR THE RWY THAT THEY HAD BEEN CLRED TO CROSS BY GND CTLR AT DCA, DC.

ACN: 479080

Time

Date : 200007

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : DCA.Tower

Make Model : SF 340A

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 479080

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

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 : FAR

Anomaly.Other Anomaly.Other : FLL DISTR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Other : STOPPED

Consequence.Other.Other : NONE

Narrative

CAPT FLYING AND SUCCESSFULLY LANDED AFTER BUSY (BUT UNEVENTFUL) LDA DME RWY 19 APCH AT DCA. ON ROLLOUT, TWR CTLR INSTRUCTED US TO TURN OFF PRIOR TO RWY 3/21 AT TXWY F (NOT POSSIBLE DUE TO SPD) OR CONTINUE THROUGH INTXN (OF RWY 3/21) WITHOUT DELAY. AFTER ROLLING THROUGH RWY 3/21, WE WERE INSTRUCTED TO TURN R ON TXWY A, F ON TXWY J, HOLD SHORT OF RWY 3/21. WE UNDERSTOOD THERE WAS ACFT RIGHT BEHIND US FOR RWY 19 AND EXPEDITED CLRING RWY 19. CAPT WAS HAVING TECHNICAL DIFFICULTY WITH EAR PIECE AND MAY HAVE NOT HEARD INSTRUCTION TO HOLD SHORT OF RWY 21. AFTER TURNING N ON TXWY J, FO REITERATED VERBALLY TO HOLD SHORT OF RWY 21, AND WHEN ACFT NOT SLOWING QUICKLY ENOUGH RAISED VOICE AND SAID 'STOP!' CAPT JUMPED ON BRAKES (THEY CHATTERED LOUDLY) AND ACFT STOPPED ABOUT 3 FT PAST HOLD SHORT LINE FOR RWY 3/21. THIS WAS JUST AS COMMUTER TURBOPROP WAS LNDG RWY 21. NO EVASIVE ACTION TAKEN BY COMMUTER AS HE ROLLED THROUGH INTXN OF RWY 19. THERE WAS PLENTY OF CLRNC HORIZLY.

Synopsis

A TAXIING MD88 CROSSES OVER THE HOLD SHORT LINE FOR RWY 3-21 AND STOPS WHILE A LNDG SF340 PASSES ABOUT 200 FT FROM IT AT DCA, DC.

LNDG RWY 1 CVFP MT VERNON 1 ON LNDG ROLLOUT WE TURNED OFF THE RWY ONTO RWY 3:
THE INSTRUCTIONS THAT I HEARD WERE TO 'TURN L AND TAXI THROUGH THE INTXN.' IT SEEMEC
APPARENT THAT THE TWR CTLR WANTED US TO TURN L ON RWY 33 (INSTRUCTIONS WERE
GIVEN AS WE WERE DECELERATING AND ROLLING OUT) AND THEN L ONTO TXWY J, BUT THERI
WAS AN ACFT BLOCKING THE TXWY. AS A RESULT, WE (ACFT X) HAD NOT COMPLETELY CLREI
RWY 33, CAUSING AN ACFT TO GO AROUND. THE CAPT SUBSEQUENTLY WAS TOLD TO
CONTACT THE TWR BY TELEPHONE AND THE 'TWR CTLR' STATED THAT HE TOLD US TO TAXI
BEYOND RWY 33 BEFORE EXITING THE RWY. NONE OF THE 3 CREW MEMBERS ON ACFT X
HEARD THAT XMISSION. WE DON'T BELIEVE HE SAID THAT.

Synopsis

B727 FLC EXIT LNDG RWY ONTO ANOTHER RWY CAUSING A GAR.

ACN: 498632

Time

Date : 200101

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : Large Transport, Low Wing, 3 Turbojet Eng

Aircraft / 2

Controlling Facilities.Tower : DCA.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498632

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.Controller : Local

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 5

Resolutory Action.None Taken : Insufficient Time

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLEARED TFC TO LAND RWY 4. CLEARED B737 FOR TAKE OFF RWY 1, FORGOT ABOUT LNDG ACFT ON RWY 4, REALIZED THIS AND ATTEMPTED TO SEND HIM AROUND WITHOUT KNOWING WHERE ACFT WAS, I THEN SIGHTED ACFT ON RWY 4. HE HAD ALREADY LANDED AND WAS TAXING OUT. I THEN INSTRUCTED HIM TO TURN SHORT OF RWY 1. I DETERMINED THAT THE DEF ON RWY 1 WAS NOT A FACTOR ANYMORE AND MADE NO ATTEMPT TO STOP HIS DEP. FACTORS: RADAR TAG DROPPED ON RWY 4 ARR 2 NM FROM ARPT. VERY BUSY AT THE TIME - 20 ACFT IN 10 MINS, HELI POS COMBINED WITH LOCAL SUPVR IN BACK OF TWR WORKING CLRNC. ASSISTANT LOCAL DOING TFC MGMNT FUNCTION AT THE TIME OF OE. NO TMU IN TWR. NOTES: I NORMALLY HAVE ACFT RPT IN FINAL FOR RWY BECAUSE THEY GET BELOW THE HORIZON AND ARE VERY HARD TO PICK OUT FROM GROUND CLUTTER - I DID NOT DO THIS. MY SCAN FAILED TO PICK UP THIS ACFT RADAR TAG DROP DID NOT HELP THIS, WHEN THIS TYPE OF ERROR OCCURS USUALLY SOMEONE IN THE TWR CATCHES IT, NOBODY SAW THIS UNTIL AFTER IT WAS OVER. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFC DURING CALLBACK THE RPTR ESTIMATED THAT THE RADAR TAG ON THE GENERAL AVIATION ACFT DROPPED OUT AT APPROX 2.5 MILES WHICH IS EARLY. THIS SYSTEM IS BEING INVESTIGATED. WITHOUT THE TAG HE FORGOT THE INBOUND AIRCRAFT. THE STAFFING AT THE TWR, ACCORDING TO THE RPTR, IS BELOW WHAT IT SHOULD BE. EACH POS IS DOUBLED UP. HIS ASSISTANT WAS OCCUPIED WITH TFC MGMNT AND THE SUPVR WAS WORKING CLRNC. THE RPTR WAS WORKING LOCAL AND ANOTHER FREQ, THE 'HILO' POS WHICH CTLS TFC RPTRS ANI HELI TFC. THE BRITE RADAR IN THE TWR CAB IS POSITIONED OVERHEAD AND THE RPTR FINDS IT DIFFICULT TO USE IN THIS POS. THE VISUAL SCAN FOR TFC IS AFFECTED BY THE HEIGHT OF THE TWR. WHEN YOU ARE LOOKING DOWN FOR TFC ON FINAL AGAINST THE RAIL YARDS AND BUILDINGS THEY ARE DIFFICULT TO SEE. SUPPLEMENTAL INFO FROM ACN 511254: OUR FLT, ACFT X, WAS CLRED INTO POS AND HOLD ON RWY 1 AT DCA. WE WERE THEN CLRED FOR TKOF. DURING THE TKOF ROLL, ACFT Y LANDED ON RWY 4, AN INTERSECTING RWY. WE HEARD THE TWR TELL THE ACFT Y TO GAR. ACFT Y STOPPED ON THE RWY PRIOR TO THE INTERSECTION. HAD THE PLT OF ACFT Y GAR, THE POINT WHEN THE TWR GAVE THOSE INSTRUCTIONS, IT COULD HAVE CAUSED AN NMAC. I MENTIONED TO THE CAPT THAT I HEARD AN ACFT HAD BEEN CLRED TO LAND ON RWY 4 (AS WE WERE CLRED FOR TKOF). THE CAPT SAW THE ACFT AS WE PASSED THE INTERSECTION. ACFT Y STOPPED PRIOR TO THE INTERSECTION.

Synopsis

AN ACR IS CLRED FOR TAKE OFF WHEN A GENERAL AVIATION ACFT HAD BEEN CLRED TO LAND ON AN INTERSECTING RWY. THE GENERAL AVIATION ACFT IS ABLE TO STOP SHORT OF THE CROSSING RWY EVEN THOUGH A GAR CLRNC WAS ISSUED TO LATE TO BE EFFECTIVE.

ACN: 515752

Time

Date : 200106

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : DCA.Tower

Make Model : Gates Learjet Corp Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 515752

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 515755

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 : Published Procedure

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Narrative

AUG/XA/01 DCA ARPT, XA15. EMB145 XXXX OUTBOUND TO COLUMBUS, OH. RECEIVED TAXI CLRNC FROM GND CTLR TO TAXI AND HOLD SHORT OF RWY 15 ON TXWY S AND COMPLIED WITH. WHILE HOLDING SHORT WE 'THOUGHT' WE WERE GIVEN CLRNC TO CROSS RWY 15 AND MONITOR TWR FREQ. UNFORTUNATELY, WHEN WE SWITCHED THE FREQ TO TWR, TWR CTLR ADVISED US TO CONTACT THEM VIA PHONE WHEN WE GOT TO OUR DEST. AFTER THE PHONE CONVERSATION WITH TWR MGR, WE WERE INFORMED -- OR SHOULD I SAY I WAS INFORMED BY THE CAPT OF THE FLT XXXX -- THAT I CROSSED WITHOUT CLRNC, AND THAT THE XMISSION CLRNC WAS FOR AIRLINES DC9 FLT XX OR XXA. I DO NOT EXACTLY REMEMBER, THAT WAS HOLDING ON TXWY J SHORT OF RWY 15. WE BOTH CAME TO A CONCLUSION THAT THE SIMILARITY OF THE FLT NUMBER AS WELL AS THE SATURATION AND FREQ BLOCKING, AS WELL AS MANY FLTS ON THE GND CAUSED THIS MISUNDERSTANDING, AND NO ACTION WAS REQUIRED. I AM TAKING RESPONSIBILITY FOR TOO MANY THINGS HAPPENING ON MY FLT, GIVEN THE SHORT TAXI TIME WITH CHKLIST TO BE DONE CONTRIBUTED TO THIS. HOWEVER, THE FREQ SATURATION WAS THE MAIN CONTRIBUTOR I BELIEVE. FOR THE RECORD, MY FO REPLIED BACK BY STATING 'ACFT XXXX XING RWY 15 MONITOR TWR' WITHOUT CORRECTION FROM GND, BECAUSE OF THE SATURATION AND BY THE TIME WE CROSSED AND SWITCHED TO TWR, WE DID NOT HEAR ANYTHING FROM GND CTLR. I THINK SOME KIND OF DEVICE TO PROTECT BLOCKING THE FREQ WOULD HAVE BEEN VERY HELPFUL IN CASES LIKE THIS.

Synopsis

E145 CREW CROSSED A RWY ON A CLRNC THEY THOUGHT WAS MEANT FOR THEM.

ACN: 533279

Time

Date : 200112

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DCA.Tower

Make Model : MD-82

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533279

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

Anomaly.Other Anomaly.Other : NIGHT HOLD LINE HARD TO SEE

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

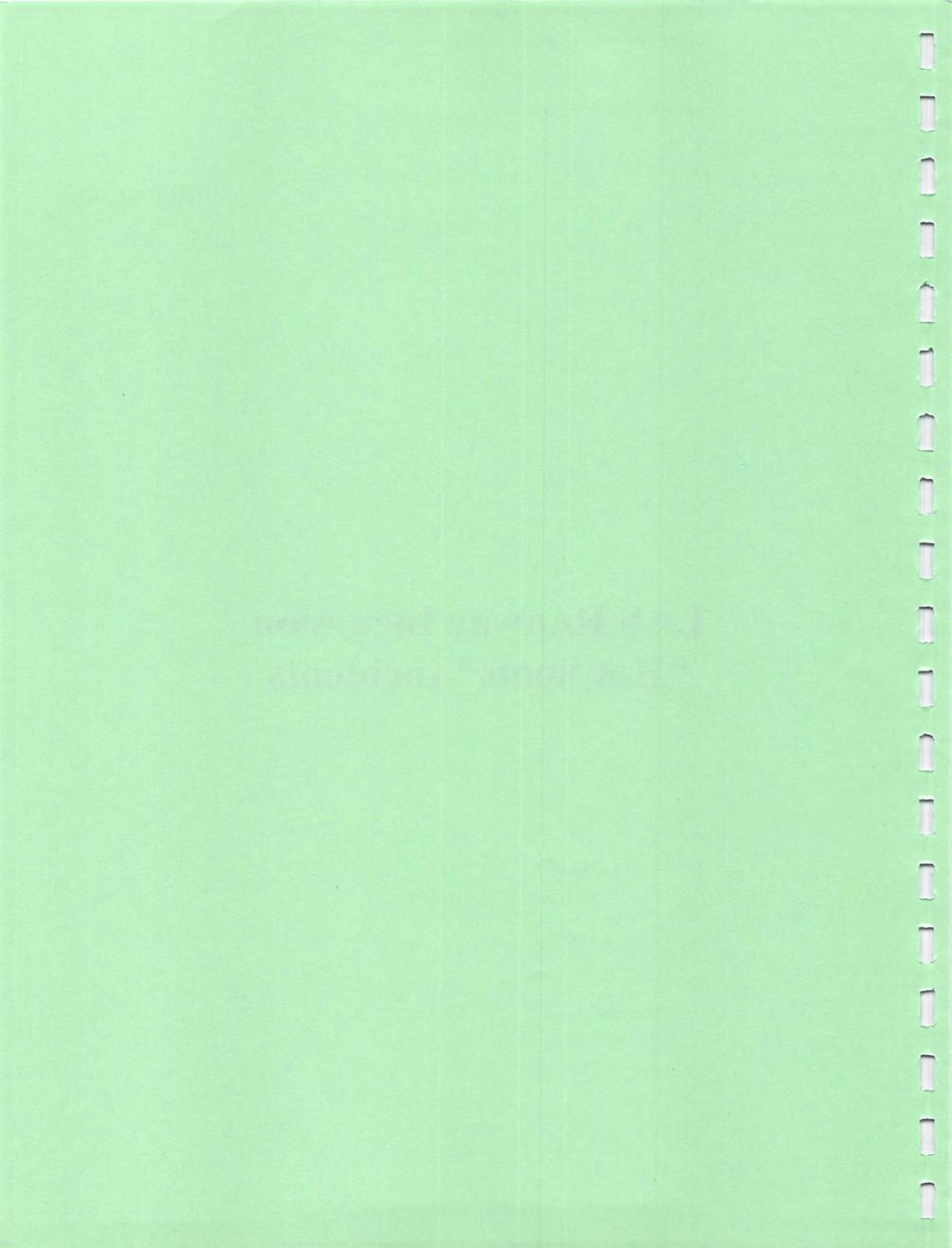
WHILE TAXIING AT NIGHT TO RWY 19, I INADVERTENTLY STOPPED THE ACFT SLIGHTLY PAST THE RWY 19 HOLD SHORT LINE. NO TFC WAS ON FINAL TO THE RWY. I IMMEDIATELY INFORMED THE TWR AND REQUESTED A L TURN INTO THE HOLDING PAD FOR RWY 19 TO REPOSITION THE ACFT. TWR CONCURRED AND ACFT REPOSITIONED. THERE WAS NO TFC INBOUND TO THE RWY AND NO TFC AROUND MY ACFT. RWY 19 HOLD SHORT LINE IS DIFFERENT TO SEE AT NIGHT. IT IS DARK AND WORN IN ADDITION TO BEING IRREGULAR I SHAPE. LIGHTS OUTLINING THE HOLD SHORT LINE AND NEW PAINT WOULD BE VERY HELPFUL.

Synopsis

AN MD82 CREW, TAXIING FOR TKOF AT DCA, TAXIED PAST THE HOLD SHORT LINE OF DEP RWY



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



KLAS

Apt Elev 2181'
LAS 116.9-On Airport

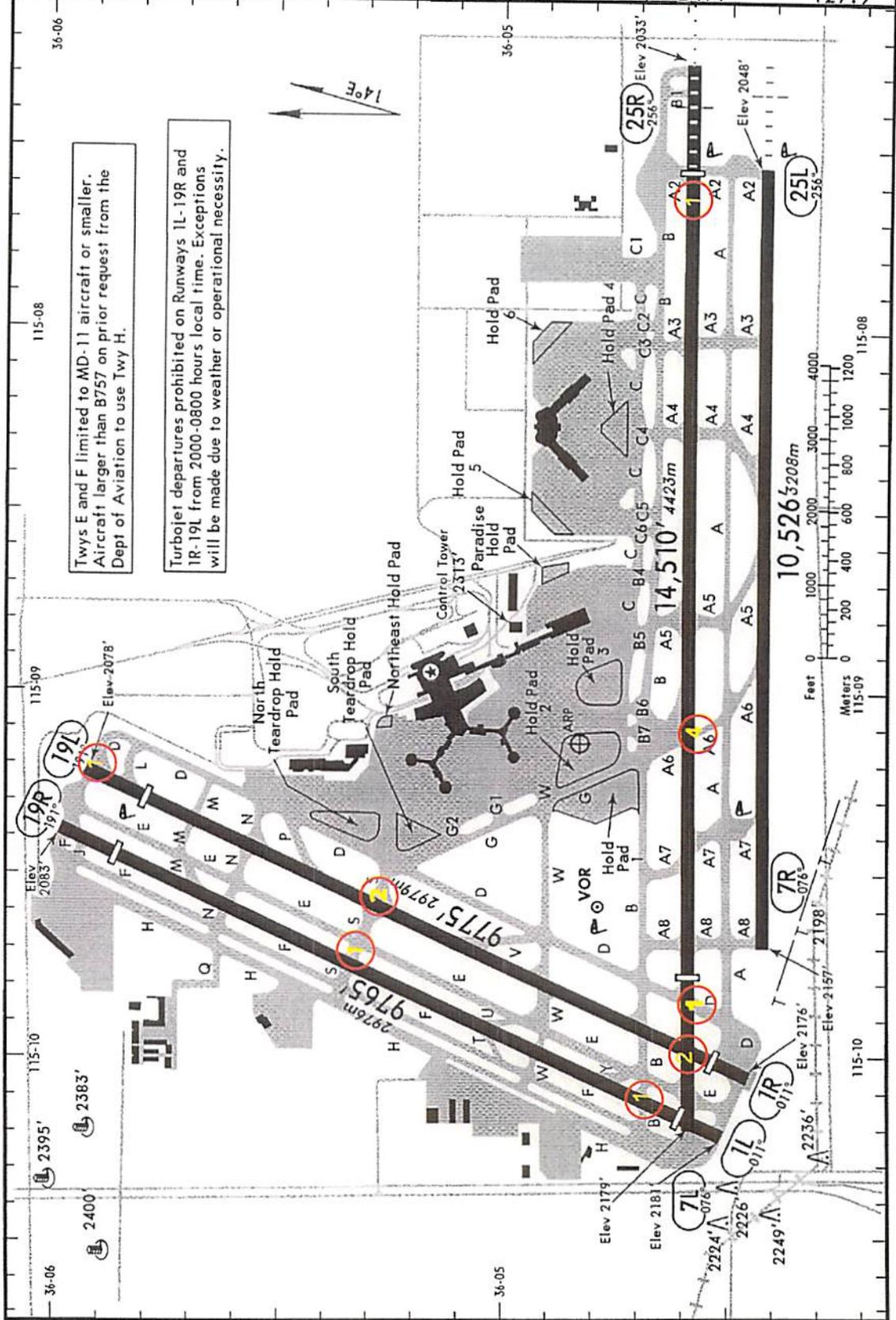
JEPPesen

26 APR 02 (10-9)

LAS VEGAS, NEV

McCARRAN INTL
N36 04.8 W115 09.1

D-ATIS 132.4	ACARS: D-ATIS PDC	LAS VEGAS Clearance 118.0	East of Rwy 1R-19L 121.1	Ground West of Rwy 1R-19L 121.9
Tower Rwys 1 L/R, 19 L/R 118.75		LAS VEGAS Departure (R) North 133.95		Ramp Control West 124.4
Rwys 7 L/R, 25 L/R 119.9		South 125.9		East 127.9



Twys E and F limited to MD-11 aircraft or smaller. Aircraft larger than B757 on prior request from the Dept of Aviation to use Twy H.

Turbojet departures prohibited on Runways 1L-19R and 1R-19L from 2000-0800 hours local time. Exceptions will be made due to weather or operational necessity.

CHANGES: See other side.

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All 13 runway incursion incident locations were identified.

McCarran International Airport (LAS)

13 Runway Incursion Incidents

Runway 1L	
Taxiway Unidentified	ACN 490413
	ACN 537834
Runway 19L	
Runway 25R	ACN 522607
	ACN 528167
Taxiway D	ACN 523169
Taxiway S	ACN 463782
	ACN 481815
Runway 25R	
Taxiway A6	ACN 466269
	ACN 510965
	ACN 523045
	ACN 531685
Taxiway S	ACN 463671
Taxiway Unidentified	ACN 471838

"...Controller immediately cleared for a full length runway departure on Runway 7L...aircraft missed Runway 7L and began to line up on the taxiway...crew identified error and advised the Tower they would reverse course...Tower said that option was not necessary...he already sent the traffic for Runway 1L around..."

"...cleared to cross Runway 1R and 1L on Taxiway S...turn left on Taxiway F...turned left on Runway 1L...back-taxed on an active runway..."

"...after takeoff...Runway 25R, advised aircraft had taken off without clearance on Runway 19. We passed overhead this aircraft..."

"...landed...Runway 19L...instructed to make 180 degree at the end and hold short of Runway 25R...cleared across runway 25R...Air Traffic Control letting us cross intersecting runway after they had cleared another aircraft for takeoff."

"...cross Runway 19L and hold short 19R...verified visually our right and left, to clear way to cross the Runway 19L going to Runway 19R...asked, 'what are your intentions'...responded, 'just doing what you said, cross Runway 19L and hold short Runway 19R'...responded...stop right there!"

"Proceeded on Taxiway S. Aircraft had no taxi light. Looking for Taxiway G, saw the runway sign for Runway 19L...applied brakes and stopped abruptly."

"...clearance 'taxi to Runway 7L via Taxiways D, B, hold short of Runway 19L'...taxied Past Taxiway D on Taxiway S... Controller to us to 'stop'...were already past the hold short line on Runway 19L."

"...cleared to cross Runway 25R at Intersection A6...proceeded to taxi across Runway 25R...there was an aircraft coming toward us...aircraft had just rotated and was approximately 10-20 feet in the air."

"...cleared for take off...noticed an Airbus landing on Runway 25L...Airbus had exited Runway 25L...entered Runway 25R at Taxiway A6 and was half way across as we rotated."

"...landed Runway 25L...exited runway at Taxiway A6... Tower said Aircraft X cross Runway 25R...saw an airplane on takeoff Runway 25R...stopped the aircraft but past the hold short line..."

"Landing on Runway 25L...taxied clear Taxiway A6...instructed to hold short...Runway 25R...accomplishing after landing SOP items...taxied...over...hold bar for Runway 25R..."

"...landing...Runway 25L...exit and hold short of Runway 25R...heard 'traffic in position will hold, cross Runway 25R, Taxiways D, and S'...read back the clearance to cross...clearance was ...for an aircraft downfield..."

"Cleared to follow another aircraft to Runway 25L...landed on the wrong runway..."



ACN: 463671

Time

Date : 200002

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 463671

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 464330

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Narrative

ON LNDG AT LAS ON RWY 25L THE CTLR HAD US EXIT AND HOLD SHORT OF RWY 25R. THIS WAS DONE. AS TFC DEPARTING RWY 25R PASSED US, I HEARD 'TFC IN POS WILL HOLD, CROSS RWY 25R, TXWYS D, AND S. I READ BACK THE CLRNC TO CROSS. THE CLRNC WAS ACTUALLY FOR AN ACFT DOWNFIELD WHICH I DID NOT KNOW ABOUT. THERE WAS NO CONFLICT. WE ONLY FOUND OUT THAT WE WERE WRONG WHEN THE CTLR TOLD US IT WASN'T FOR US. SUPPLEMENTAL INFO FROM ACN 464330: CONTRIBUTING FACTORS WERE BUSY FREQ ACFT WITH SIMILAR SOUNDING CALL SIGNS (LAST DIGIT OR TWO THE SAME IN MANY CASES), CREW DISTR WITH RECONFIGURING, AFTER LNDG FLOWS, ADVISING PAX AS TO WHY WE WERE STOPPED. ALL THESE DUTIES WERE DONE AFTER WE WERE STOPPED WITH BRAKES SET AND HOLDING SHORT. CORRECTIVE ACTIONS WOULD INCLUDE A MORE DILIGENT EFFORT ON BOTH FLT DECK CREW MEMBERS' PART TO BE DOUBLY SURE OF CALL SIGNS, READBACK PROCS SHOULD ASCERTAIN BEYOND ANY DOUBT THAT THE CORRECT ACFT IS COMPLYING WITH THE CLRNC OR INSTRUCTION, AND THE CAPT BACKING UP OR ACTUALLY HEARING THE CLRNC NOT JUST THE ACKNOWLEDGMENT.

Synopsis

ACR ACFT TAKES ANOTHER ACFT'S CLRNC TO CROSS AN ACTIVE RWY.

ACN: 463782

Time

Date : 200002

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B727-200

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 463782

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Other Personnel.Other : Ramp Control

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : Missing Arpt Signage

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

ACR FLT ABC REQUESTED TAXI FROM RAMP (PUSHED FROM GATE ABC). RECEIVED CLRNC TO TXWY S TO TXWY G TO TXWY W TO TXWY B TO BRAVO5. PROCEEDED ON TXWY S. ACFT HAD NO TAXI LIGHT. WE WERE LOOKING FOR TXWY G WHEN WE SAW THE RWY SIGN FOR RWY 19L I APPLIED THE BRAKES AND STOPPED ABRUPTLY. WE GAVE RAMP A CALL AND INDICATED THAT WE MISSED TXWY G. THEY HAD US GIVE GND A CALL. WHEN WE GAVE GND A CALL, WE TOLD THEM WE WERE ON TXWY S SHORT OF THE RWY. GND GAVE US INSTRUCTIONS TO MAKE THE L TURN ONTO THE RWY AND MAKE THE FIRST AVAILABLE L TURN AND CONTINUE OUR TAXI TO RWY 25R. WE DID AS INSTRUCTED. THE INTXN OF TXWYS G AND S IS NOT MARKED WITH TXWY SIGNS. RAMP CTL SEEMS TO BE RUNNING PART OF GND CTL. THE ACFT DID NOT HAVE A TXWY LIGHT COMPOUNDING THE PROB. AS SOON AS WE SAW THE RWY SIGN, WE STOPPED AND ASKED QUESTIONS BEFORE PROCEEDING BLINDLY FORWARD. WE ALSO NOTICED MULTIPLE SIGNS MISSING AT MULTIPLE INTXNS AT LAS VEGAS. LAS VEGAS NEEDS BETTER COM AND HANDLING BTWN RAMP AND GND CTL. IN ADDITION, FOR ACFT WITHOUT TAXI LIGHTS OR SIGNS WHICH MIGHT REDUCE VISIBILITY, TXWY SIGNS BECOME IMPERATIVE AND ADD TO CONFUSION WHEN THERE ARE NONE.

Synopsis

B727 CREW HAD RWY INCURSION AT NIGHT AT LAS.

ACN: 466269

Time

Date : 200003

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 466269

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 465682

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.Flight CrewA : 2

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Consequence.Other : Emotional Trauma

Narrative

WE FLEW A VISUAL APCH TO RWY 25L LAS. FO WAS FLYING. AFTER UNEVENTFUL LNDG, FO EXITED RWY AT INTXN A6. AS WE WERE EXITING AT INTXN A6, LAS TWR CLRED US TO CROSS RWY 25R AT INTXN A6 AND THEN TO GND. I (CAPT) READ BACK THE CLRNC, TOOK CTL OF THE ACFT AND PROCEEDED TO TAXI ACROSS RWY 25R. FO CLRED US TO THE R. AS OUR ACFT APCHED THE RWY 25R SURFACE (CROSSED ONTO RWY 25R APPROX 10-15 FT) FO SAID THERE WAS AN ACFT COMING TOWARD US AND TO HURRY ACROSS! I LOOKED TO THE R AS I ADDED PWR TO EXPEDITE ACROSS. I OBSERVED AN ACFT ON RWY 25R ABOUT 2000 FT DOWN THE RWY. THE ACFT HAD JUST ROTATED AND WAS APPROX 10-20 FT IN THE AIR. I CONTINUED TO EXPEDITE ACROSS RWY 25R AND THEN I CONTACTED TWR. I ASKED THEM WHAT HAD HAPPENED, AND TOLD THEM THAT THEY CLRED US ACROSS THE RWY AS ANOTHER ACFT WA ON ITS TKOF ROLL. THE TWR AGREED. I TAXIED TO THE GATE AND SHUT DOWN. IN OPS, I TALKED TO THE LAS TWR SUPVR. HE SAID THAT INDEED IT WAS THEIR MISTAKE AND APOLOGIZED. HE SAID THEY WOULD BE REVIEWING THE TAPES/RECORDINGS AND WOULD BE GOING THROUGH THEIR PROCS. I CALLED OUR DISPATCH AND OPS DUTY MGR AT OUR HEADQUARTERS. HE MADE THE APPROPRIATE CALLS TO OTHER DEPTS. HE THEN CALLED BACK TO LAS AND INFORMED ME THAT IT WAS OK TO CONTINUE IF WE FELT OK TO CONTINUE. WE SUBSEQUENTLY FLEW 2 MORE LEGS TO FINISH THE TRIP. THIS RWY INCURSION OCCURRED DUE TO CTRLR ERROR. THE SUN WAS SETTING IN THE W AT THE TIME OF THE INCIDENT. THE FO WAS NOT ABLE TO PICK UP ACFT Y'S MOTION UNTIL WE HAD TAXIED ONTO RWY 25R. HE THOUGHT THE ACFT WAS IN POS AND HOLD. THIS MAY HAVE BEEN DUE TO THE DISTANCE/SUN ANGLE. I'VE BEEN SEARCHING FOR WAYS IN WHICH THIS COULD HAVE BEEN PREVENTED. THE MOTION OF AN ACFT NOSE-ON IS HARD TO PICK UP AT THESE DISTANCES. ATC TWR CTRLRS FREQUENTLY TAXI ACFT ACROSS RWYS WITH OTHER ACFT IN POS. THESE ACFT USUALLY HAVE SOME, IF NOT ALL, OF THEIR EXTERIOR LIGHTS ON. FORTUNATELY, THIS INCIDENT DID NOT RESULT IN ANY INJURIES. SUPPLEMENTAL INFO FROM ACN 465682: AS WE APCHED RWY 25R, I CLRED THE RWY. I DID SEE AN ACFT IN THE DISTANCE IN WHAT APPEARED TO BE IN TKOF POS, BUT SAW NO MOVEMENT. AS WE CROSSED THE FIRST 1/4 OF THE RWY, I NOTICED SLOW MOVEMENT OF THE ACFT. FOR A SPLIT SECOND, I THOUGHT THAT MAYBE THE ACFT HAD JUST LANDED, AND WAS GOING TO TURN OFF AT THE NEXT TXWY. AT ABOUT 1/2 WAY ACROSS THE RWY, I NOTICED THE NOSE ROTATE, AND I TOLD THE CAPT TO HURRY ACROSS. THE TKOF ACFT PASSED BEHIND US AND ABOUT 200-300 FT IN THE AIR. POSSIBLE SOLUTION: DEVISE SOME WAY TO TELL IF AN ACFT IS IN POS AND HOLD, TAKING OFF, OR LNDG ROLLOUT - IE, FLASHING LIGHTS, COLORED LIGHTS, ETC.

Synopsis

A B737-300 FLT IS NARROWLY MISSED BY ANOTHER ACR ACFT ON ITS TKOF ROTATION ON RWY 25R AT LAS, NV.

ACN: 471838

Time

Date : 200005

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NJ

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : A319

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 471838

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter.Other : CROSS WINOS

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Other Anomaly.Other : PERCEPTUAL INCUSION

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

LATE NIGHT ARR AFTER LONG FLT FROM EAST COAST. CLRED TO FOLLOW ANOTHER ACFT TO RWY 25L. HADNT FLOWN INTO LAS FOR APPROX 2 YRS. I LOST VISUAL WITH ACFT IN FRONT OF ME DUE TO ARPT LIGHTS, ETC. CONSTANTLY DOUBLECHECKING LOC GUIDANCE TO RWY 25L. STRONG XWIND FROM L. APPEARED TO BE ON LOC FOR RWY 25L, BUT HAD BAD GS INFO THAT I WAS TRYING TO FIGURE OUT WHY, RWY 25L ILS WAS SELECTED ON FMCG. I SAW ACFT TAXIING NEAR HOLD SHORT, BUT THOUGHT HE AND I WERE IN PROPER POS DUE TO THE FACT THAT THE RWY I WAS CONCENTRATING ON HAD A SIGNIFICANT DISPLACED THRESHOLD SIMILAR TO RWY 9L IN PHL AND THE VASI GS WAS KEEPING ME ABOVE THE ACFT I SAW APCHING SLOWLY FROM THE N SIDE OF THE RWY. I NEVER HEARD ANYTHING ABOUT LNDG OR APCHING RWY 25R UNTIL TAXIING IN. I SHOULD HAVE STUDIED THE RWY LAYOUT MUCH CLOSER AS I BELIEVED THERE WAS ANOTHER RWY TO MY R WHICH GAVE ME THE FEELING THAT I WAS ON RWY 25L VERSUS RWY 25R. I COULD ALSO HAVE USED ANY INPUT FROM THE FO WHO SAID NOTHING. IN OTHER WORDS I LANDED ON THE WRONG RWY WITH NO KNOWLEDGE OF IT UNTIL CLRING THE RWY.

Synopsis

AN A319 FLC LANDS ON RWY 25R VERSUS THE CLRED TO RWY 25L, WRONG RWY APCH LNDG DURING A NIGHT OP AT LAS, NV.

ACN: 481815

Time

Date : 200008

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 481815

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 : COCKPIT WORK LOAD MGMNT. ARPT LIGHTING

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other.Other : NONE

Narrative

TAXIING OUT FROM GATE Y TO SPOT X, GIVEN GND CLRNC TAXI TO RWY 7L VIA TXWYS D, B, HOLD SHORT OF RWY 19L.' I TAXIED PAST TXWY D ON TXWY S (*THINKING THAT RWY 19L WAS TXWY D) UNTIL THE GND CTLR TOLD US TO 'STOP.' AT THIS POINT, WE WERE ALREADY PAST THE HOLD SHORT LINE ON RWY 19L. AT THE TIME THE FO WAS BUSY COPYING A REVISED DEI CLRNC FROM GND CTL, SO HE WAS NOT ABLE TO HELP WITH THE TAXI. IN HINDSIGHT, IT WOULD HAVE BEEN BETTER TO TELL THE GND CTLR TO STAND BY WITH THE CLRNC UNTIL WE WERE ESTABLISHED ON TXWY D OR UNTIL WE HAD STOPPED AT THE END OF THE RWY. I WAS TAXING MUCH SLOWER THAN USUAL BECAUSE I HAVE TROUBLE FOLLOWING TAXI DIRECTIONS IN LAS. (I HAD EVEN MADE A COMMENT TO THE FO ABOUT THAT THE NIGHT BEFORE, ON TAXI IN.) THINKING THIS OVER, I THINK LAS IS DIFFICULT BECAUSE OF THE LACK OF TXWY EDGE LIGHTS (ON OTHER ARPTS - EVEN IN THE DAY TIME YOU HAVE THE LIGHT 'POSTS' TO HELP DEFINE THE TXWY. SO WHEN YOU TAXI WBOUND FROM GATE Y, ALL YOU SEE IS A HUGE EXPANSE OF CONCRETE WITH A FEW SCATTERED SIGNS). TO MAKE THINGS WORSE, THE TAXI DIAGRAM SHOWS A COUPLE OF TRIANGULAR SHAPED AREAS THAT WOULD NORMALLY BE GRASSY AREAS ON OTHER ARPTS. I WAS LOOKING TO PASS ONE OF THOSE AS A HELP TO FIND TXWY D. I OBVIOUSLY NEVER SAW IT AND KEPT RIGHT ON GOING.

Synopsis

MD80 CREW HAD RWY INCURSION AT LAS.

ACN: 490413

Time

Date : 200011

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : Jetstar 1329 (C140)

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 490413

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 : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

ON DEP FROM LAS ON NOV/XA/00, APPROX XA30, THE CREW OF JETSTAR WAS CLRED TO TAXI VIA TXWY H FOR A DEP ON RWY 7L. THE CREW EXPECTED THE TAXI RTE TO BE TXWY H TO TXWY A8, XING RWYS 1L AND 1R FOR A RWY 7L DEP. HOWEVER, AFTER CHANGING FROM GNC TO TWR FREQ, THE TWR CTLR IMMEDIATELY CLRED FOR A FULL LENGTH RWY DEP ON RWY 7I IN AN ATTEMPT TO ACCOMMODATE TFC FLOW, THE CREW RUSHED THE LINE-UP CHKLIST WHICH REQUIRED THE COPLT TO BE HEAD DOWN IN THE COCKPIT AND THE CAPT EXPERIENCED DIFFICULTY FINDING THE TXWY LEAD-IN LIGHTS IN THE DARK FOR RWY 7L. THE ACFT MISSED THE RWY 7L AND BEGAN TO LINE UP ON THE TXWY. AT THIS POINT THE CREW IDENTED THE ERROR AND ADVISED THE TWR THEY WOULD REVERSE COURSE ON THE TXWY AND TAXI AND REMAIN CLR OF BOTH RWYS 1L&R. AT THIS POINT THE TWR SAID THAT OPTION WAS NOT NECESSARY BECAUSE HE ALREADY SENT THE TFC FOR RWY 1L AROUND, THEREFORE, THE CREW COULD CONTINUE TAXI FOR THE INTENDED RWY 7L. WHAT THE CREW DID NOT HEAR WAS THE TWR CTLR ADDED HOLD IN POS ON RWY 7L. THE TWR CTLR NEVER SPECIFICALLY CANCELED THE TKOF CLRNC FOR RWY 7 DEP, THEREFORE, IN THE INTEREST OF AVOIDING ANOTHER RWY 1L GAR, THE CREW DEPARTED RWY 7L IMMEDIATELY AFTER LINE-UP. ALSO DURING THE START OF THE TKOF ROLL ON RWY 7L, THE TWR TURNED UP THE RWY LIGHTS TO FULL BRIGHT TO ASSIST THE CREW. AFTER DEP, THE TWR CTLR MENTIONED WAS NOT REALLY CLRED FOR TKOF ON RWY 7L.

Synopsis

FLC OF A LOCKHEED JETSTAR L29G INADVERTENTLY TAXIED PAST HOLD SHORT LINE RESULTING IN TWR CTLR SENDING ANOTHER ACFT AROUND AND THEN SUBSEQUENTLY TOOK OFF WITHOUT TKOF CLRNC.

ACN: 510965**Time**

Date : 200105

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : Airbus Industrie Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510965

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 51111

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 : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

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

Consequence.Other : Company Review

Narrative

WE WERE CLRED INTO POS AND HOLD ON RWY 25R WAITING OUR FLOW TIME. AFTER HOLDING FOR APPROX 1 MIN WE WERE CLRED FOR TKOF. DURING THIS TIME WE NOTICED AN ACR AIRBUS LNDG ON RWY 25L. THIS WAS AN FO TKOF AND AS WE ACCELERATED DOWN THE RWY I NOTICED THAT THE AIRBUS HAD EXITED RWY 25L AT TXWY A6. WE WERE AT ABOUT 10-15 KTS BELOW V1 WHEN WE SAW THE AIRBUS CONTINUING TO CROSS OUR RWY. WE WERE ABOUT 4000 FT FROM THAT INTXN AND CONTINUED THE TKOF. WE ROTATED ON SPD AND BY THE TIME WE BROKE GND THE ACFT WAS ALREADY CLR OF THE RWY. I WOULD ESTIMATE THAT WE WERE ABOUT 3500 FT FROM THE OTHER ACFT AT THE CLOSEST POINT DURING THIS EVENT. I TELEPHONED THE LAS TWR ON OUR ARR AT DEST AND SPOKE TO A SUPVR. IT APPEARS THAT THE CTLR CLRED THE OTHER ACFT TO CONTINUE ACROSS OUR RWY A LITTLE PREMATURE SINCE WE WERE NOT YET AIRBORNE. WE AGREED THAT MAKING CERTAIN THE TKOF ACFT IS FLYING PRIOR TO CLRING ANOTHER TO CROSS WOULD PREVENT RECURRENCE. SUPPLEMENTAL INFO FROM ACN 511111: ABOUT 10 KTS PRIOR TO V1 (130 KTS) THE AIRBUS ENTERED OUR RWY 25R AT TXWY A6 AND WAS MORE THAN 1/2 WAY ACROSS AS WE ROTATED. OUR ROTATION OCCURRED BTWN TXWYS A4 AND A5 OR APPROX 3500 FT FROM THE AIRBUS. BY THE TIME WE WERE ABEAM TXWY A6, THE AIRBUS WAS WELL CLR OF THE RWY. AT NO TIME DID WE DEVIATE FROM OUR PROCS OR AIRSPDS.

Synopsis

A B733 CREW DURING TKOF ROLL EXPERIENCED TFC CLRING ACROSS THEIR RWY AFTER LNDG ON THE PARALLEL AT LAS.

ACN: 522607

Time

Date : 200108

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 650

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B757 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : Cheetah, Tiger, Traveler

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 522607

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Critical

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

JUST AFTER TKOF ON LAS RWY 25R, TWR ADVISED US AN ACFT (GRUMMAN) HAD TAKEN OFF WITHOUT CLRNC ON RWY 19. WE PASSED OVERHEAD THIS ACFT AND NEVER SAW IT.

Synopsis

LAS LCL CTLR ADVISES B757 AFTER DEP THAT A GA ACFT DEPARTED AN INTERSECTING RWY WITHOUT CLRNC AND HAD PASSED BENEATH THE ACR.

ACN: 523045

Time

Date : 200108

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 523045

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 523047

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Person / 5

Function.Oversight : Supervisor

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.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FLT WAS LAX TO LAS. NORMAL TKOF, CRUISE AND LNDG. LANDED RWY 25L LAS. FO WAS PF. EXITED THE RWY AT TXWY A6. AS WE SLOWED, I TOOK THE ACFT FOR TAXI. TWR SAID ACR X CROSS RWY 25R, CONTACT GND POINT ONE (121.1). AS I TURNED 90 DEG TO THE RWY, THE FC SAW AN AIRPLANE ON TKOF RWY 25R, JUST ABOUT READY TO ROTATE. I STOPPED THE ACFT BUT WENT PAST THE HOLD SHORT LIE, BUT STOPPED BEFORE THE RWY EDGE. CALLED TWR SUPVR. REVIEWED TAPES. TWR DID CLR US TO CROSS WITH AN ACFT ON TKOF ROLL.

Synopsis

B737 FLC INITIATE STOP ACTION WHEN BEGINNING TO CROSS LAS RWY 25R AS THEY OBSERVE A B737 ON TKOF ROLL.

ACN: 523169

Time

Date : 200108

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : MD-82

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 523169

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : Supervisor

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

I WOULD LIKE TO REVEAL TO YOU THE FACTS CONCERNING AN INCIDENT DURING THE TAXIING BEFORE TAKE OFF FROM LAS VEGAS, NEVADA INTERNATIONAL AIRPORT. IN THE MD82 ON A SCHEDULED FLT LEAVING LAS VEGAS, NV GOING TO HERMOSILLO, SONORA MEXICO. WE HAD FREQUENT CONTACT WITH GND CTL, WHERE THEY MADE US CHANGE OUR ORIGINAL TAKE OFF RWY 25R TO 19L. WE PROCEEDED TO THAT PARTICULAR RWY FOLLOWING INSTRUCTIONS THAT WERE GIVEN TO US. THE OUTSIDE TEMP WAS 104 DEG AND THE AIR CONDITIONING WITHIN THE CAB WAS NOT FUNCTIONING EFFICIENTLY. THEREFORE, AFTER 25 TO 30 MINS OF TAXIING, I TOLD MY FO TO ASK THE CTL TWR AN ESTIMATED TIME FOR OUR TAKE OFF. HE ASKED THREE TIMES AND NOT UNTIL THE THIRD REQUEST DID ATC FINALLY RESPOND IN AN UNFRIENDLY AND ABRUPT TONE. 'EXPECT DELAY OF FIVE MINS FOR YOUR TAKE OFF, CROSS RWY 19L AND HOLD SHORT 19R.' THIS RESPONSE WAS HEARD BY BOTH MY FO AND MYSELF, WHICH MADE US REALIZE THAT THE CTL TWR WAS OVERLOADED GIVING INSTRUCTIONS. SINCE HIS RESPONSE WERE UTTERED AND VERY QUICKLY. PROCEEDING AFTER REINSERT THE NEW RWY 19R ON THE GPS, WE VERIFIED VISUALLY OUR R AND L, TO CLR WAY TO CROSS THE RWY 19L GOING TO RWY 19R. WE WERE FOLLOWING THE ATC'S INSTRUCTIONS, IMMEDIATELY AFTER OUR CROSSING, THE CTL TWR ASKED, 'WHAT ARE YOUR INTENTIONS.' THE FO RESPONDED, 'JUST DOING WHAT YOU SAID, CROSS RWY 19L AND HOLD SHORT RWY 19R.' IMMEDIATELY, HE CTL TWR RESPONDED HASTILY, 'STOP RIGHT THERE!' AFTER 40 TO 50 SECS HE ASKED US IN A BETTER TONE, 'CAN YOU TAKE-OFF ON RWY 19R?' I THEN RESPONDED IN RETURN TO MY FO, TELL HIM 'AFFIRMATIVE.' PROCS THEN FOLLOWING, WERE CONSIDERED AS ANY NORMAL TAKE OFF. AFTER TAKE OFF, WE CHANGED FREQ WITH DEP CTL, WHOM THEY SAID FOR US TO URGENTLY CALL LAS TWR. WE CALLED, AND THE SUPVR AFFIRMED US THAT THE INSTRUCTIONS PROCEEDING TO CROSS THE RWY WERE NOT THE INSTRUCTIONS GIVEN FROM THE CTL TWR. THE SUPVR, FURTHER ADDED THAT THIS WAS THE THIRD INCIDENT OF THIS NATURE AND THAT HE WOULD FILE A REPORT. I ASSURED HIM THAT WE UNDERSTOOD THE INSTRUCTIONS TO CROSS RWY 19L AND HOLD SHORT RWY 19R, BOTH OF US HEARD IT. BUT IF WE MISUNDERSTOOD WHAT ATC HAD SAID, THEN WE REGRETFULLY APOLOGIZE FOR OUR MISUNDERSTANDING AND ANY INCONVENIENCE THAT MAY HAVE CAUSED. WE INSIST THAT WE WILL BE MORE ATTENTIVE NEXT TIME. I CONTEND THAT ATC'S COULD EXEMPLIFY COURTEOUSNESS IN THEIR LANGUAGE AND TONE WHEN CLR INSTRUCTIONS TOWARD FOREIGN PLTS AND AIRPLANES. FURTHERMORE, THEY SHOULD BE MORE CONSIDERATE AND MODERATE THE SPEED OF THEIR ENGLISH WHEN BEING PRECISE IN GIVING INSTRUCTIONS AND NOT TO SPEAK SO FAST. WE ALL SPEAK ENGLISH, YET WE ARE NOT NATIVE SPEAKERS AND ARE NOT ACCUSTOM TO THE SPEED OF SOME CTLR'S ENGLISH BECAUSE WE JUST FLT TWO OR THREE TIMES A MONTH TO THE USA. I WOULD LIKE TO SUGGEST, A MEETING AMONG PLTS AND ATC'S TO DIALOGUE AND INTERCHANGE OUR CONCERNS AND IDEAS UPON COM IN REGARD TO AIR SAFETY. IN CLOSING, I WOULD LIKE TO EXTEND, MY PROFESSIONALISM OF 29 YRS FLYING AS A COMMERCIAL PAX PLT AND NEVER HAD ONE ENCOUNTERED ANY MISCOMMUNICATION I THE US. I APOLOGIZE FOR THE DELAY TO SEND YOU THIS INCIDENT RPT BUT I WORK IN A SYSTEM CALLED '12 BY 8'(TWELVE DAYS WORKING AND EIGHT DAYS RESTING) AND THE 08/SUN/01, WAS THE FIRST DAY OF MY WORKING DAYS.

Synopsis

FOREIGN CARRIER MD82 MISCONSTRUES TAXI CLRNC AND CROSSES RWY TO TKOF ON PARALLEL RWY.

ACN: 528167

Time

Date : 200112

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : LAS.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 528167

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.Ground Encounters.Other : ACFT

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.Other : Company Review

Narrative

LAS TWR CLRED US FOR A VISUAL APCH TO RWY 19L WITH NO RESTRS. WE LANDED AND ROLLED OUT TO THE END OF RWY 19L. THE TWR THEN INSTRUCTED US TO MAKE '180' AT THE END AND HOLD SHORT OF RWY 25R, WHICH WE DID. TWR THEN CLRED US ACROSS RWY 25R. AS WE TAXIED INTO THE RAMP, GND CTL ASKED US TO CALL THE TWR SUPVR. OTHER FACTORS CONTRIBUTING TO THIS EVENT: ATC LETTING US CROSS INTERSECTING RWY AFTER THEY HAD CLRED ANOTHER ACFT FOR TKOF.

Synopsis

B737 FLC INTERP HOLD SHORT LAS RWY 25R CLRNC AS CLRNC TO CROSS, CAUSING
CONFLICT WITH DEP B737.

ACN: 531685

Time

Date : 200112

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

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

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 531685

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

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER LNDG ON RWY 25L LAS, I TAXIED CLR OF THE RWY ON TXWY A6. TWR INSTRUCTED OUR FLT TO HOLD SHORT OF RWY 25R. WHILE ACCOMPLISHING AFTER LNDG SOP ITEMS, I TAXIED / SHORT DIST OVER THE HOLD BAR FOR RWY 25R BY APPROX 6 FT. STOP BAR WAS FADED AND I DIDNT SEE IT UNTIL I WAS ON TOP OF IT. NO LOSS OF SEPARATION OCCURRED.

Synopsis

A WDB CREW, AFTER LNDG AT KLAS, TAXIED PAST A HOLD SHORT LINE FOR THE PARALLEL.

ACN: 537834

Time

Date : 200202

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAS.Airport

State Reference : NV

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LAS.Tower

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 537834

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

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 : TURNED ON RWY INSTEAD OF TXWY. CONCEPT, CRM

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2-3

Resolatory Action.None Taken : Detected After The Fact

Narrative

FROM THE INTL TERMINAL IN LAS, CLRED TO CROSS RWY 1R&L ON TXWY S, THEN TURN L ON TXWY F TO RWY 7L. INSTEAD OF TURNING L ON TXWY F, WE TURNED L ON RWY 1L AND BACK-TAXIED ON AN ACTIVE RWY. TURNED OFF AT THE NEAREST EXIT. WE SELDOM USE RWY 7L. RWY 1R&L HAS 4 PARALLEL TXWYS. OTHERS HAVE MADE MISTAKES. VERY CONFUSING AT NIGHT WHEN UNFAMILIAR.

Synopsis

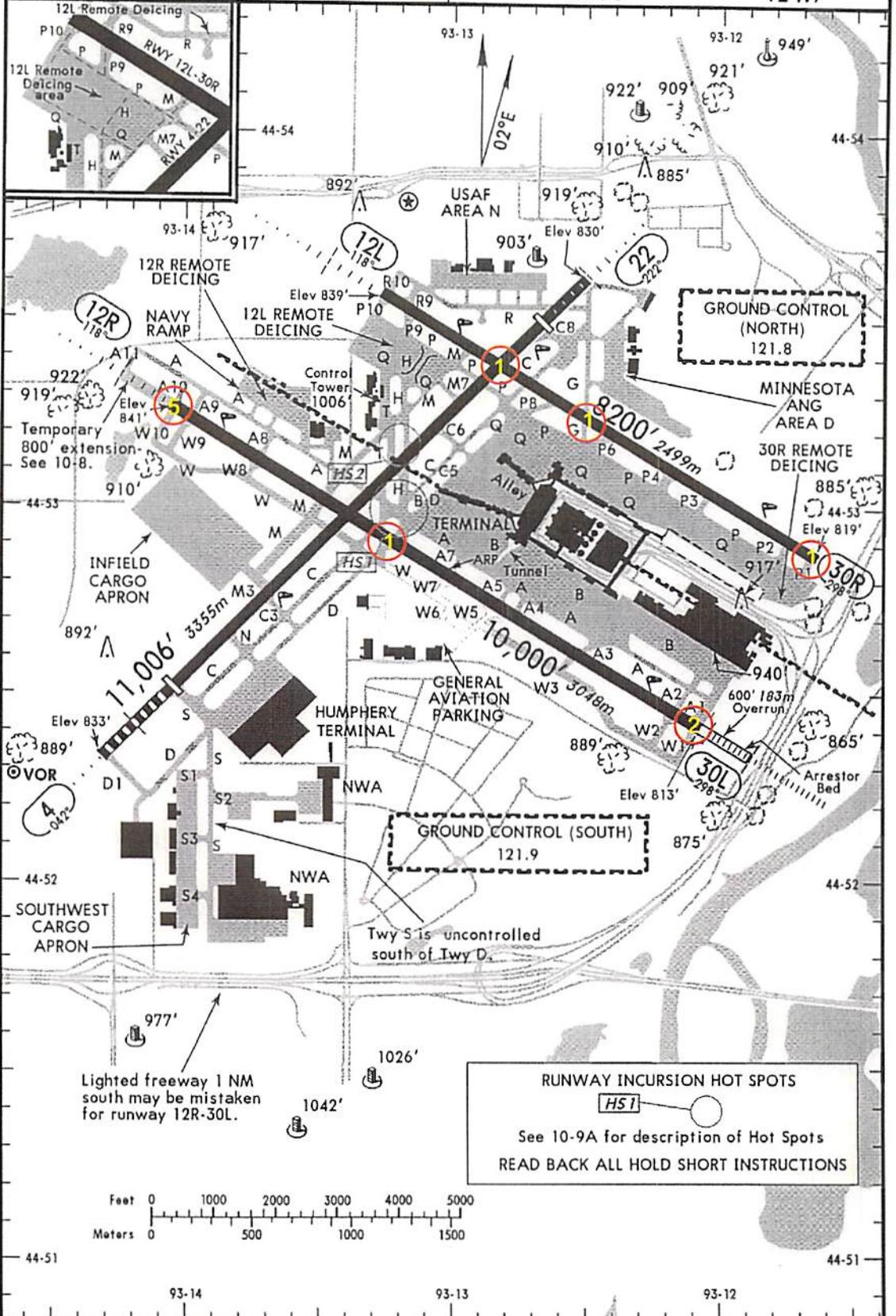
DC10 CREW TURNED DOWN RWY 1L-1R INSTEAD OF TXWY F AT LAS.



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

THE UNIVERSITY OF CHICAGO
LIBRARY

D-ATIS 120.8	ACARS: D-ATIS TWIP PDC	MINNEAPOLIS Clearance (Cpt) 133.2	Ground North South West (as assigned) 121.8 121.9 127.92
VOT 111.0			
Tower Rwy 12L-30R 123.95		Rwys 12R-30L, 4-22 126.7	MINNEAPOLIS Departure (R) N or E of Dep Rwy S or W of Dep Rwy 125.75 124.7



Minneapolis-St. Paul International Airport (MSP)

12 Runway Incursion Incidents

Runway 12R	
Taxiway A9	<p>ACN 512723 " ...cleared to land Runway 12R... Tower cleared a B727 into position... issued a go-around at approximately 300 feet AGL."</p> <p>ACN 514649 " ...after the DC-9 landed , a B727 ...cleared into position... two other aircraft crossed the runway after the DC-9 landed... the B727 ...to clear the Runway at Taxiway A-9... tail of the B727 did not clear the hold short line for Taxiway A-9..."</p>
Taxiway A10	<p>ACN 516528 "Cleared into position and hold on Runway 12R from A-10... nosewheel... crossed the hold short line... hold short of Runway 12R... stopped the aircraft immediately... beyond the Runway 12R hold short line."</p> <p>ACN 532421 " ...taxi to Runway 12R... crossed runway hold short line..."</p> <p>ACN 532783 " ...heard, 'position and hold Runway 12R' ...retransmission 'position and hold Runway 12R'... for another aircraft and... told to hold short... passed the line by 5 to 10 feet."</p> <p>ACN 480943 "...holding at Taxiway D to cross Runway 12R... Ground called... said to join Taxiway B... and follow the Air Carrier Z... called Corporate Jet X, roger'... started across the runway... saw Air Carrier Y on a go-around."</p>
Runway 30R	
Runway 4	<p>ACN 536079 " ...Runway 4 and hold short of Runway 30L... received clearance to cross Runway 30L and ... was then told to taxi to Runway 30R by following Aircraft Y ... I passed Taxiway P and ... past the hold short line."</p>
Taxiway G	<p>ACN 494160 " ...landing MSP Runway 30R... Tower said 'expedite off G'... heavy passed behind us..."</p>
Taxiway P	<p>ACN 538801 " ... Tower cleared us into position and hold... called the Tower and advised 'Aircraft X is in position and holding on Rwy 30R.' Tower responded 'Aircraft X, I did not clear you into position and hold on Runway 30R'..."</p>
Runway 30L	
Taxiway A1	<p>ACN 509856 " ...aircraft to 'position and hold, Runway 30L, be ready for an immediate' ... responded 'roger, Aircraft X, position and hold 30L' ... in position for approximately one minute... Controller sent an aircraft around..."</p> <p>ACN 531521 " ...cleared our aircraft... position and hold... for immediate departure on Runway 31L... Tower told us... hold short... replied... we were across the hold short line... notified A320... cleared them to land."</p>
Runway Unidentified	
	<p>ACN 535804 "Crew understood... cleared for 'position and hold' ... took the runway behind landing traffic... Tower instructed us... taxi clear... advised not cleared to go into position and hold... cleared another plane to land..."</p>



ACN: 480943

Time

Date : 200007

Day : Sun

Local Time Of Day : 1801 To 2400

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 : Citation III, VI, VII

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MSP.Tower

Make Model : Commercial Fixed Wing

Aircraft / 4

Controlling Facilities.Tower : MSP.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Captain

ASRS Report : 480943

Person / 2

Function.Oversight : PIC

Function.Flight Crew : First Officer

ASRS Report : 480720

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.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 6

Resolatory Action.Flight Crew : Executed Go Around

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

WE WERE HOLDING AT TXWY D TO CROSS RWY 12R AT MSP AND TAXI DOWN THE OPPOSITE SIDE FOR TKOF ON RWY 12R. TXWY ON OUR SIDE CLOSED FOR CONSTRUCTION. AN ACR Y DC: ROLLED BY FOR TKOF. AS HE PASSED I EXPECTED A CALL FROM GND TO CROSS. I WAS CAPT IN THE R SEAT ACTING AS FO. GND CALLED ONLY ABC X, NOT ACR Y ABC, AND SAID TO JOIN TXWY B AND (UNINTELLIGIBLE) AND FOLLOW THE ACR Z. I SAW THE ACR Z ON THE OTHER SIDE WHERE I WOULD HAVE EXPECTED HIM TO BE AND LOOKED AT THE CHART AND SAW TXWYS B AND A. I DIDN'T UNDERSTAND THE CTLR AFTER TXWY B BUT IT LOOKED REASONABLE. I CALLED 'CPR JET ABC -- ROGER.' THE FO STARTED ACROSS THE RWY AND SOMEONE SAID 'GND, YOU HAVE AN ACR Y ABC.' THEN I LOOKED AROUND THE FO AND SAW ACR Y ON A GAR. I SAID WE DIDN'T CLR THE RWY BEFORE XING. HE SAID I DID AND I DIDN'T SEE HIM AT FIRST BUT WHEN I DID I THOUGHT HE WAS FARTHER OUT AND FOR THE OTHER RWY. THIS INCIDENT COULD HAVE BEEN AVOIDED BY THE CTLR USING THE WHOLE CALL SIGN. I WILL SAY IN EVERYONE'S DEFENSE THE RADIO TFC WAS HORRENDOUSLY HVY, AS IT ALWAYS IS AT MSP.

Synopsis

CLRNC CONFUSION, HVY TFC AND FREQ CONGESTION LEAD TO A RWY INCURSION AND GAR AT MSP, MN.

ACN: 494160

Time

Date : 200012

Day : Tue

Local Time Of Day : 1801 To 2400

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 : A319

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : SF 340A

Aircraft / 3

Controlling Facilities.Tower : MSP.Tower

Make Model : Heavy Transport, Low Wing, 4 Turbojet Eng

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 494160

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 494161

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.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG MSP RWY 30R AS WE WERE PASSING 'P6,' TWR ASKED IF WE COULD MAKE 'P6.' FO SAID 'NO, BUT WE CAN MAKE THE REVERSE.' TWR SAID 'EXPEDITE OFF 'G,' CONTACT GND 131.57' (NOT A PUBLISHED FREQ, SO WE HAD WRONG FREQ PRESELECTED). AS WE MADE TURN ONTO TXWY G, TAXI LIGHTS REVEALED A SAAB ON PARALLEL TXWY P RIGHT IN FRONT OF US. BEFORE WE COULD GET A WORD IN, A NEW HVY PASSED BEHIND US ON THE ROLL. DISTANCE UNKNOWN, BUT WAS CLOSE. EVEN AFTER INCIDENT, TWR/GND WAS UNABLE TO TELL IF WE HAD ROOM TO CLR ONTO TXWY P. TWR CANNOT ASK AN ACFT TO EXPEDITE OFF RWY WHEN THERE IS NOWHERE TO GO. LATER CONVERSATION WITH TWR SUPVR REVEALED THAT _____ WAS ALSO CONCERNED ABOUT CLRNC. TWR SUPVR'S RESPONSE WAS 'THIS IS AN OLD ARPT WITH NOT ENOUGH TXWYS AND DURING A 'PUSH,' WE DON'T HAVE ROOM FOR ALL THE ACFT.' I DID NOT GET THE IMPRESSION HE APPRECIATED THE SEVERITY OF THE SIT. HE DID SAY HE WOULD DISCUSS THE INCIDENT WITH HIS PERSONNEL.

Synopsis

FLC OF AN AIRBUS A319 STOPPED DURING TAXIING OFF RWY FOR AN SF340 BLOCKING THE TXWY RESULTING IN INADEQUATELY CLRING THE RWY. THEY THEN NOTICED HVY ACR ACFT PASSING BEHIND THEM ON THE TKOF ROLL.

ACN: 509856

Time

Date : 200104

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 : Gulfstream IV

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509856

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Combined Ground

Function.Controller : Combined Local

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 4

Resolutive Action.Flight Crew : Executed Go Around

Resolutive Action.Controller : Issued Alert

Resolutive Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AT XA:03Z, ONE MSP TOWER CTLR WAS CTLING BOTH RWY 30L AND 30R ON DIFFERENT FREQS AND I THOUGHT I HEARD OUR ACFT TO 'POS AND HOLD, 30L, BE READY FOR AN IMMEDIATE.' I RESPONDED 'ROGER, CALL SIGN, POS AND HOLD 30L.' AT THE SAME TIME, UNKNOWN TO US, ANOTHER ACFT SQUASHED MY RESPONSE. WE WERE IN POS FOR APPROX ONE MINUTE, WHEN THE TWR CTLR SENT AN ACFT AROUND AND TOLD US TO VACATE THE RWY. AT XA:10Z / DIFFERENT CTLR AGAIN CLRED US FOR TAKEOFF. SEVERAL DAYS LATER, AFTER TALKING TO A MSP TWR SUPVR, WE DETERMINED THAT IF THE TWR CTLR HAD HEARD MY RESPONSE, HE WOULD HAVE TOLD US THAT THE TAKEOFF CLRNC WAS NOT FOR US. I THINK THIS SITUATION COULD HAVE BEEN PREVENTED IF THERE HAD BEEN ONE CTLR FOR EACH RWY OR IF VERY LIGHT TFC, ONE CTLR USING ONLY ONE FREQ FOR BOTH RWYS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE COMBINING OF FREQS WITH ANY OTHER TWR FUNCTION SHOULD BE AVOIDED WHEN USING MULTIPLE RWYS. HE ALSO BELIEVES THAT BY DOING THIS, IT WOULD BE THE SINGLE STRONGEST ACTION THE FAA CAN TAKE TO MITIGATE THE RWY INCURSION PROBLEM.

Synopsis

G IV FLC ACKNOWLEDGES A CLRNC NOT MEANT FOR THEM TO TAXI IN POS AND HOLD ON RWY 30L AT MSP, WHICH RESULTED IN LNDG CORPORATE JET TFC EXECUTING A GAR.

ACN: 512723

Time

Date : 200105

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSP.Tower

Make Model : DC-9 50

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 512723

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

Anomaly.Other Anomaly.Other : ATC HANDLING

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Narrative

WE WERE CLRED TO LAND RWY 12R BY MSP TWR. MSP TWR CLRED A B727 INTO POS WHILE WE WERE WITHIN A 2 MI FINAL. WE WERE ISSUED A GAR AT APPROX 300 FT AGL. WE BRIEFED THE GAR WHEN TWR CLRED THE B727 INTO POS BECAUSE WE COULD SEE IT WAS NOT GOING TO WORK.

Synopsis

DC9 FLC GIVEN GAR AT 300 FT DUE TO A B727 IN POS AND HOLDING ON RWY.

ACN: 514649

Time

Date : 200106

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.MSL.Single Value : 900

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSP.Tower

Make Model : A320

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MSP.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 514649

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.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Narrative

I WAS ON A VISUAL APCH TO RWY 12R AT MSP. A DC-9 (Z) WAS ABOUT 3-4 MILES IN FRONT OF ME. AFTER THE DC-9 LANDED, A B727 (Y) WAS CLRED INTO POS AND 2 OTHER ACFT CROSSED THE RWY AFTER THE DC-9 LANDED. THE TFC DID NOT CLR THE RWY FAST ENOUGH AND THE B727 (Y) WAS ASKED TO CLR THE RWY AT TXWY A-9. THE B727 (Y) TAXIED AT A RATE OF SPEED THAT I THOUGHT HE WOULD CLR THE RWY. THE TAIL OF THE B727 DID NOT CLR THE HOLD SHORT LINE FOR TXWY A-9. I WAS SLIGHTLY ABOVE THE GLIDE SLOPE AND LANDED. I FELT I HAD ADEQUATE LATERAL AND VERTICAL SEPARATION TO MAKE SAFE LNDG. THE TAXI SPEED OF THE B727 (Y) CONVINCED ME HE WOULD CLR THE HOLD SHORT BEFORE WE LANDED. THE B727'S (Y) LNDG GEAR WAS CLR OF THE HOLD SHORT LINE AND THAT TRIGGERED ME TO THINK THE ACFT WAS CLR OF THE HOLD SHORT LINE. A GAR SHOULD HAVE BEEN INITIATED EARLIER. I SHOULD HAVE ERRED ON A MORE CONSERVATIVE SIDE AND NOT PUSHED IT TO THE SMALL LIMIT THAT I DID. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR NOTED THAT ONLY A PORTION OF THE B727'S TAIL WAS ACROSS THE HOLD SHORT LINE, AND THAT THE HOLD LINE ITSELF WAS WELL SET BACK FROM THE RWY. HE ALSO CLAIMED THAT USE OF THE 'GND SPEED MINI' AUTOFLT FUNCTION RESULTED IN A GND SPEED PERHAPS 10 KNOTS FASTER THAN OPTIMUM FOR TFC SPACING IN THESE CIRCUMSTANCES. UPON REFLECTION, RPTR SUGGESTS THAT A SLIGHT 'S' TURN ON FINAL WOULD HAVE PROVIDED THAT REQUIRED SPACING AND THUS AVOIDED THE PROB. HE DOES NOT BELIEVE THAT A GAR WOULD HAVE BEEN SAFER.

Synopsis

A MINOR RWY INCURSION AND CONFLICT OCCURS WHEN AN ACR ACFT TOUCHES DOWN BEFORE AN ACFT EXITING THE RWY IS COMPLETELY CLR.

ACN: 516518

Time

Date : 200107

Day : Mon

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 : DC-9 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 516518

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

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Advisory

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CLRED INTO POS AND HOLD ON RWY 12R FROM A-10 AT XA05. AFTER NOSEWHEEL HAD
CROSSED THE HOLD SHORT LINE, TWR INSTRUCTED US TO HOLD SHORT OF RWY 12R. I
STOPPED THE ACFT IMMEDIATELY, HOWEVER, WE WERE SW OF THE RWY 12R HOLD SHORT
LINE, BUT CLR OF THE RWY 12R THRESHOLD. WE IMMEDIATELY INFORMED TWR ON 126.7 WE
HAD CROSSED THE RWY 12R HOLD SHORT LINE. TWR ASKED US TO VERIFY WE WERE CLR OF
THE RWY 12R THRESHOLD. WE DID AND WE WERE. MSP TWR 126.7 LANDED A COMPANY DC9
AND B727 WITH OUR ACFT POSITIONED BEYOND THE RWY 12R HOLD SHORT LINE. WE WERE
THEN CLRED FOR DEP AT XA11Z.

Synopsis

ON TAXI OUT, MSP RETRACTED A POS AND HOLD CLRNC WITH A HOLD SHORT TO A DC9 FLC.
AFTER NOTIFICATION OF NOSEWHEEL OVER HOLD SHORT LINE, FLC ADVISED CLR OF
THRESHOLD, ALLOWING 2 ADDITIONAL LNDGS.

ACN: 531521

Time

Date : 200112

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP.Airport

State Reference : MN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MSP.Tower

Make Model : DC-8 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : A320

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 531521

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.Other Anomaly.Other : ATCT HANDLING QUESTIONED

Independent Detector.Other.ControllerA : 5

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Anomaly Accepted

Narrative

AT APPROX XA25Z ON DEC/XA/01, TWR CLRED OUR ACFT FOR POS AND HOLD AND BE READY FOR IMMEDIATE DEP ON RWY 31L. SHORTLY AFTER CLRNC, TWR TOLD US TO HOLD SHORT OF THE RWY. WE REPLIED THAT WE WERE ACROSS THE HOLD SHORT LINE, BUT NOT ON THE RWY. WE MADE THAT STATEMENT TWICE AND TWR NOTIFIED A320 OF OUR ACFT BEING ACROSS THE HOLD SHORT LINE, BUT NOT ON THE RWY, AND CLRED THEM TO LAND. ACFT LANDED AND WE WERE NEVER A FACTOR, BUT I FELT THAT THE LNDG CLRNC SHOULD HAVE NEVER BEEN GIVEN TO A320, GIVEN [THE FACT THAT] WE WERE ACROSS THE HOLD SHORT LINE FOR THAT RWY. WX CONDITIONS PROBABLY WERE A FACTOR.

Synopsis

CARGO DC8 STOPPED PAST THE RWY HOLD SHORT LINE AFTER THE TWR CTLR RESCINDED THEIR CLRNC TO TAXI INTO POS AND HOLD. HOWEVER, BY THE TIME THE TWR AMENDED THEIR CLRNC THEY WERE ALREADY GOING OVER THE LINE, BUT NOT PROTRUDING ONTO THE RWY.

ACN 532421

Time

Date : 200112

Day : Mon

Local Time Of Day : 1801 To 2400

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

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 532421

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

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Narrative

DURING TAXI TO RWY 12R AT MSP, CAPT ACCIDENTALLY CROSSED RWY HOLD SHORT LINE BY ABOUT 10 FT. NO COM FROM ATC REGARDING BUSTED HOLD SHORT. APPARENTLY DID NOT CAUSE A CONFLICT.

Synopsis

MD80 CREW AT MSP INADVERTENTLY CROSSED HOLD SHORT LINES DURING TAXI OUT FOR DEP.

ACN: 532783

Time

Date : 200112

Day : Sun

Local Time Of Day : 1801 To 2400

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

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 532783

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 : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : FLC FATIGUE AND STRESS IN A NEW ENVIRONMENT IN THE COCKPIT

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Narrative

LAST LEG OF 3 DAY TRIP. THIS WAS FIRST TRIP WITH NEW CALL SIGN AFTER 13 YEARS AND NEW DISP AND FLT PLAN PAPERWORK FORMAT. ON APCHING DEP END OF RWY 12R AT MSP SWITCHED TO TWR. ADVISE READY FOR DEP AS TAKING TOWARD END OF TXWY. WHEN I RELEASED THE MIKE BUTTON, I WAS ABOUT 200 FT FROM HOLD SHORT LINE, I HAD PATHWAY BLOCKED TWR AND HEARD, 'POS AND HOLD RWY 12R,' I RETRANSMISSION 'POS AND HOLD RWY 12R FOR OUR FLT.' THAT WAS ALSO BLOCKED PARTIALLY BY SOME ONE ELSE. THEN I RECONFIGURED POS AND HOLD AND WAS TOLD THAT IT WAS FOR ANOTHER ACFT AND WAS TOLD TO HOLD SHORT. I STOPPED THE ACFT. IT LOOKED LIKE I HAD JUST PASSED THE LINE BY 5010 FT. IT WAS NIGHT. I SAW NO OTHER ACFT. WE WERE THE #1 ACFT ON TXWY. I FINALLY SAW THE OTHER ACFT. HE WAS ON THE OTHER SIDE OF THE RWY AT AN INTXN WE HAD PASSED. NO LIGHTS THAT I COULD SEE. THERE WERE NO ACFT ON APCH. AFTER THE OTHER ACFT TKOF, I WAS CLRED ONTO THE RWY. THERE WAS NO MORE SAID CONTRIBUTING FACTORS: LAST LEG OF A 3 DAY TROP WITH TOTALLY NEW PROCS WE WERE LOOKING FWD TO GETTING THIS OVER WITH. THE TRIP WAS PROBABLY THE MOST STRESSFUL SINCE MY INITIAL CHECKOUT 13 YEARS AGO. NEW COMPANY, NEW PROCS WITH ONLY A 8 HR CLASSROOM INSTRUCTION ON PAPERWORK AND COMPUTER USAGE. THE REST OF THE TRAINING WAS BY PAPER BULLETIN COUPLE THIS WITH FATIGUE AND I AM SURE THIS WAS PART OF THE PROB.

Synopsis

MD80 CREW HAD A RWY INCURSION BY CROSSING THE HOLD SHORT LINE OF RWY 12R AT MSP.

ACN: 535804

Time

Date : 200201

Day : Sat

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 : DC-10 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 535804

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 : 4

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

CREW UNDERSTOOD WE WERE CLRED FOR 'POSITION AND HOLD.' WE TOOK THE RWY BEHIND LANDING TFC WAITING TKOF CLRNC. TOWER INSTRUCTED US TO TAXI CLEAR, WE THOUGHT FOR LOSS OF ROOM AS LNDG ACFT ROLLED LONG. WE TAXIED BACK AND TOOK OFF. 4 HOUR: LATER AFTER LNDG AT SEA WE WERE ADVISED THAT WE WERE NOT CLRED TO GO INTO POS AND HOLD. FACTORS: CREW WAS LATE RECEIVING WEIGHT DATA AND WAS PERFORMING COMPUTATIONS AND CHKLISTS APCHING RWY. CTLR (TOWER) WAS WORKING 2 RWY'S AND TRANSMITTING ON BOTH FREQ'S, CREW WAS HEARING CALLS TO BOTH RWYS. WE WERE TOLD VIA TRANSCRIPT TO 'TAXI UP, HOLD SHORT, BE READY,' WITH OTHER ITEMS AND CHKLISTS GOING ON THE CREW MISTOOK THIS TRANSCRIPTION TO 'POS AND HOLD AND BE READY.' APCHING OUR ROLLOUT AT HOLDSHORT LINE FROM PARALLEL TXWY WE HEARD TOWER CLR ANOTHER PLANE TO LAND, AND THAT A 'DC10 WILL BE IN POS.' THE 'BE READY ' ANI 'DC10 IN POS'...TASK SATURATION AT THE TIME, TRANSMISSIONS/CHKLIST INTERRUPTED CONTRIBUTED TO THIS ERROR. DC10 CREWS ARE INTERNATIONAL. 'LINE UP AND WAIT, ETC.'

Synopsis

DC10 FLC TAXIED INTO POS AND HELD WHEN THEY WERE ONLY CLRED TO HOLD SHORT AND BE READY.

ACN: 536079

Time

Date : 200201

Day : Thu

Local Time Of Day : 0601 To 1200

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 : Queen Air 65/70 (Seminole)

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 536079

Person / 2

Function.Controller : Ground

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Returned To Original Clearance

Narrative

ON THE MORNING OF JAN/THU/02, I WAS INVOLVED IN A RWY INCURSION EVENT AT MSP. I HAD BEGUN TAXIING AND RECEIVED AN OUT OF THE ORDINARY TAXI CLRNC. MY INSTRUCTIONS WERE TO TAXI DOWN RWY 4 AND HOLD SHORT OF RWY 30L, MY DEST BEING RWY 30R FULL LENGTH. I WAS ON GND CTL FREQ 121.9. AS I TAXIED, I OVERHEARD GND CTL GIVING OTHER ACFT ON THE FIELD THE FREQ 133.57, A FREQ I BELIEVED WAS USED IN CASE OF A STUCK MIKE ON ANOTHER GND FREQ, N 121.8. I RECEIVED CLRNC TO CROSS RWY 30L AND ANTICIPATED BEING SWITCHED TO EITHER 121.8 OR 133.57. AS I TAXIED, I HEARD SOME ACFT AND EITHER OTHER ACFT OR TWR XMITTING AT THE SAME TIME. FINALLY, GND ASKED EVERYONE ON 121.9 TO ALLOW AIRPLANES TO RESPOND. I DID NOT HEAR GND ASK ME TO SWITCH FREQ AFTER I CROSSED AND AS I BEGAN TO APCH RWY 30R, I BEGAN TO WONDER IF I HAD BEEN ONE OF THE AIRPLANES THAT HADN'T RECEIVED A FREQ CHANGE DUE TO SIMULTANEOUS XMISSIONS. FINALLY, I WAS GIVEN A CHANGE AND TOLD TO GO TO 121.8. AS I SWITCHED, I HEARD GND IMMEDIATELY SPEAKING TO ME. I BELIEVE THEY HAD BEEN CALLING ME BEFORE THE CHANGE. I WAS THEN TOLD TO TAXI TO RWY 30R BY FOLLOWING ACFT Y, WHICH WAS AT THE TIME BEHIND ME ON A DIFFERENT TXWY. I BEGAN TO LOOK FOR TXWY Q. PASSED TXWY P AND ANTICIPATED REACHING TXWY Q. NORMALLY, ON A REGULAR BASIS, I LAND ON RWY 30R AND AM TOLD TO TAXI ON EITHER TXWY P OR TXWY Q. TXWY P IS N OF TXWY Q. I TAXIED PAST TXWY P ON THIS MORNING EXPECTING THE NEXT TURNOFF TO BE TXWY Q. I HADN'T THOUGHT ABOUT THE FACT THAT I WAS HDG N, INSTEAD OF S AND THAT MEANT THE TXWYS WOULD HAVE BEEN TXWY Q FOLLOWED BY TXWY P. I PASSED TXWY P AND FOUND MYSELF PAST THE HOLD SHORT LINE. I QUICKLY EXECUTED A 180 DEG TURN AND TAXIED BACK ACROSS THE HOLD SHORT LINE. EVERYTHING THAT OCCURRED AFTER THIS WAS ROUTINE AND WITHOUT SIGNIFICANCE. THE PROB AROSE BECAUSE I WAS PAYING TOO MUCH ATTN TO WHICH FREQ I WOULD BE GIVEN AND WHY I HADN'T BEEN SWITCHED. I WAS NOT PAYING AS MUCH ATTN TO SITUATIONAL AWARENESS AS I SHOULD HAVE BEEN. ONE CONTRIBUTING FACTOR MAY HAVE BEEN THE EXCESSIVE XMISSIONS OVER 121.9, WHICH DIDN'T ALLOW ME TO HEAR A FREQ CHANGE WHEN I ANTICIPATED. ANOTHER CONTRIBUTING FACTOR MAY HAVE BEEN THE TIME OF DAY. EARLY IN THE MORNING, TXWY LIGHTS ARE NOT AS EASILY VISIBLE AS THEY ARE AT NIGHT. THE TXWYS THEMSELVES ARE NOT AS VISIBLE AS THEY ARE DURING THE DAY. I DISCOVERED THE PROB BY SEEING A SLIGHTLY OFFSET ROW OF WHITE LIGHTS, WHICH MEANT I WAS ALMOST ON THE RWY. THE CORRECTIVE ACTIONS I WILL TAKE IN THE FUTURE WILL BE THE FOLLOWING: 1) I WILL PAY MORE ATTN TO SITUATIONAL AWARENESS AND NOT ALLOW 1 MINOR, OUT OF THE ORDINARY OCCURRENCE AFFECT A SAFETY ISSUE. 2) I WILL, IN LIEU OF BEING GIVEN AN ACTUAL CLRNC WITH A NAME TXWY, ASK FOR A CLARIFICATION IF THERE IS ANY QUESTION. STOPPING THE ACFT AT THIS POINT COULD ALSO BE DONE, AS LONG AS IT DOESN'T OCCUR ON AN ACTIVE RWY. 3) I WILL QUERY ATC IF I AM NOT GIVEN A FREQ CHANGE WHEN ANTICIPATED IF THE SIT AFFECTS SAFETY. THE HUMAN PERFORMANCE CONSIDERATIONS I MADE IN THE EVENT WERE FAULTY. DID NOT EXERCISE AS MUCH VIGILANCE AS I SHOULD HAVE. I KNOW GND OPS DURING NIGHT, SUNSET, AND SUNRISE DEMAND MORE OF THE PLT IN MANY ASPECTS. I DO NOT FEEL THERE WERE ANY OUTSIDE FACTORS AFFECTING MY JUDGEMENT AS THE HOP WAS ROUTINE AND I HAD GOTTEN ADEQUATE REST THE NIGHT BEFORE. AS A PIC, I WELCOME ANY AND ALL CRITIQUES TO THIS RPT, AS I MAY HAVE OVERLOOKED CERTAIN FACTORS. THANK YOU FOR YOUR ATTN TO THIS CORRESPONDENCE.

Synopsis

BEECH QUEEN AIR 65 CARGO PLT INADVERTENTLY BECAME DISORIENTED AND TAXIED PAST THE RWY HOLD SHORT LINES. HE DID A 180 DEG TURN AND RECROSSED BACK OVER THE HOLD SHORT LINES. TWR CTLR DID NOT SAY ANYTHING ABOUT HIS MISTAKE.

ACN: 538801

Time

Date : 200202

Day : Wed

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

Aircraft / 2

Controlling Facilities.Tower : MSP.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : MSP.Tower

Make Model : Commercial Fixed Wing

Aircraft / 4

Controlling Facilities.Tower : MSP.Tower

Make Model : Airbus Industrie Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538801

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

Person / 7

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

MY CREW ARRIVED AT GATE X AT XA00 FOR AN XA50 DEP TO HPN. DUE TO SNOW AND POOR VISIBILITY, OUR INBOUND FLT DID NOT ARRIVE AT THE GATE UNTIL APPROX XA30. AFTER THE INBOUND CREW AND PAX WERE UNLOADED, WE GAINED ACCESS TO THE ACFT AND BEGAN OUR PREFLT DUTIES. THE ACFT WAS BEING CATERED AND FUELED AS PAX STARTED TO BOARD. THE FLT DECK WAS SET UP FOR DEP AND A CALL MADE TO REQUEST A DEICE AS THE TEMP WAS -2 DEGS C WITH SNOWFALL. THE DEICING PERSONNEL ACKNOWLEDGED OUR REQUEST AND PROVIDED US WITH 2 SEPARATE FREQS, ONE FOR THE RWY 30L DEICE PAD, AND THE OTHER FOR THE RWY 12L DEICE PAD. AT APPROX XA55, THE REFUELING WAS COMPLETED. WE CONTACTED MSP GND CTL FOR A PUSHBACK CLRNC. WE RELEASED THE BRAKE AT XA57 THEN WERE PUSHED BACK. ALL 4 ENGS WERE STARTED AND WE REQUESTED A TAXI CLRNC. WE WERE INSTRUCTED TO TAXI TO THE RWY 12L DEICE PAD. AS WE WERE TAXIING OUT, WE NOTED THERE WAS SO MUCH CONGESTION ON THE GND FREQ THAT THE GND CTLR WAS ISSUING CLRNCs TO ACFT AND STATING 'HOLD THE READBACK.' AFTER THE DEICING WAS COMPLETED, WE CONTACTED GND AND WERE ISSUED A CLRNC TO TAXI TO RWY 30R VIA TXWY P, HOLD SHORT OF TXWY M. WE READ BACK AND COMPLIED WITH THE CLRNC. UPON ARR AT TXWY M, WE WERE GIVEN A FURTHER CLRNC TO TAXI TO RWY 30R VIA TXWY P. WE RESPONDED TO GND, THEN CONTINUED OUR TAXI. AS WE APCHED THE END OF TXWY P, GND ASKED IF WE WERE PAST TXWY P3. WE RESPONDED THAT WE HAD PASSED TXWY P3. WE SWITCHED OVER TO TWR FREQ AS WE APCHED THE END OF TXWY P. THERE WAS 1 ACFT IN FRONT OF US AS WE WAITED FOR OUR DEP CLRNC FOR RWY 30R. THE ACFT IN FRONT OF US WAS ISSUED A DEP CLRNC. THEY TAXIED INTO POS, THEN DEPARTED RWY 30R. WE THEN HEARD MSP TWR CLR US INTO POS AND HOLD. THE FO READ BACK THE CLRNC. TWR RESPONDED BACK TO US 'ROGER.' AFTER BEING IN POS APPROX 1 MIN, WE HEARD TWR ISSUE A CLRNC TO THE EFFECT 'ACFT Y ??? TURN L HDG 2-6-0 CLRED FOR TKOF.' BECAUSE THE CTLR HAD NOT SPECIFIED RWY 30L OR RWY 30R IN THE CLRNC TO ACFT Y, WE ASSUMED ACFT Y WAS ON RWY 30L (WHICH HAS A SEPARATE FREQ AND THAT TWR WAS HANDLING BOTH FREQS). APPROX 15 SECONDS LATER, TWR ISSUED ANOTHER TKOF CLRNC TO ACFT Y. I THEN STATED TO THE FO WORDS TO THE EFFECT 'TWR MUST THINK WE ARE ACFT Y.' WE IMMEDIATELY TRIED TO ADVISE HER THAT ACFT X WAS IN POS AND HOLDING ON RWY 30R. I BELIEVE WE (ACFT X AND TWR) STEPPED ON EACH OTHER. WE AGAIN CALLED THE TWR AND ADVISED 'ACFT X IS IN POS AND HOLDING ON RWY 30R.' SHE RESPONDED 'ACFT X, I DID NOT CLR YOU INTO POS AND HOLD ON RWY 30R.' SHE THEN CONTACTED ANOTHER ACR ACFT THAT WAS ON THE APCH AND TOLD THEM THERE WAS TFC ON THE RWY AND TO GO AROUND. ABOUT 1 MIN LATER, WE RECEIVED A CLRNC 'ACFT X, FLY RWY HDG, CLRED FOR TKOF RWY 30R.' WE READ BACK THE CLRNC THEN STARTED OUR TKOF ROLL. AS WE WERE ROLLING, WE HEARD TWR CLR ACFT Y INTO POS AND HOLD RWY 30R. THIS WAS NOT CORRECT AS THE ACFT IMMEDIATELY BEHIND US WAS AN ACR AIRBUS. I CAN SEE NUMEROUS FACTORS THAT CONTRIBUTED TO THIS SIT. 1) THE FLC WAS TRYING TO GET THE FLT OUT OF THE GATE ON TIME. THIS WAS A STRESS FACTOR CAUSING THE CREW TO BE ANXIOUS. 2) THE GND CTLR ADVISING ACFT TO 'HOLD THE READBACK' MAY HAVE PREVENTED ACFT FROM ADVISING GND OF THEIR POS. 3) VISIBILITY WAS 3/4 MI DUE TO SNOW. THIS PREVENTS THE TWR FROM ACTUALLY SEEING THE ACFT THEY HAVE CLRED FOR TAXI TO OR TAKE OFF ON RWY 30R. 4) BECAUSE OUR FLT WAS FIRST IN LINE FOR TKOF ON RWY 30R, WE ASSUMED/ANTICIPATED WE WERE BEING CLRED FOR TKOF WHEN IN REALITY THE TWR CLRED ACR Y ACFT INTO POS AND HOLD ON RWY 30R. 5) TWR CLRED ACR Y FOR A TKOF WITHOUT SPECIFYING WHICH RWY. HAD TWR STATED 'ACR Y, TURN L HDG 2-6-0, YOU ARE CLRED FOR TKOF (RWY 30R OR RWY 30L)' IT WOULD HAVE BEEN APPARENT TO ACFT X AS WELL AS ACFT Y THAT THINGS WERE NOT IN ORDER.

Synopsis

A POTENTIAL RWY INCURSION AND GAR DURING LOW VISIBILITY AND SNOW CONDITIONS.

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

THE UNIVERSITY OF CHICAGO
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KEWR

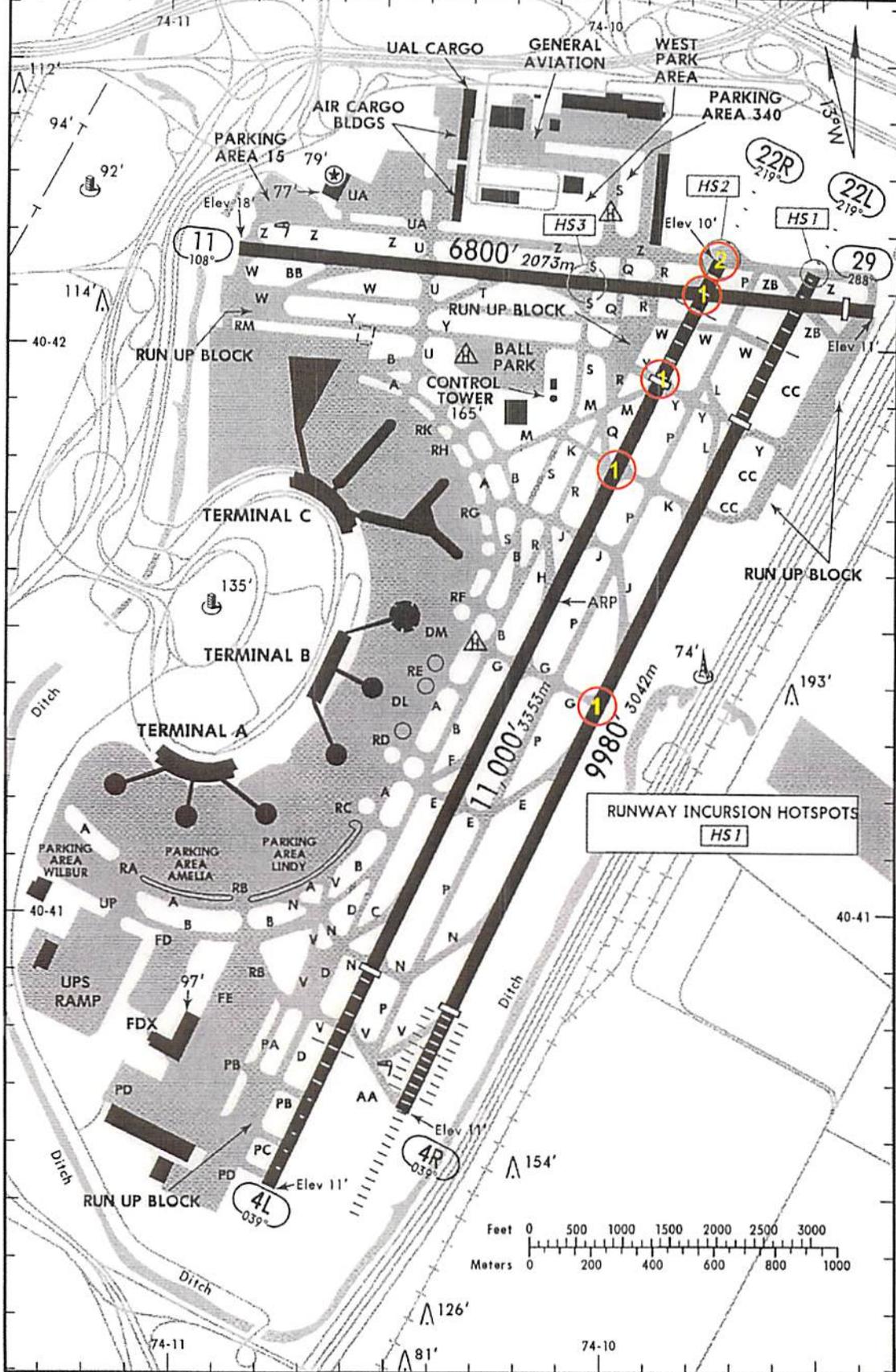
Apt Elev 18'
293.3°/18.5 From JFK 115.9

JEPPESEN

26 APR 02 (10-9)

NEWARK, NJ
NEWARK INTL
N40 41.5 W074 10.1

D-ATIS Departure VOT 110.0	132.45	ACARS: D-ATIS PDC TWIP	NEWARK Clearance (Cpt) 118.85	Ground 121.8
Tower 118.3		Helicopter & Seaplane 127.85	NEW YORK Departure (R) 119.2	Flow Control 126.15



CHANGES: See other side.

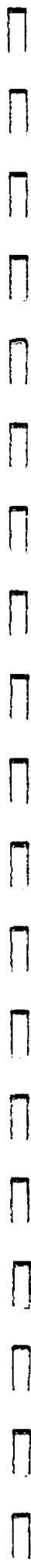
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Of 12 runway incursion incidents at EWR, 6 locations were identified.

Newark International Airport (EWR)

12 Runway Incursion Incidents

Runway 4R	
Taxiway Unidentified	ACN 512055 "...taxi into position and hold Runway 4R...think...had been cleared for takeoff...had not received takeoff clearance..."
Runway 4L	
Taxiway K	ACN 545380 "...Runway 4L...Taxiway S. Air Carrier Y started to cross...saw an aircraft taking off on Runway 4L...Tower unaware of the problem..."
Taxiway Y	ACN 477559 "...clearing Runway 4R...at high speed Taxiway L...made...left turn on Taxiway Y...Taxiway P...distracted by construction lights...crossed Runway 4L."
Taxiway Z	ACN 479819 "...landing...Runway 4R...Tower told us to continue down...runway...turn left at Taxiway Z...moving along Taxiway Z...noticed...hold short line well behind me...Runway 4L extended to Taxiway Z."
Taxiway Unidentified	ACN 484066 "...cleared to...hold short of Runway 4L...taxied onto Taxiway Z...crossed...hold line...noticed...aircraft on its takeoff roll..."
Taxiway Unidentified	ACN 465971 "...landing on Runway 4R...thought...given clearance to cross...Runway 4L...another aircraft...was told to go around..."
Taxiway Unidentified	ACN 488763 "...made a 180 degree...toward what he thought was Taxiway Z...Tower instructed...taxi west on Taxiway Z...hold short of Runway 4L...found ourselves beyond the hold short line."
Runway 22R	
Taxiway PV	ACN 510914 "...Tower said...cross Runway 22R...after crossing Tower said we had taken...clearance for another airplane...Controller had used an incorrect call sign."
Runway 22L	
Taxiway W	ACN 536422 "...heard...and...read back 'position and hold Runway 22R at W' ... Tower...stated...we had not been authorized on runway... Tower told Hawker Jet to also clear the runway."
Taxiway Unidentified	ACN 509901 "...Runway 22L...as we approached...landing lights illuminated fuselage of small twin...Tower should have noticed failure to exit..."
Runway Unidentified	
Taxiway Unidentified	ACN 509607 "...on rollout...pilot...passed...assigned taxiway...Aircraft Y landed...had to slow down for Aircraft X, still exiting runway."
Taxiway Unidentified	ACN 516219 "...taxiway between two long runways...was the one we should have used...Ground...asked why we did not turn on the taxiway and why we had crossed a runway."



ACN: 465971

Time

Date : 200003

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

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

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : EWR.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 465971

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 : Local

Person / 6

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Independent Detector.Other.ControllerB : 5

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER LNDG ON RWY 4R IN EWR, WE WERE HOLDING SHORT BTWN RWY 4R AND RWY 4L. TWR CLRED A B737 FLT (BXA) TO CROSS RWY 4L AND CONTACT GND. WE WERE OPERATING FLT (GXA) AND THOUGHT WE WERE GIVEN CLRNC TO CROSS THE RWY. WE PROCEEDED TO CROSS RWY 4L, AND AT THE SAME TIME ANOTHER ACFT WAS CLRED TO LAND AND WAS TOLD TO GO AROUND BECAUSE OF THE CLOSE PROX. AFTER DISCUSSING THE INCIDENT WITH EWR TWR SUPVR, NO FURTHER ACTION WILL BE TAKEN. I BELIEVE THE CLOSENESS OF THE 2 CALL SIGNS CONTRIBUTED TO THE MISCOM.

Synopsis

2 ACFT WITH SIMILAR CALL SIGNS CROSS RWY AT EWR WHEN ONLY 1 HAS CLRNC CAUSING / GAR FOR LNDG ACFT.

ACN: 477559

Time

Date : 200007

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FWR.Tower

Make Model : DC-10 30F

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 477559

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 477427

Person / 3

Function.Flight Crew : Second Officer

ASRS Report : 477757

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerB : 4

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other.Other : NONE

Narrative

AFTER CLRING RWY 4R AT EWR, TWR INSTRUCTED US TO TAKE TXWY P AND STAY WITH HIM. I HAD EXITED RWY 4R AT HIGH SPD TXWY L AND HAD MADE THE L TURN ON TXWY Y WHEN INSTRUCTIONS WERE DELIVERED. TXWY P IS PARALLEL TO RWY 4L/R AND BTWN THE 2 RWYS NOT BEING FAMILIAR WITH THE LOCATION OF TXWY P AND EXITING THE RWY IN THE IMMEDIATE PROX OF IT, I OVERLOOKED THE TXWY MARKER. I WAS ADDITIONALLY DISTR BY BRIGHT CONSTRUCTION LIGHTS ADJACENT TO RWY 4L AND 500-600 FT TO MY L. ASSUMING RWY 4L WAS CLOSED AND TXWY P WAS AHEAD OF ME, I CROSSED RWY 4L. NO ACFT WERE ON THE RWY AS WE CROSSED. TWR ADVISED US OF OUR ERROR AS WE CLRED RWY 4L. THIS ERROR OCCURRED DUE TO MY EXPECTATION THAT I WOULD BE CLRED TO CROSS RWY 4L AT TXWY Y NOT IMMEDIATELY KNOWING THE LOCATION OF TXWY P AS I EXITED RWY 4R, AND MY MISTAKEN PERCEPTION THAT RWY 4L WAS CLOSED AND UNDER CONSTRUCTION (AS INDICATED BY BRIGHT CONSTRUCTION LIGHTS DOWNFIELD). RWY 4L WAS NOTAMED 'LAST +/-800 FT CLOSED FOR LNDG,' BUT WAS AN OPERATIONAL RWY. INCREASED ATTN TO ALL POSSIBLE TAXI RTES FROM LNDG RWY WILL BE MANDATORY IN MY ARR BRIEFINGS. SUPPLEMENTAL INFO FROM ACN 477427: I READ BACK THE INSTRUCTIONS AND THE CAPT CALLED FOR THE AFTER LNDG CHK. I WAS NOT FAMILIAR WITH THE ARPT AND CHKED MY ARP DIAGRAM AND NOTED TXWY P WAS A QUICK TURN TO THE L AND BTWN THE RWY 4R/L. I KNEW THE CAPT WAS FAMILIAR WITH THE ARPT AND THOUGHT HE WAS COMFORTABLE WITH THE TAXI INSTRUCTIONS AND THEREFORE CALLED FOR THE CHKLIST. I WENT 'HEADS DOWN' WHILE ACCOMPLISHING THE CHKLIST AND WHEN I LOOKED UP WE WERE XING RWY 4L AT TXWY Y. EXITING THE RWY IS A BUSY TIME IN THE COCKPIT, PARTICULARLY ON A HIGH SPD. YOU ARE DECELERATING, TALKING ON THE RADIOS, ORIENTING YOURSELF AND ACCOMPLISHING CHKLISTS. I THINK WE MIGHT HAVE BEEN VERY CLOSE TO TXWY P WHEN GIVEN THE INSTRUCTIONS SO THE CAPT WAS LOOKING BEYOND THE TXWY P TO TXWY R, WHICH HE WAS ACCUSTOMED TO TAXIING ONTO THE PARKING AREA. THE LAST 810 FT OF RWY 4L WAS CLOSED AND THERE WAS NO CONFLICT WITH TFC. I BELIEVE IF THE CTLR WOULD HAVE MENTIONED 'HOLD SHORT OF RWY 4L' IN HIS CLRNC, WE WOULD NOT HAVE CROSSED IT, EVEN AFTER MISSING THE TURN. WE MISSED THE TURN AND DIDN'T CATCH IT UNTIL IT WAS TOO LATE. IF THE TAXI INSTRUCTIONS WERE MORE COMPLETE (IE, 'HOLD SHORT OF RWY 4L AT ___') THE INCURSION WOULD NOT HAVE OCCURRED WITH US MISSING THE TURN. SUPPLEMENTAL INFO FROM ACN 477757: I DO NOT HAVE A TXWY DIAGRAM SO ASSUMED, AFTER COMPLETING AFTER LNDG CHKLIST AND COMMUNICATING WITH THE COMPANY AS TO OUR GATE, AS WE TAXIED ACROSS RWY 4L THAT TXWY P WAS ON THE OTHER SIDE.

Synopsis

RWY INCURSION AT EWR, NJ.

ACN: 479819

Time

Date : 200007

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 479819

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.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : Atc Handling

Independent Detector.Other.ControllerA : 5

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Narrative

AFTER LNDG ON EWR RWY 4R, I SLOWED THE ACFT TO EXIT L TOWARD THE TERMINAL. AS I PREPARED TO EXIT ON HIGH SPD TXWY L, TWR TOLD US TO CONTINUE DOWN THE RWY, CROSS RWY 29 AND TURN L AT TXWY Z. WE DID NOT RECEIVE A HOLD SHORT INSTRUCTION. THIS WAS AN UNEXPECTED CHANGE TO OUR BRIEFED EXIT PLAN. THERE WAS AN ACFT POSITIONING AND HOLDING FOR TKOF ON RWY 29 AS WE TAXIED ACROSS THAT RWY, A DISTR THAT CAPTURED A FEW MOMENTS OF OUR ATTN. WE EXITED THE RWY AND STARTED SLOWLY MOVING ALONG TXWY Z. I NOTICED A LARGE RAMP AREA AHEAD OF THE ACFT AND TO THE R, AND THE FO SWITCHED TO GND CTL. GND CTL TOLD US TO SWITCH BACK TO TWR. ABOUT THAT TIME I NOTICED A HOLD SHORT LINE WELL BEHIND ME. I AM UNSURE HOW FAR I WAS OVER THE LINE, BUT I WAS FAR ENOUGH TO MAKE ME VERY UNCOMFORTABLE. I LOOKED L AND CONFIRMED THAT RWY 4L EXTENDED TO TXWY Z. I SAW AN ACFT WELL DOWN THE RWY WITH ITS LNDG LIGHTS ON (INDICATING IT WAS CLRED FOR TKOF AND WOULD BE STARTING ITS TKO ROLL, OR HAD ALREADY DONE SO). I REACTED BY PROCEEDING ACROSS THE RWY TO CLR THE POTENTIAL DANGER. THIS WAS AN UNFAMILIAR ARPT. TO HELP PREVENT SIMILAR INCIDENTS, I PERCEIVED 3 FACILITATING INDICATORS THAT RWY 4L MAY NOT EXTEND TO TXWY Z: 1) THE TWR CTLR INSTRUCTIONS WERE CONSISTENT WITH WHAT I EXPECT TO HEAR WHEN THERE ARE NO RWYS TO CROSS AFTER CLRING THE ACTIVE RWY. 2) THERE IS A LARGE RAMI AREA BEYOND THE RWY 4L DEP THRESHOLD, WHICH IS EASILY VISIBLE AS YOU PROCEED W FROM RWY 4R TOWARD RWY 4L ALONG TXWY Z. IT IS THE SAME COLOR PAVEMENT AS THE TXWY AND RWY. THE COMMERCIAL ARPT FAMILIARIZATION OVERVIEW PAGE SHOWS RWY 4L NOT EXTENDING TO TXWY Z.

Synopsis

CAPT OF A B727 INADVERTENTLY FAILED TO HOLD SHORT OF AN ACTIVE PARALLEL RWY DURING TAXI IN DUE TO UNFAMILIARITY WITH THE ARPT LAYOUT.

ACN: 484066

Time

Date : 200008

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : Learjet 31

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 484066

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 : Ground Less Severe

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Narrative

WE COMPLETED A LNDG ON RWY 4R AT EWR, EXITED ONTO TAXIWAY J AND CONTACTED GND CTL. WE WERE GIVEN CLRNC TO TAXI TO THE FBO VIA TAXIWAY P TO HOLD SHORT OF RWY 29 WE WERE CLEARED TO CROSS RWY 29 TO TAXIWAY Z HOLD SHORT OF RWY 4L. TAXIWAY P ENTERED INTO A VERY LARGE PAVED AREA WHICH PROVIDED SOME CONFUSION ABOUT WHERE TAXIWAY Z WAS. WE TAXIED ONTO TAXIWAY Z AND A SHORT DISTANCE LATER CAME TO A RWY INTXN. I SAW THE HOLD LINE AND A RWY MARKING SIGN FOR RWY 22R. A BRIEF DISCUSSION BTWN THE CREW TOOK PLACE AND WE AGREED THAT THIS WAS NOT THE HOLD SHORT LINE FOR RWY 4L AS THE CLRNC HAD STATED. THE RELATIONSHIP BTWN RWY 4L AND RWY 22R WAS NOT IMMEDIATELY RECOGNIZED. AS I CROSSED THE HOLD LINE AND APPROACHED THE RWY I LOOKED DOWN THE RWY AND NOTICED AN ACFT ON ITS TAKEOFF ROLL. AT THAT POINT THE CTLR SAID, ACFT X STOP. WE DID AND STOPPED ON THE VERY END OF THE RWY. AFTER A FEW MOMENTS WE WERE INSTRUCTED TO CONTINUE THE TAXI. IN MY OPINION THE INTXN OF THE RWY AND TAXIWAY COULD HAVE BEEN MORE CLEARLY MARKED WITH A '4L-22R' SIGN AS THE INTXN OF 11-29 WAS AND THE OTHER INTXNS ALONG 4L-22R WERE THE QUICK DECISION WE HAD TO MAKE AFTER TURNING ONTO TAXIWAY Z WAS BASED ON A SIGN INDICATING THAT THIS WAS THE HOLD SHORT POINT FOR RUNWAY 22R, YET THE INSTRUCTIONS AS GIVEN AND READ BACK WERE TO HOLD SHORT OF RWY 4L. WE DID NOT MAKE THE MENTAL RELATIONSHIP OF RWY 4L AND 22R QUICK ENOUGH. TAXI INSTRUCTIONS GIVEN BY CONTROLLERS THAT ARE IN AGREEMENT WITH THE ARPT SIGNS WOULD HAVE HELPED. TAXI INSTRUCTIONS CAN GET VERY DETAILED AND SOMETIMES CONFUSING. I HAVE NOTICED THAT MANY CTLRS ARE ISSUING RWY HOLD INSTRUCTIONS USING BOTH RWY END DESIGNATIONS AS: 'HOLD SHORT RWY 4L-22R.' THIS ALONG WITH RWY SIGNS THAT REFLECT BOTH DIRECTIONS OF THE RWY WOULD HELP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED WHEN HE WAS INSTRUCTED TO HOLD SHORT OF RWY 04L, HE ONLY SAW THE NUMBER 22R ON A SIGN AND DID NOT CONNECT THE RELATIONSHIP AT THE TIME. HE SAID A B-737 CROSSED OVERHEAD AS HE WAS CLEARING THE RWY. RPTR SUGGESTED BOTH NUMBERS BE POSTED ON THE SIGNS AND FOR CONTROLLERS TO STATE BOTH NUMBERS IN THEIR INSTRUCTIONS.

Synopsis

LJ CREW AT EWR INSTRUCTED TO HOLD SHORT OF RWY 04L CROSSED A RWY DESIGNATED 22R.

ACN: 488763

Time

Date : 200010

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : IAI1124/1124A/Westwind

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 488763

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.Other Anomaly.Other : FLC CONFUSION

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE WERE TAXIING N ON TXWY P. TWR TOLD US TO TURN W ON TXWY Z. AS WE TURNED ONTO TXWY Z, THE CAPT FELT THAT THE TXWY WAS INDEED FURTHER N. HE THEN MADE A 180 DEG: AND STARTED E TO GO FURTHER N AGAIN TOWARD WHAT HE THOUGHT WAS TXWY Z. THE TWR QUESTIONED OUR TURN AND HAD US STOP ON A SOUTHERLY HEADING. AT THIS TIME WE WERE N OF TXWY Z AND VERY CLOSE TO THE HOLD SHORT LINE FOR RWY 4L. TWR INSTRUCTED US TO TAXI W ON TXWY Z AND HOLD SHORT OF RWY 4L. BEING CLOSER THAN WE EXPECTED TO RWY 4L WE FOUND OURSELVES 15-30 FT BEYOND THE HOLD SHORT LINE. RATHER THAN MAKE THE SIT ANY WORSE, THE CAPT CONTINUED ACROSS AND WE STOPPED ON THE OTHER SIDE OF RWY 4L, AS THIS WAS THE DEP END OF RWY 4L. FROM THERE, TWR GAVE US OFF TO GND CTL AND WE CONTINUED TO THE FBO. CLRLY THE BIGGEST CONTRIBUTING FACTOR WAS OUR UNFAMILIARITY OF THE ARPT, AS WELL AS OUR REFUSAL TO ASK FOR ASSISTANCE AT A BUSY ARPT. SINCE THIS OCCURRENCE, WE HAVE FLOWN 3 OTHER TIMES. BOTH OF US AGREE TO MERELY SLOW DOWN, OR STOP (IF ABLE) WHEN WE FEEL AS THOUGH SOMETHING IS NOT RIGHT.

Synopsis

**A WESTWIND II24 FLC GETS CONFUSED DURING A NIGHT TAXI OP AND CROSSES RWY 4L DEP
END WHILE TRYING TO ESTABLISH THE LOCATION OF TXWY Z AT EWR, NJ.**

ACN: 509607

Time

Date : 200105

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : Beechcraft Twin Turboprop Jet Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : B727-200

Person / 1

Function.Controller : Local

ASRS Report : 509607

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Narrative

ACFT #1 WAS ADVISED ON ROLLOUT TO EXIT THE RWY. PLT CONCURRED BUT PASSED THE ASSIGNED TXWY. ACFT #1 CONTINUED PAST THE NEXT TXWY AND PASSED A CLOSED TXWY TO THE END OF THE RWY. ACFT #2 LANDED AND UPON COMPLETING HIS ROLLOUT HAD TO SLOW DOWN FOR ACFT #1, WHICH WAS STILL EXITING THE RWY. ACFT #1 WAS POORLY LIGHTED AND WAS LOST IN THE PROFUSION OF LIGHTS ON THE RWY AND ADJACENT HWY. ADDITIONALLY, THE PLT ADVISED TWR LONG AFTER HE MISSED HIS ASSIGNED TXWY. DUE TO MULTI TASKS, THE ERROR WAS NOT OBSERVED. HAD THE PLT ADVISED AS SOON AS THE TXWY WAS MISSED OTHER OPTIONS COULD HAVE BEEN TAKEN. ALSO, LCL CTL SHOULD BE LEFT TO TAKE CARE OF PLANES NOT DO ADDITIONAL JOBS AT THE SAME TIME.

Synopsis

LCL CTLR RPT ON A POTENTIAL GND CONFLICT DUE TO A RWY INCURSION AT EWR, NJ.



ACN: 509901

Time

Date : 200104

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : Small Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 509901

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 : SPATIAL DISORIENT

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued Alert

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

DURING THE EVENING OF APR/XA/01, EWR ARPT WAS USING RWY 22L FOR LNDGS. NOTAMS AND THE ATIS EXPLAINED THAT TXWY N WAS CLOSED. FO AND I DISCUSSED THIS AND PLANNED ON POSSIBLY USING TXWY E, BUT WE WOULD PROBABLY USE TXWY V. FO FLEW AT EXCELLENT APCH AND LNDG. AS WE APCHED THE CONSECUTIVE RED CTRLINE LIGHTS, OUR LNDG LIGHTS ILLUMINATED THE FUSELAGE OF A SMALL TWIN STOPPED OVER THE LIGHTS. WE WERE AT A VERY SLOW SPD AND GENTLY CAME TO A STOP ON THE RWY. WE ASKED THE TWR WHY AN ACFT WAS ON THE RWY. THE TWR IMMEDIATELY AND FORCEFULLY TOLD THE LIGHT TWIN TO EXIT THE RWY. THE LIGHT TWIN DID. WE ASKED AGAIN AND WERE TOLD THAT THE LIGHT TWIN WAS CLRED TO EXIT THE RWY AT TXWY G. I WAS ASKED TO CALL THE TWR VIA TELEPHONE. THE TWR TOLD ME THAT THE LIGHT TWIN HAD BEEN CLRED TO EXIT AT TXWY G, BUT THE PLT HAD BECOME DISORIENTED AND CONTINUED DOWN THE RWY TO THE S END WHERE HE STOPPED. THE ACFT HAD BEEN WELL AHEAD OF US IN THE LNDG SEQUENCE. WE HAD BEEN ASKED TO HOLD 180 KTS TO THE FAF. THE TWR CTRLR SAID HE COULD NOT SEE THE LIGHT TWIN. I BELIEVE THIS AS NEITHER MY FO NOR MYSELF COULD SEE IT ON THE APCH OR LNDG ROLL. AFTER SEEING THE FUSELAGE, WE COULD SEE SOME RED POS LIGHTS. BY THE TIME WE COMMITTED OURSELVES TO LNDG, THE LIGHT TWIN WAS ABOUT 2 MI AWAY. UNFORTUNATELY, THE RED POS LIGHTS BLENDED IN WITH THE RED CTRLINE LIGHTS. HAD THE PLANE STOPPED IN THE MIDDLE OF THE RWY, I THINK I WOULD HAVE SEEN A CLUSTER OF RED LIGHTS WITH A BACKGND OF WHITE CTRLINE LIGHTS. IN THIS TIME OF COMPRESSED TFC FLOWS INTO OUR MAJOR ARPTS, THIS MAY HAPPEN AGAIN. MONITORING TWR COMS WHERE THE PLANE WAS DIRECTED TO USE TXWY G AND A PLT'S ACKNOWLEDGEMENT REALLY MEAN NOTHING. I AM SURE THE PLT WAS LOOKING FOR TXWY G. I DO NOT BELIEVE THAT MY FO OR MYSELF COULD HAVE DONE MUCH MORE. PERHAPS, EWR TWR COULD USE IMC PROCS AT NIGHT. PERHAPS GND RADAR COULD BE USED MORE EFFECTIVELY. THE ONE THING THAT COULD HAVE COMPLETELY AVERTED THE SIT UNDER THESE CONDITIONS IS STROBE LIGHTS. I WOULD LIKE TO SEE THE MD80 (AND OTHER ACFT) MODIFIED SO THAT STROBE LIGHTS COULD BE ON WHILE AN ACFT IS ON THE GND. THESE SHOULD BE ON WHILE AN ACFT IS ON AN ACTIVE RWY, TKOF ROLL, LNDG ROLL OR XING AN ACTIVE RWY. STROBE LIGHTS ARE VERY DISTINCTIVE AND WOULD NOT BLEND IN WITH THE MYRIAD COLORED LIGHTS USED AT ARPTS. BELIEVE THIS MODIFICATION WOULD HAVE ENABLED THE TWR CTRLR TO SEE THE PLANE IN FRONT OF US AND WOULD HAVE MADE IT VERY EASY FOR ME TO SEE IT. SUPPLEMENTAL INFO FROM ACN 509902: WE WERE CLRED TO LAND AT AROUND 7 MI AND ON FINAL APCH THE RWY APPEARED CLR. THE SMALL ACFT HAD NO STROBES OR BEACON ILLUMINATED, JUST POS LIGHTS. WE ASKED TWR WHERE THE SMALL ACFT HAD COME FROM AND THE SMALL ACFT PLT CAME ON FREQ AND SAID SOMETHING LIKE 'WE OVERSHOT GOLF, WE ARE CLR NOW, TAXIING TO THE RAMP.' THE SMALL ACFT PLT ADMITTED TO BEING CLRED TO EXIT AT GOLF (MIDFIELD) BUT HAD ROLLED PAST GOLF THEN GOT LOST AND STOPPED ON THE RWY. PRESUMABLY, TWR SHOULD HAVE NOTICED HIS FAILURE TO EXIT - BUT DIDN'T. IT WOULD HAVE CLRLY BEEN A GAR SIT. AT NO TIME WAS EVASIVE ACTION NECESSARY, NOR DID WE HAVE TO STOP SUDDENLY.

Synopsis

DURING A NIGHT OP LNDG AN S80 FLC ON ROLLOUT ON RWY 22L NOTES AN ATX ACFT SITTING ON THE END OF THE ACTIVE, HAVING PASSED ITS ASSIGNED TURNOFF DURING THE LNDG ROLL, SAME RWY, AT EWR, NJ.

ACN: 510914

Time

Date : 200105

Day : Tue

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 510914

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 510750

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

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Investigated

Narrative

WE WERE HOLDING SHORT RWY 22R NUMBER ONE FOR TAKEOFF. APPARENTLY SEQUENCING WAS NOT WORKING WELL AS ABOUT EVERY OTHER ACFT WAS SIDESTEPPING FROM RWY 22I TO LAND RWY 22R. AFTER SEVERAL MINS TWR SAID, 'ACR X CROSS RWY 22R HOLD SHORT RWY 22L PV'. I THOUGHT THE TWR WAS GOING TO USE A GAP ON RWY 22L TO GET US GOING SO WE CROSSED. I SAW TXWY P ON MY CHART, BUT NOT 'PV.' I PLANNED TO FIGURE IT OUT ON THE OTHER SIDE. NO PLANES WERE CLOSE ON FINAL. AFTER CROSSING TWR SAID WE HAD TAKEN A CLRNC FOR ANOTHER AIRPLANE. WE UNEVENTFULLY CIRCLED BACK AROUND AND TOOK OFF. NO CONFLICT WAS NOTED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE COMPANY ATC REP HAD LISTENED TO THE TWR TAPES AND INDICATED THE CTLR HAD USED AN INCORRECT CALL SIGN.

Synopsis

ATCT LCL CTLR AT EWR USES REPORTER'S CALL SIGN TO CLEAR AN ARRIVAL ROLLING OUT ON RWY 22L TO CROSS RWY 22R. RPTR WAS HOLDING SHORT OF RWY 22R FOR TKOF AND BOTH ACFT CROSSED.

ACN: 512055**Time**

Date : 200105

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : Caravan 1 208A

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Controlling Facilities.Tower : EWR.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 512055

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WHILE WAITING TO TAKE OFF FROM RWY 4R AT EWR, I WAS TOLD TO HOLD SHORT FOR A LARGE ACR JET, WHICH WAS LNDG. AFTER THE JET LANDED, I WAS TOLD BY THE TWR CTLR TO TAXI INTO POS AND HOLD ON RWY 4R. BUT THEN I WAS INFORMED THAT THERE WAS AN ACFT ON A (SOME DISTANCE) MI FINAL. THIS INFO IS USUALLY GIVEN TO AN ACFT THAT HAS BEEN CLRED FOR AN IMMEDIATE TKOF, WITHOUT DELAY, SINCE IT LETS THE PLT KNOW THAT SEPARATION DISTANCE IS CRITICAL AND A DELAY COULD COMPROMISE THIS SEPARATION. THIS FACT, COUPLED WITH THE CTLR'S TONE, WHICH I PERCEIVED AS ANXIOUS, LED ME TO THINK THAT I HAD BEEN CLRED FOR A TKOF WITHOUT DELAY. THE FACT IS THAT I HAD NOT RECEIVED A TKOF CLRNC, BUT DID NOT REALIZE THIS UNTIL IT WAS CALLED TO MY ATTN ON THE CLBOUT. I ALSO BELIEVE THAT BY THE TIME I BEGAN MY TKOF ROLL, THE LNDG ACR JET HAD CLRED THE ACTIVE RWY, JUDGED BY THE CONVERSATION BTWN THE PLT AND THE TWR CTLR REGARDING TAXI INSTRUCTIONS. THE TWR CTLR WAS ALSO ACTING AS THE GND CTLR. ALSO, I DO NOT REMEMBER SEEING THE JET ON THE RWY DURING MY TKOF ROLL. I BELIEVE THERE WERE OTHER FACTORS, WHICH CONTRIBUTED TO THIS INCIDENT. ONE WAS THE PRESSURE FROM MY JOB TO TAKE OFF ASAP. ANOTHER WAS THE STRESS I WAS FEELING FROM OPERATING AT A LARGE, INTIMIDATING AND UNFAMILIAR ARPT. ADDITIONALLY, I WAS STRESSED OUT FROM HAVING HAD TO CHANGE ACFT AT THE LAST MIN, WHICH TOOK TIME TO SET UP FOR THE FLT, AND CAUSED SOME DELAY. OTHER FACTORS WHICH I FEEL PLAYED A ROLE INCLUDED THE FACT THAT I HAD BEEN AWAKE FOR ABOUT 20 HRS HAVING BEEN UNABLE TO GET ANY REST AT THE PLT CREW ROOM DUE TO EXCESSIVE NOISE. SEVERAL PLTS HAVE COMPLAINED ABOUT THIS BASE, DUE TO THE STRESSES OF OPERATING IN THE BUSY TERMINAL AREA, AT NIGHT, SOMETIMES IN IMC, BEING RUSHED TO CONDUCT INST APCHS AT APCH SPDS WELL ABOVE NORMAL, TO KEEP UP WITH LARGER JETS, AND THEN HAVING TO TAXI IN A CONFUSING ARPT. I BELIEVE THESE ADDED TO MY FATIGUE AND CAUSED AN ADVERSE EFFECT ON MY JUDGEMENT AND AWARENESS AND PERCEPTION.

Synopsis

C208 CARGO PLT TOOK OFF FROM EWR WITHOUT CLRNC.

ACN: 516219

Time

Date : 200106

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : Challenger CL604

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 516219

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

WE WERE LNDG AT EWR AND AFTER TOUCHDOWN WERE TOLD TO FOLLOW THE AIRPLANE IN FRONT OF US AND EXIT THE RWY ASAP. AFTER DOING SO, WE SWITCHED TO GND FREQ AND WAS TOLD TO HURRY AND THEN TAKE A CERTAIN TXWY THEN HOLD SHORT OF THE N RWY. WE ASSUMED THAT WE WERE TO FOLLOW THE AIRLINER IN FRONT OF US AND THEN TAXI N OF THE TXWY BY THE TERMINAL. NEVER ASSUME. THERE WAS ANOTHER TXWY IN BTWN THE 2 LONG RWYS AND EVIDENTLY THIS WAS THE ONE WE SHOULD HAVE USED. WE FOLLOWED THE AIRLINER IN FRONT OF US AND AFTER DOING SO WAS CALLED BY GND AND ASKED WHY WE DID NOT TURN ON THE TXWY AND WHY WE HAD CROSSED A RWY. SEEMS THAT WE HAD MISSED THE CORRECT TXWY. WE WENT BACK LATER AND THERE ARE NO MARKINGS AT ALL ON THE INTXN FOR THIS TXWY AND WE HAD GONE THROUGH IT. NO PROB OR SO THE TWR SAID, THAT IT HAD HAPPENED BEFORE. WOULD BE A LOT SAFER IF THEY WOULD MARK THE TXWYS AND STOP TELLING PEOPLE TO HURRY, ESPECIALLY WHEN THEY ARE NOT FAMILIAR. NEXT TIME I WILL HOLD AND CONFIRM IF I AM NOT POSITIVE. WHAT DID NOT HELP WAS THAT I HAD A BRAND NEW COPLT IN THE R SEAT AND IT WAS PRETTY MUCH SINGLE PLT ON THIS FLT.

Synopsis

TXWY IDENT PROB. A CL604 CHALLENGER FLC TAXIES THE WRONG DIRECTION WHEN PASSING THE ASSIGNED TXWY AT EWR, NJ.

ACN: 536422

Time

Date : 200201

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : Commercial Fixed Wing

Aircraft / 3

Controlling Facilities.Tower : EWR.Tower

Make Model : Harrier All Series

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 536422

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 536057

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

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.ControllerA : 5

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Maintenance Action

Narrative

WE WERE HOLDING SHORT OF RWY 22R ON TXWY W, WAITING FOR A B767 TO TAKE OFF. AFTER THE B767W WAS CLRED TO TAKE OFF, WE HEARD 'RWY 22R AT TXWY POS AND HOLD, CAUTION WAKE TURB BEHIND DEPARTING B767.' I READ BACK 'POS AND HOLD RWY 22R AT W.' I INITIATED THE BEFORE TKOF CHKLIST AS THE CAPT MOVED THE ACFT INTO POS ON RWY 22R AT TXWY W. AS WE TURNED TO THE LINE-UP POS, THE CAPT MENTIONED SEEING SOME LIGHTS TURNING ON OVER HIS L SHOULDER, BUT WE HAD TURNED TOO FAR TO BE ABLE TO SEE ANYTHING BEHIND US. I HEARD THE CTL TWR WORKING ACFT FOR LNDG ON RWY 22L AND ONE IN THE VISUAL PATTERN FOR RWY 22R, BUT THERE WERE NOT ANY MORE CALLS TO THE ACFT ON THE GND. WE SAT FOR ABOUT 1 MIN IN POS WHEN THE TWR TOLD US TO CLR THE RWY. THE TWR CTLR THEN STATED THAT WE HAD NOT BEEN AUTH TO BE ON IT. AS WE WERE TAXIING CLR OF THE RWY, THE TWR CTLR TOLD A HAWKER JET TO ALSO CLR THE RWY. THE HAWKER JET HAD BEEN HOLDING IN POS ON RWY 22R BUT FROM THE FULL LENGTH POS. THE ACFT FROM THE VISUAL PATTERN LANDED. AFTER A FEW MINS WE WERE CLRED BACK ONTO THE RWY AND TOOK OFF WITHOUT INCIDENT.

Synopsis

A B737-800 CREW, TAXIING FOR TKOF AT EWR, RESPONDED TO A TAXI INTO POS AND HOLD CLRNC THAT THE TWR STATED THEY NEVER ISSUED.

ACN: 545380

Time

Date : 200204

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport

State Reference : NJ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EWR.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : EWR.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Make Model : Heavy Transport

Aircraft / 4

Controlling Facilities.Tower : EWR.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 545380

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 545421

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 Critical

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2+3

Resolutive Action.Other : STOPPED WHEN CONFLICT DISCOVERED

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

EWR WAS BUSY, WE HAD A 30 MI FINAL AT 170 KNOTS. ON A 5 MI FINAL, TWR HAD AN ACFT LOSE SIGHT OF THE VISUAL TO RWY 29, TWR HAD TO GIVE MULTIPLE RADIO CALLS TO ASSIST THE ACFT WHO HAD SEVERAL OF THE CALLS REPEATED. THERE WERE ALSO NUMEROUS STEPPED ON RADIO CALLS ON TWR FREQ. AFTER LNDG ON RWY 4R WE WERE TOLD TO HOLD SHORT OF 4L ON KILO BEHIND ACR Y. WE WERE THEN CLRED TO CROSS RWY 4L WITH ACR Y AND HOLD SHORT OF TAXI S. ACR Y STARTED TO CROSS, BUT STOPPED. WE THEN SAW AN ACFT TAKING OFF ON RWY 4L. THIS LARGE ACFT ROTATED AND PASSED ABOVE ACR Y. WE WERE BEHIND ACR Y AND NEVER IN DANGER. ACR Y AVOIDED A CATASTROPHE. TWR WAS UNAWARE OF THE PROBLEM UNTIL ACR Y RPTED IT. THE CTLR IN THE TWR WAS EXTREMELY BUSY MONITORING ILS TO RWY 4R, CLRING VISUALS TO CONTINUE AND LAND ON RWY 29 AS WELL AS CROSSING RWY 4L. SUPPLEMENTAL INFO FROM ACN 545421: AFTER LNDG ON RWY 4R WE EXITED AT TXWY KILO AND CLRED THE RWY. HOLDING SHORT OF RWY 4L BEHIND A B737 AS INSTRUCTED BY THE TWR. WE WERE THEN CLRED TO CROSS, ALONG WITH THE B737 RWY 4L. THE B737 BEGAN TO CROSS RWY 4L AND THEN STOPPED, PARTIALLY ON THE RWY. AT THAT TIME WE NOTICED A LARGE, TRANSPORT CATEGORY JET ON TKOF ROLL ON RWY 4L. B737 ADVISED THE TWR OF THEIR POS AND THE ACFT ON RWY 4L CONTINUED ITS TKOF ROLL AND PASSED OVER THE B737. WE CONTINUED TO HOLD SHORT OF THE RWY AND WERE NEVER IN ANY JEOPARDY. HOWEVER, SINCE WE HAD ALSO BEEN CLRED TO CROSS RWY 4L WHILE AN ACFT WAS DEPARTING ON IT WE FELT THE NEED FOR THIS RPT. THE B737 CREW ACTED RESPONSIBLY AND AVOIDED A POTENTIAL DISASTER AS A RESULT OF THE TWR CTLR'S MISTAKE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THE LEAD B737 ENCROACHED BTWN 5 AND 20 FT ONTO THE RWY BEFORE APPARENTLY REALIZING THAT AN ACFT HAD BEEN CLRED FOR TKOF ON THAT RWY. THE DEPARTURE ACFT WAS BTWN 60 AND 200 FT IN THE AIR AS IT PASSED OVER THE LEAD B737. WHILE THERE WAS ONLY ONE LOCAL CTLR FOR BOTH DEPARTURES AND ARRIVALS NEITHER RPTR REMEMBERED HEARING THE TKOF CLRNC. THE ENVIRONMENTAL CONDITIONS AT THE TIME WERE NIGHT WITH LOW CLOUDS.

Synopsis

A LARGE ACFT IS CLRED FOR TKOF AT THE SAME TIME TWO OTHER ACR ACFT ARE CLRED TO CROSS THE SAME RWY.

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

Handwritten text, possibly bleed-through from the reverse side of the page. The text is faint and illegible.

Notice: After 7/25/2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

KBWI
146'

1 FEB 02

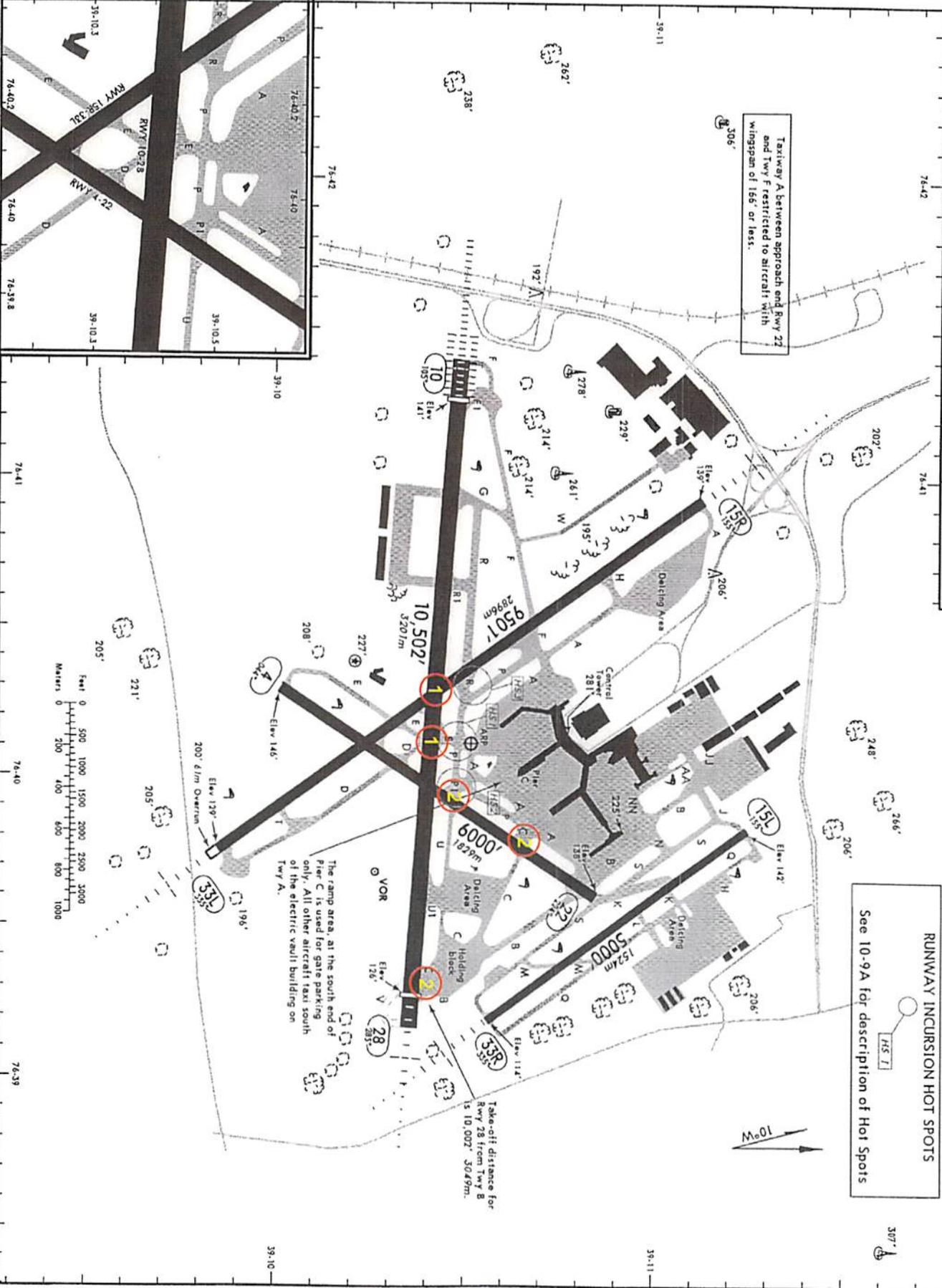
Apr Elev	BAL 115.1-On Airport			
D-ATIS	ACASS:	BALTIMORE Clearance	Ground	Tower
115.1 127.8	D-ATIS TWIP POC	118.05	121.9	119.4
				BALTIMORE Departure (R)
				128.7

JEPPesen BALTIMORE MD
10-9 BALTIMORE - WASHINGTON INTL
N39 10.5W076 40.1

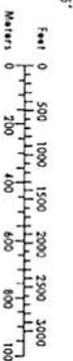
RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots

Taxiway A between approach end Rwy 22 and Twy F restricted to aircraft with wingspan of 165' or less.



CHANGES: Ramp depiction, HOT SPOTS

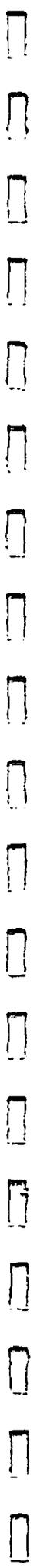


Of 11 runway incursion incidents at BWI, 8 locations were identified.

Baltimore-Washington International Airport (BWI)

11 Runway Incursion Incidents

Runway 15L	
Taxiway Unidentified	ACN 474060
" ...distracted...overshot hold short line by a few feet...on...(Runway 15L)."	
Runway 22	
Taxiway C	ACN 514670
" ...taxi to Runway 28 via Taxiway C and crossed Runway 4-22... 'aren't we using Runway 15R,' as I was crossing Runway 4 on Taxiway C...the taxi clearance was 'taxi to Runway 15R' with no routing information provided..."	
	ACN 538605
" ...cleared Taxiways C, P, F to Runway 10...it was a right turn onto Taxiway P...mistook Runway 22 to be Taxiway P...over the hold line for Runway 22."	
Taxiway P	ACN 489837
" ...taxi to Runway 28 via Taxiways P to C to Runway 28...turn for Taxiway P...we crossed...hold short line by about 10 feet."	
	ACN 492843
" ...landing Runway 28...on...outer Taxiway P...Intersection Taxiway P...Runway 4/22...wingtip of...aircraft went...5 feet over...hold short line."	
Taxiway Unidentified	ACN 515383
" ...taxi to Runway 15R...taxiing to Runway 28 when we cleared to Runway 15...we had just crossed Runway 4/22."	
Runway 28	
Runway 33L	ACN 498960
" ...Runway 28...landing rollout exited onto Runway 33L...immediate right turn onto Taxiway R...aircraft...on short final for Runway 33L...Tower...said something about Taxiway R1...assumed wrongly...he meant ...right turn off of Runway 33L..."	
Taxiway C	ACN 495900
" ...taxi to Runway 28 via Taxiway U...behind another B737...may have crossed the hold short line..."	
	ACN 507199
" ...taxi...to Runway 28...taxied just beyond...hold short line."	
Taxiway E	ACN 533609
" ...taxi for takeoff Runway 28...made wrong turn and crossed Runway 28 without clearance..."	
Runway 33R	
Taxiway Unidentified	ACN 477766
" ...taxi to Runway 33R...without clearance I taxied on.... active runway."	



ACN 474060

Time

Date : 200005

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : Medium Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 474060

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TAXI OUT OF BWI. FBO WITH CONTRACT COPLT ON FIRST TRIP WITH OUR COMPANY. DURING HVY DOWNPOUR, COPLT ASKED WHETHER TO TURN OFF 'BLEED AIR' AIR FIRST ON APU SHUTDOWN. I WAS DISTR, LOOKED OVER TO COPLT AND HIS SIDE PANEL AND OVERSHOT HOLD SHORT LINE BY A FEW FT. IMMEDIATELY CALLED ATC. NO LNDG ACFT ON THIS SHORT G. RWY (RWY 15L). ATC APPROVED BACK TAXI AND WE DEPARTED WITHOUT DELAY.

Synopsis

CAPT OF A CPR MDT OVERSHOT RWY HOLD SHORT LINE WHEN TAXIING OUT FOR TKOF DUE TO BEING DISTR BY THE FO.

ACN: 477766

Time

Date : 200007

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : Bonanza 35

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 477766

Person / 2

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Provided Flight Assist

Narrative

WHILE IN TAXI TO RWY 33R AT BWI, IN ERROR WITHOUT CLRNC I TAXIED ON THE ACTIVE RWY. NO TFC. I NEEDED TO EXIT FROM FBO IN A DIFFERENT FASHION AND CROSSED THE TXWY IN ERROR.

Synopsis

PLT OF A BEECH BONANZA, BE35, INADVERTENTLY TAXIED ONTO ACTIVE RWY DUE TO BECOMING DISORIENTED DURING TAXIING.

ACN: 489837

Time

Date : 200010

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 489837

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 : Published Procedure

Anomaly.Other Anomaly.Other : CREW COORD.

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Narrative

ON OCT/MON/00, A RWY INCURSION OCCURRED. AT BWI, WE WERE CLRED TO TAXI TO RWY 28 VIA TXWYS P TO C TO RWY 28. AT THE INTXN OF TXWY P AND P1 THE CAPT CONTINUED STRAIGHT AHEAD ONTO P1 AND CROSSED THE HOLD SHORT LINE FOR RWY 4-22. AS WE WER APCHING THE TURN FOR TXWY P AT THIS INTXN I SAID TO THE CAPT TURN L, TURN L, TURN L. ON THE THIRD TURN L, I PUT MY FEET ON THE BRAKES TO SLOW US AND STARTED TURNING THE ACFT. THE CAPT THEN USED THE TILLER TO COMPLETE THE TURN. WE CROSS THE HOLD SHORT LINE BY ABOUT 10 FT. TWR DID NOT SAY ANYTHING. THE CAPT ONLY SAID I TOLD YOU I IS CONFUSING TAXIING HERE. WE CONTINUED TO RWY 28 VIA TXWYS P AND C. NO ACFT WERE USING THAT RWY AT THE TIME OF THE INCIDENT.

Synopsis

ACR CREW HAD RWY INCURSION ON RWY 4-22 AT BWI.

ACN: 492843

Time

Date : 200011

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 492843

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 : Published Procedure

Anomaly.Other Anomaly.Other : CREW CONCEPT CRM

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Narrative

NEAR ERROR, TAXI OPS. ON TAXI IN TO GATE FROM LNDG RWY 28, I WAS TAXIING COUNTERCLOCKWISE ON THE OUTER TXWY P. WHEN ROUNDING THE CORNER, INTXN TXWY P AND RWY 4/22, I ALMOST SAILED RIGHT THROUGH THE INTXN STRAIGHT AHEAD ONTO RWY 22. BRAKED IN TIME AND MADE THE TURN AT THE INTXN FILLET BUT THE WINGTIP OF MY ACFT WENT PROBABLY 5 FT OVER THE HOLD SHORT LINE. RWY 4/22 WAS NOT ACTIVE AT THE TIME AND THERE WAS NO INCIDENT AND NO COMMENT FROM ANY CTLR. HOWEVER, I WAS VERY LUCKY THAT THE CIRCUMSTANCES WERE NOT SUCH THAT A REAL RWY INCURSION WOULD HAVE TAKEN PLACE. THE FO WAS PROPERLY ACCOMPLISHING HIS AFTER LNDG CHKLIST ITEMS AND DUTIES. THE RESPONSIBILITY FOR THIS DISMAL NEAR DEAL IS MINE IN ITS ENTIRETY. THE REASON IS APPARENT TO ME – COMPLACENCY ON MY PART DUE TO MANY YRS OF FLYING IN AND OUT OF THIS ARPT MORE THAN 5 YRS PRIOR. I LEARNED A CHEAP LESSON AND WILL VOW TO NEVER APPLY ANY STANDARD OF ATTN LESS THAN I WOULD APPLY AT ANY ARPT – NO MATTER HOW FAMILIAR, NO MATTER WHAT THE SIT.

Synopsis

MD80 CREW HAD RWY INCURSION AT BWI.

ACN: 495900

Time

Date : 200012

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-800

Aircraft / 2

Controlling Facilities.Tower : BWI.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 495900

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 495901

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 : HOLD SHORT LINE VISIBILITY. TXWY CONTAMINATION

Independent Detector.Other.ControllerA : 4

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

WE HAD BEEN CLRED BY BWI GND CTL TO TAXI TO RWY 28 VIA TXWY U. ON TXWY U BEHIND, AND BEHIND ANOTHER B737 (#2 HOLDING SHORT), WE WERE ASKED BY TWR IF WE WERE READY FOR A 'RELEASE.' WE SAID WE WERE, NOT UNDERSTANDING THEM TO MEAN READY FOR TKOF. TWR REQUESTED THE ACFT IN FRONT OF US TO MOVE ONTO THE HOLDING AREA OUT OF THE WAY AND CLRED US FOR TKOF. I INFORMED TWR THAT WE WERE NOT READY YET, HAVING TO START THE OTHER ENG. TWR THEN REQUESTED THAT WE HOLD SHORT OF RWY 28, WHICH WE ACKNOWLEDGED. THERE WAS SOME DISCUSSION IN THE COCKPIT AS TO WHERE TO HOLD SHORT. BTWN MAKING PA'S AND STARTING THE #2 ENG, I REMINDED THE CAPT TO HOLD SHORT, WHICH HE ACKNOWLEDGED. WHEN WE STOPPED, TWR ASKED IF WE WERE READY FOR TKOF IN A MANNER THAT LED US TO BELIEVE WE MAY HAVE CROSSED TH HOLD SHORT LINE. IT WAS MY BELIEF THAT WE MAY HAVE GONE TOO FAR. HOWEVER, THE CAPT DID NOT THINK WE HAD. WE WERE INSTRUCTED TO TAXI ACROSS RWY 28 AND TO TAXI ON TXWY J AND HOLD SHORT OF RWY 28 AND TELL TWR WHEN WE WERE READY FOR TKOF. AFTER REPLAYING THE EVENTS OVER LATER IN THE FLT, WE WERE STILL NOT CERTAIN IF WE CROSSED THE HOLD SHORT LINE. DUE TO PLT WORKLOAD (STARTING ENGS, MAKING PA'S, CHKLISTS) THERE WAS NOT AS MUCH 'DUAL LOOKOUT' IN THE HOLD SHORT PHASE. 'INSIDE' THE COCKPIT DUTIES DETRACTED FROM THE OUTSIDE SITUATIONAL AWARENESS. THERE WAS ALSO SOMEWHAT OF A RUSHED ATMOSPHERE BECAUSE OF THE MISUNDERSTANDING OF WHAT TWR MEANT BY ASKING IF WE WERE 'READY FOR A RELEASE.' US HAVING REPLIED IN THE AFFIRMATIVE AND NOT ACTUALLY BEING READY FOR TKOF, MAY HAVE CAUSED A BIT MORE RUSH TO THE WORKLOAD THAN NORMAL. SUPPLEMENTAL INFO FROM ACN 495901: WE MAY HAVE CROSSED THE 'HOLD SHORT LINE.' WE STOPPED ABOUT 1 PLANE LENGTH FROM EDGE OF RWY 28 TO AWAIT FURTHER INSTRUCTIONS. THE YELLOW LINES ON TXWYS AND RAMP AREAS ARE VERY DIFFICULT TO SEE AT NIGHT IN THE BEST OF CONDITIONS. IN THIS CASE, PATCHES OF THIN PACKED SNOW AND ICE AROUND, FURTHER DEGRADES THE VISIBILITY OF THE LINES.

Synopsis

B737-800 CREW HAD RWY INCURSION ON RWY 28 AND TXWY U AT BWI.

ACN: 498960

Time

Date : 200101

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : BWI.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 498960

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 499314

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : Lndg Acft

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly.Other : Turned Off Lndg Rwy Onto Anothre Rwy Without Clrac

Independent Detector.Other.ControllerA : 4

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

FLEW VISUAL APCH TO RWY 28 AT BWI. LNDG ROLLOUT EXITED ONTO RWY 33L WITH IMMEDIATE R TURN ONTO TXWY R. COMPANY ACFT WAS ON SHORT FINAL FOR RWY 33L. AS I APCHED THE INTXN OF THE 2 RWYS, I WAS SLOWING, ANTICIPATING A TURNOFF AT THE INTXN. AT THAT SAME TIME, TWR RADIOED ABOUT REPOSITIONING DUE TO TFC ON FINAL FOR RWY 33L. HE SAID SOMETHING ABOUT TXWY R1 AND I ASSUMED WRONGLY THAT HE MEANT THE R TURN OFF OF RWY 33L. HOWEVER, A SECOND LOOK AT THE COMMERCIAL CHART PAGE SHOWED TXWY R1 TO BE THE NEXT EXIT PAST THE INTXN. NO GAR WAS NECESSARY DUE TO THE SEPARATION WE HAD AND THE SHORT TIME WE WERE IN THE INTXN. PROBABLE CAUSES 1) UNFAMILIARITY WITH SPECIFIC TXWY INTXN IN BWI. 2) ASSUMPTION OF MY PART THAT TWR WAS ASKING US TO EXPEDITE THE TURN OFF WITH PERMISSION TO USE RWY 33L FOR THE TURN ONTO TXWY R. 3) TWR'S RADIO XMISSION WAS NOT REAL CLR. PREVENTION: 1) LISTEN CLOSER TO INSTRUCTION AND IF UNSURE, TAKE THE CONSERVATIVE APCH AND ROLL TO NEXT INTXN. 2) NEVER ASSUME AN INTXN EXIT WILL BE GIVEN. 3) REVIEW WITH FO POSSIBLE TXWYS FOR EXITING THE RWY PRIOR TO LNDG.

Synopsis

B737-300 CREW EXITED LNDG RWY ONTO ANOTHER RWY WITHOUT CLRNC TO TAXI ON THAT RWY.

ACN: 507199

Time

Date : 200104

Day : Fri

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-700

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 507199

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : WATER TXWY

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Returned To Original Clearance

Consequence.Other.Other : NONE KNOWN

Narrative

ON TAXI OUT TO RWY 28 AT BWI WE TAXIED JUST BEYOND THE HOLD SHORT LINE. THE LINE IS SEVERAL HUNDRED FT FROM RWY. THE AIRPLANE ONLY CROSSED BY A FEW FT AND SAFETY OF FLT WAS NEVER JEOPARDIZED. THE CAPT SMOOTHLY TURNED ACFT TO REPOS SHORT OF HOLD LINE. THE TWR NEVER QUERIED US AND THE REST OF FLT WAS UNEVENTFUL. CONTRIBUTING FACTORS: WATER ON TXWY, AND THE LARGE SPACE BTWN THE RWY SIGNS AND WIDTH OF TXWY.

Synopsis

ACR MLG CAPT OVERSHOT RWY HOLD SHORT LINE DURING TAXI OUT AND READJUSTED THE ACFT'S POS BEHIND THE LINE AFTER NOTICING HIS MISTAKE.

ACN: 514670

Time

Date : 200106

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-300

Aircraft / 2

Controlling Facilities.Tower : BWI.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 514670

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Observation : Observer

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 5

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Incursion : Taxiway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : ATC TECH TERMINOLOGY

Independent Detector.Other.Other : 3

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other : ADVISED ATC GND CTRL

Consequence.Other : Company Review

Narrative

PUSHED BACK GA GATE IN BWI. RECEIVED TAXI INSTRUCTIONS TO RWY 15R, TURNED EAST (RIGHT). AFTER RECEIVING INSTRUCTIONS THAT ACR Y WAS HOLDING FOR ME, BEGAN TO HURRY. FELL INTO NORMAL TAXI TO RWY 28 VIA 'C' TXWY AND CROSSED 4-22 RWY, REALIZED MISTAKE AND CLARIFIED TAXI ROUTE TO RWY 15R. JUMP SEAT WAS OCCUPIED. WE WERE HAVING CONVERSATION ABOUT ACR OPS. HE ASKED AS I WAS TAXIING OUR 'AREN'T WE USING RWY 15R?' AS I WAS CROSSING RWY 4 ON TXWY 'C.' I HAD FAIRLY NEW FO WHO WAS BUSY. LOTS OF CHATTER ON RADIO, I MESSED UP! FELL INTO HABIT PATTERN TO RWY 28, HEARD WHAT I WANTED TO HEAR -- TAXI TO CLOSEST RWY. I DID LOOK UP AND DOWN RWYS 4-22 VERY CAREFULLY, AS AT THIS TIME THINGS WEREN'T FEELING RIGHT, BUT WAS TOO LATE JUST TO STOP. THERE WAS NEVER A SAFETY HAZARD AND I REALIZED I MADE AN UNINTENTIONAL MISTAKE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: CALLBACK REVEALED THAT THE TAXI CLRNC WAS 'TAXI TO RWY 15R' WITH NO ROUTING INFO PROVIDED AS TO TAXIWAYS TO BE USED OR DIRECTION TO TAXI. THE JUMPSEAT RIDER IN THE COCKPIT NOTICED THE ERROR WAS LOCALLY BASED. HE WAS WEARING A HEADSET AND WAS NOT CONSIDERED A DISTR BY THE RPTR, BUT AN ASSET TO THE OP. THE GND CTRL APPEARED TO HAVE A HEAVY WORKLOAD AND WAS NOT AWARE OF THE TAXI ERROR UNTIL NOTIFIED BY THE CREW. THE OTHER ACFT INVOLVED WAS ONLY HOLDING WAITING FOR THE RPTR TO VACATE THE GATE AREA. THERE WAS NO CONFLICT.

Synopsis

AN ACR CREW TAXIES ACROSS AN INACTIVE RWY WITHOUT CLRNC WHEN THEY BEGIN TAXI TO THE USUAL RATHER THAN THE ASSIGNED RWY FOR DEP.

ACN: 515383

Time

Date : 200106

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-300

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 1350

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

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

GND INSTRUCTED US TO TAXI TO RWY 15R, AND THAT THE ACR Y JET WOULD FOLLOW US. I REPEATED THE INSTRUCTIONS BACK TO GND AND THEN REPEATED THE INSTRUCTIONS TO THE CAPT. THE CAPT ACKNOWLEDGED. WE BOTH VISUALLY ACKNOWLEDGED THE ACR Y JET. I WENT HEADS DOWN TO FINISH INPUTTING THE NUMBERS INTO THE FMS. AS I WAS IMPUTING THE NUMBERS, I HEARD THE CAPT SAY SOMETHING. WHEN I LOOKED UP TO SEE WHAT HE WAS REFERRING TO, IT APPEARED WE WERE TAXIING TO RWY 28 WHEN WE WERE CLRED TO RWY 15. AT THAT TIME WE HAD JUST CROSSED RWY 4/22. THE CAPT APOLOGIZED. GND SAID NO PROB AND GAVE US NEW TAXI INSTRUCTIONS FROM OUR PRESENT POS.

Synopsis

CAPT OF B737 BECAME CONFUSED DURING TAXI FOR TKOF AND TAXIED TO THE WRONG RWY RESULTING IN XING ANOTHER RWY WITHOUT CLRNC.

ACN: 533609

Time

Date : 200112

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : B737-700

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533609

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 533506

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

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

BWI - CLRED TO TAXI FOR TKOF RWY 28. I MADE A WRONG TURN AND CROSSED RWY 28 WITHOUT CLRNC. THERE WAS NO TFC CONFLICT WITH OTHER ACFT. GND CTL TOLD US TO TURN AND CLRED US BACK ACROSS RWY 28. I LOOKED BOTH WAYS BEFORE XING AND SAW NO TFC, BUT THOUGHT I WAS XING RWY 4/22. WHAT MOST CONCERNED ME ABOUT MY ERROR WAS THE FACT THAT I THOUGHT I WAS BEING CAUTIOUS. I HAD THE ARPT DIAGRAM OUT AND IN FRONT OF ME. THE FO HAD THE OPC FINISHED, BUT I SAID I WOULD LOOK AT THE DATA AFTER TAXIING PAST THE INTXNS. THE FO WAS NEW (THIRD TRIP) AND NOT FAMILIAR WITH BWI. I THOUGHT I WAS BEING CAREFUL, BUT STILL MADE THIS MISTAKE. WE WERE NOT RUNNING CHKLISTS OR LOOKING AT OPC AND THERE WERE NO OTHER DISTRACTIONS. I CANNOT DEFINE ANY FACTORS THAT CONTRIBUTED TO MY ERROR EXCEPT MY MENTAL DISORIENTATION WHILE TAXIING OUT. SUPPLEMENTAL INFO FROM ACN 533506: FLT WAS CLRED TO TAXI TO RWY 28 FOR DEP. WE PROCEEDED FROM GATE X TO TXWY E. PROCEEDED ACROSS RWY 10/28 AND WAS QUERIED BY GND CTLR. GND CTLR THEN CLRED US TO TXWY D AND ENTRANCE ONTO RWY 4 TO TAXI BACK ACROSS RWY 10/28. WE TAXIED RWY 28 AND DEPARTED. WE LANDED ON RWY 33L AND TFC WAS LNDG ON RWY 33L AS WE TAXIED. CAPT MAY HAVE CONFUSED LNDG RWY WITH DEP RWY? IF I HAD BEEN MORE FAMILIAR, I WOULD HAVE QUESTIONED THE TAXI RTE THE CAPT WAS TAKING. LESSON LEARNED: AS A NEW FO, AND FROM NOW ON, I WILL BE MORE DILIGENT IN MONITORING TAXI RTE. AT UNFAMILIAR ARPTS, I WILL ASK CAPT TO CONFIRM TAXI RTE.

Synopsis

A B737 CREW TAXIING FOR TKOF AT BWI, BECAME DISORIENTED AND TAXIED ACROSS AN ACTIVE RWY WITHOUT A CLRNC.

ACN: 538605

Time

Date : 200202

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BWI.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 538605

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.Other Anomaly.Other : PERCEPTUAL ILLUSION

Independent Detector.Other.ControllerA : 3

Resolutory Action.Controller : Issued Advisory

Resolutory Action.None Taken : Detected After The Fact

Narrative

PRIOR TO TAXI ON FLT FROM BWI TO MSP, FO AND I BRIEFED TAXI TO RWY 10 FROM GATE. AFTER ENG START, WE OBTAINED TAXI CLRNC AND WERE CLRED TXWYS C, P, F TO RWY 10. WE PROCEEDED OUT FROM GATE. I LOOKED AT THE TAXI CHART AND DETERMINED IT WAS A F TURN ONTO TXWY P. I MISSED THE TURN BECAUSE I VISUALLY MISTOOK RWY 22 TO BE TXWY P. I HEARD GND TELL THE ACFT BEHIND US THAT I MISSED TXWY P AND I IMMEDIATELY BRAKED. THE NOSEWHEEL WAS JUST OVER THE HOLD LINE FOR RWY 22.

Synopsis

RWY INCURSION BY A DC9 WHEN THE PIC CROSSES RWY HOLD LINE AT TXWY C THINKING RWY 22 IS TXWY P AT BWI, MD.

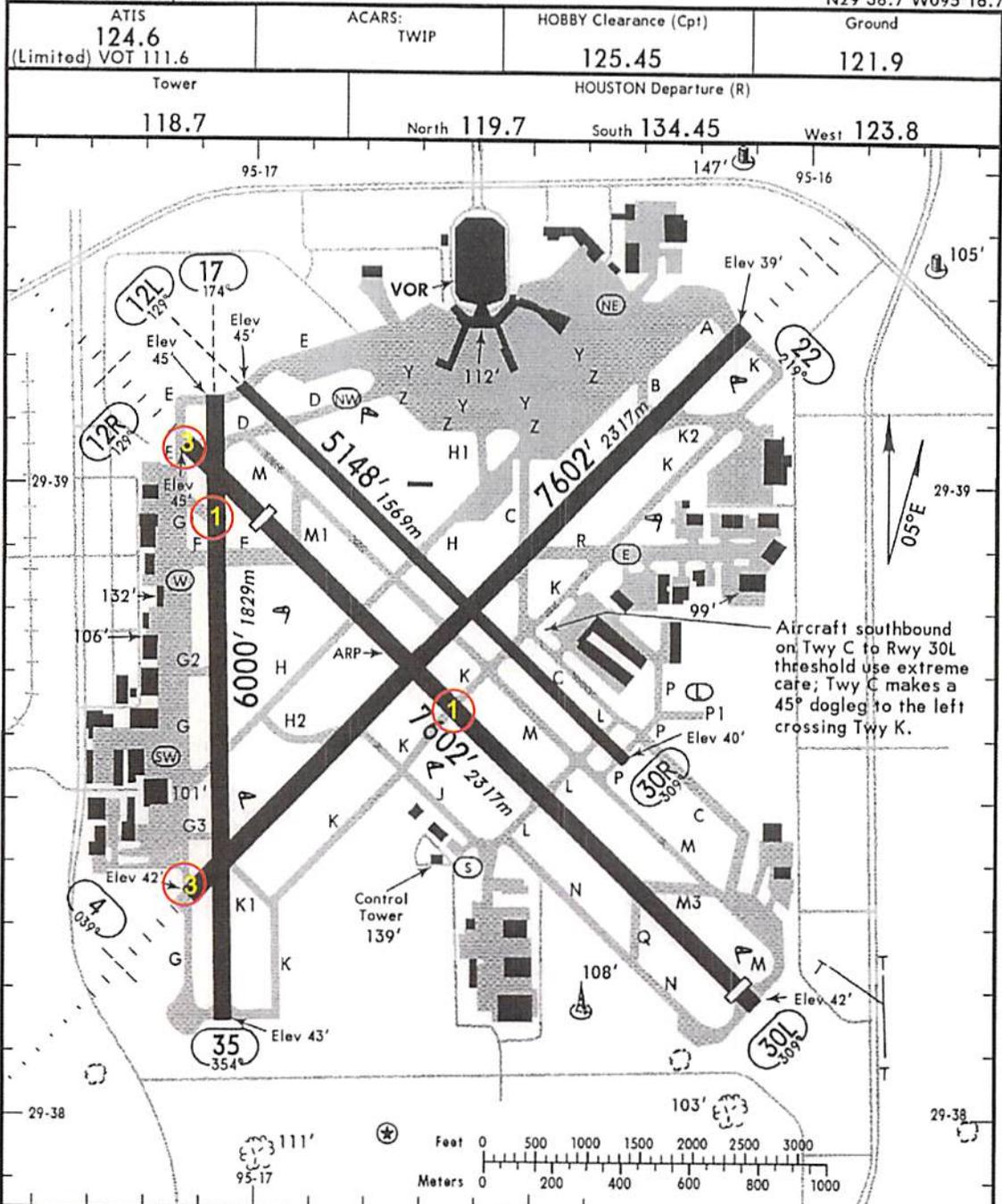
**HOU Runway Incursion
“Hot Spots” Incidents**

1941
1942

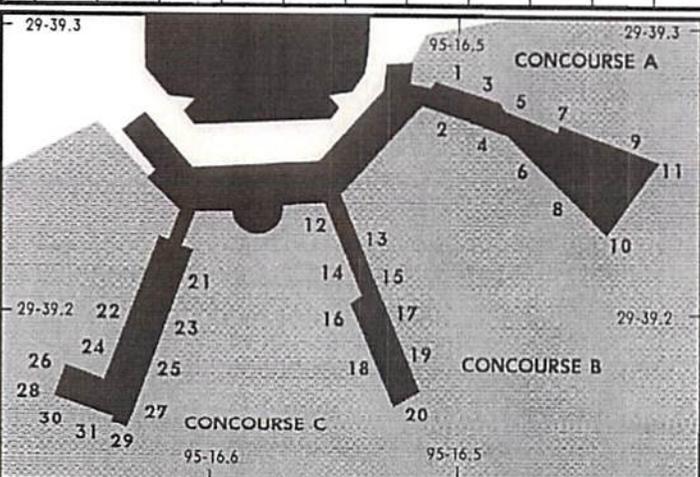
KHOU
 Apt Elev 46'
 HUB 117.1-On Airport

JEPPesen
 23 NOV 01 (10-9)

HOUSTON, TEXAS
 HOBBY
 N29 38.7 W095 16.7



Aircraft southbound on Twy C to Rwy 30L threshold use extreme care; Twy C makes a 45° dogleg to the left crossing Twy K.



LEGEND
 ○ HELICOPTER Approach Aim Points (Yellow)

GATE LOCATIONS	
GATE NO.	COORDINATES
1 thru 7	N29 39.3 W095 16.5
8	N29 39.2 W095 16.5
9	N29 39.3 W095 16.4
10	N29 39.2 W095 16.4
11	N29 39.3 W095 16.4
12 thru 20	N29 39.2 W095 16.5
21 thru 31	N29 39.2 W095 16.6

CHANGES: Gates 10 & 11 repositioned.

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Of 9 runway incursion incidents at HOU, 8 locations were identified.

William P. Hobby Airport (HOU)

9 Runway Incursion Incidents

Runway 4

Taxiway G	ACN 533391	"...cleared across Runway 17... turned left on G...ended up taxiing beyond...hold short line for Runway 4...aircraft on...approach...decided to do a go-around..."
	ACN 534657	"...execute a right turn onto...taxiway...to Runway 4. Visibility...reduced...taxied short distance...realized...had crossed over...hold short line for Runway 4."
	ACN 535750	"...taxi to Runway 4 on Taxiway G...poor visibility...taxied past Runway 4...confused with...signs and...visibility."

Runway 12R

Taxiway E	ACN 469940	"...taxi to Runway 12R via Taxiway E hold short of Runway 12L...approaching...hold short line Runway 12R at a brisk taxi speed...saw aircraft on approximately 2 and 1/2 mile final...we were on the active runway...Controller sent...aircraft on final around..."
	ACN 482098	"...taxiing for takeoff...Runway 12R...foreign object debris on...runway... wait for the runway to be inspected...crossed...hold short line for Runway 12R...Tower told another air carrier B737 to go around."
	ACN 529708	"...cleared...to cross Runway 12L hold short Runway 12R...assumed cleared into position and hold...told we were only cleared to hold short...instructed an aircraft to go around."
	ACN 535675	"...Taxiway E to hold short of Runway 12L...told to cross Runways 12L and 17...taxied...aircraft...past...hold line for Runway 12R...aircraft on final elected to make a go-around..."
Taxiway K	ACN 518291	"...given takeoff clearance...noticed a Citation...approaching runway from Taxiway K...onto and across our runway...aborting due to... Citation..."

Runway 17

Taxiway G1	ACN 476331	"...taxi...Runway 12R...requested directions...told make a 'hard left'... 'hard left' was onto Runway 17 ... This was done...resulted in cancelling takeoff clearance given to...B737..."
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ACN: 469940

Time

Date : 200004

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : B737-200

Aircraft / 2

Controlling Facilities.Tower : HOU&.Tower

Make Model : Medium Large Transport

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 469940

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

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 6

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE 8 MINS LATE PUSHING BACK FROM THE GATE. WHEN I CALLED FOR TAXI, GND CLRED US TO TAXI TO RWY 12R VIA TXWY E AND HOLD SHORT OF RWY 12L. WHILE WE WERE DOING OUR PRE TKOF CHKLIST, THE CAPT CALLED ON GND FREQ TO SWITCH TO TWR FREQ. AFTER BEING QUERIED TWICE, THE GND CTLR SENT US OVER TO TWR FREQ. THE TWR CTLR WAS VERY BUSY, BUT WITH NO HESITATION ISSUED US CLRNC TO TAXI TO RWY 12R. I READ BACK THE CLRNC AND THE CAPT ASKED ME FOR THE 'BELOW THE LINE CHKLIST.' THIS WAS A BIT UNUSUAL SINCE WE NORMALLY WAIT UNTIL WE ARE CLRED INTO POS AND HOLD OR CLRED FOR TKOF, BEFORE WE ACCOMPLISH THIS FINAL PART OF THE CHKLIST. BUT SINCE WE HAD SUCH A SHORT TAXI TO THE ACTIVE RWY, I ASSUMED THAT THE CAPT WANTED TO GIVE OUR FLT ATTENDANTS AS MUCH TIME AS POSSIBLE TO GET THE CABIN READY FOR TKOF. I COMPLETED MY FLOW AND BEGAN TO READ THE 'BELOW THE LINE CHKLIST' TO THE CAPT ANI AS I WAS READING IT TO HIM, HE CONTINUED TO TAXI. AT THIS POINT, WE WERE APCHING THE HOLD SHORT LINE AT RWY 12R AT A BRISK TAXI SPD. I NOTICED THAT WE DID NOT START DECELERATING TO HOLD SHORT OF RWY 12R. I WAS TRYING TO SORT OUT, IN MY HEAD, WHETHER I HAD MISSED A RADIO CALL OR WHETHER THE CAPT WAS NOT COMPLYING WITH OUR CLRNC. MY NORMAL HABIT PATTERN WHEN WE ENTER AN ACTIVE RWY IS TO CLR THE APCH SECTOR FOR OTHER ACFT. WHEN I DID THIS, I SAW AN ACFT ON APPROX 2 1/2 MI FINAL. TOLD MY CAPT ABOUT THE ACFT AND THE FACT THAT I WAS UNSURE OF OUR CLRNC ONTO THE RWY. BY THIS TIME WE WERE ON THE ACTIVE RWY WITH MOST PART OF THE ACFT AND WERE BEGINNING TO DECELERATE. WITHOUT HESITATION THE CAPT RADIOED TWR AND WAS TOLD THAT WE HAD NOT BEEN CLRED ONTO THE RWY, TO EXIT RWY 12R AND TAXI ONTO RWY 17, TURN L ON RWY 17, AND TO HOLD SHORT OF RWY 12R. THE CTLR SENT THE ACFT ON FINAL AROUND AND WE IMMEDIATELY EXITED RWY 12R ACCORDING TO THE CTLR'S INSTRUCTIONS. AFTER 2 ADDITIONAL ARRS WE WERE CLRED FOR TKOF AND PROCEEDED UNEVENTFULLY TO DALLAS LOVE. I BELIEVE THERE ARE 5 CONTRIBUTING FACTORS TO THIS OCCURRENCE: 1) WE LEFT THE GATE 8 MINS LATE, WHICH CAUSED AN UNNECESSARY URGENCY TO MAKE UP FOR LOST TIME. 2) THE VERY SHORT TAXI DISTANCE FROM OUR GATE TO THE ACTIVE RWY COMBINED WITH THE ABOVE-MENTIONED URGENCY LEFT NO ROOM FOR ERROR OR DOUBLECHKING THE OTHER CREW MEMBER'S ACTIONS. 3) AN UNEXPECTED RADIO CALL. WHEN WE SWITCHED TO TWR FREQ, WE WERE EXPECTING WHAT WE NORMALLY HEAR, WHICH IS 'CROSS RWY 12L ON TXWY E AND HOLD SHORT OF RWY 12R.' THE TWR ACTUALLY SAID 'TAXI TO RWY 12R,' WHICH DOES IMPLY TO HOLD SHORT OF THE RWY. I BELIEVE THAT BECAUSE THE CAPT DID NOT HEAR WHAT HE EXPECTED 'CROSS RWY 12L ON TXWY E AND HOLD SHORT OF RWY 12R,' BUT INSTEAD HEARD 'TAXI TO RWY 12R' THAT HE PERCEIVED THAT AS CLRNC ONTO RWY 12R, WHICH WAS NOT CORRECT. 4) TWR FREQ WAS VERY CONGESTED AND THE CTLR WAS ISSUING CLRNCs AT A VERY FAST PACE. 5) A LOT OF THINGS WERE HAPPENING IN A VERY SMALL AMOUNT OF TIME, WHICH RESULTED IN A HIGH WORKLOAD FOR THE FLC. THESE ARE JUST SOME OF THE LESSONS THAT I HAVE LEARNED FROM THIS EVENT: 1) SLOW DOWN AND GIVE THE OTHER CREW MEMBER A CHANCE TO CATCH UP SO THAT THERE IS TIME FOR HIM TO VOICE HIS CONCERNS BEFORE IT IS TOO LATE TO STOP. 2) DO NOT GET COMPLACENT JUST BECAUSE YOU HAVE BEEN AT AN ARPT MANY TIMES AND THINK YOU KNOW WHAT CLRNC TO EXPECT NEXT. 3) BE EXTRA VIGILANT DURING TIMES OF FREQ CONGESTION, SHORT TAXI RTES AND AROUND RWYS THAT ARE IN CLOSE PROX TO EACH OTHER (HOUSTON HOBBY RWY 12R, RWY 12L, RWY 17). 4) RELY ON YOUR ESTABLISHED HABIT PATTERNS. XCHKING THE FINAL APCH SECTOR PROBABLY HELPED TO PREVENT THIS SIT FROM DEVELOPING INTO A POSSIBLE ACCIDENT. 5) DO NOT HESITATE TO SPEAK UP IMMEDIATELY, IF YOU ARE UNSURE OF A CLRNC OR UNSURE OF THE OTHER CREW MEMBER'S UNDERSTANDING OF A CLRNC.

Synopsis

ACR CREW ENTERS RWY AT HOU, TX, WITHOUT CLRNC CAUSING ANOTHER ACFT TO GO AROUND.

ACN: 476331

Time

Date : 200006

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : King Air C90 E90

Aircraft / 2

Controlling Facilities.Tower : HOU&.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 476331

Person / 2

Function.Controller : Ground

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Anomaly.Other Anomaly.Other : ATC.HANDING

Independent Detector.Other.ControllerB : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Narrative

I WAS CLRED TO TAXI TO RWY 17 AT G1 AND HOLD SHORT. THEN TWR REQUESTED ME TO TAXI TO RWY 12R. I REQUESTED DIRECTIONS TO RWY 12R AND WAS TOLD TO MAKE A 'HARD L.' THE ONLY 'HARD L' WAS ONTO RWY 17 AND ACROSS IT TO RWY 12R. THIS WAS DONE AND RESULTED IN TWR CANCELING TKOF CLRNC GIVEN TO THE B737. THE BOEING WAS NOT YET ON THE ROLL. I WAS UNCLR WHETHER TWR WANTED A 'HARD L' BACK TO THE TXWY G OR TO PROCEED AS I DID. I SHOULD HAVE ASKED FOR MORE SPECIFIC INSTRUCTIONS.

Synopsis

PLT FOLLOWS CONFUSING INSTRUCTIONS ENDING UP ON AN ACTIVE RWY AT HOUSTON.

ACN: 482098

Time

Date : 200008

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

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

Aircraft / 2

Controlling Facilities.Tower : HOU&.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : HOU&.Tower

Make Model : B737 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 482098

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

WHILE TAXIING FOR TKOF FOR RWY 12R AT HOU, AN ACR X B737 IN FRONT OF US RPTED FOD ON THE RWY. TWR ASKED IF WE WANTED TO WAIT FOR THE RWY TO BE INSPECTED. WE SAID WE WOULD WAIT. BECAUSE OF THE 3 INTERSECTING RWYS, THE 6 HOLD SHORT LINES IN THAT AREA, THE DARKNESS AND THE INDECISION TO TAKE OFF, WE WERE NOT SURE IF WE HAD CROSSED THE HOLD SHORT LINE FOR RWY 12R. WE ADVISED TWR AND THE TWR TOLD ANOTHER ACR X B737 TO GO AROUND. I FEEL THAT FATIGUE WAS AN ISSUE. MULTIPLE TKOFS AND LNDG THAT DAY WITH MINIMUM REST TIME THE NIGHT BEFORE. HOWEVER, WE DID HAVE A 10 HR REST CYCLE PRIOR TO THE FLT.

Synopsis

POSSIBLE RWY INCURSION AT HOU, TX.

ACN: 518291

Time

Date : 200107

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.MSL.Single Value : 40

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : B737-700

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 518291

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 518294

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 Critical

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.None Taken : Anomaly Accepted

Narrative

AS OUR ACFT WAS GIVEN TKOF CLRNC FROM HOU TWR, I NOTICED A CESSNA CITATION
APCHING OUR RWY FROM TXWY K. THE CITATION DID NOT STOP AND CONTINUED ONTO AND
ACROSS OUR DEP RWY. I TOLD TWR WE WERE ABORTING DUE TO THE CITATION. AFTER THE
ACFT CLRED THE RWY 12R WE WERE AGAIN ISSUED TKOF CLRNC. SUPPLEMENTAL INFO FROI
ACN 518294: WE TOLD THE TWR WE WERE ABORTING DUE TO THE CITATION. THE TWR SAID
NOTHING, WAITED FOR THE PLANE TO FINISH ACROSS, THEN RECLRED US FOR THE TKOF.

Synopsis

A B737 HAS TO ABORT ITS TKOF FROM RWY 12R WHEN A CITATION JET IS SEEN XING THE
RWY ON TXWY K AT HOU, TX.

AGN: 529708

Time

Date : 200111

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : MD-88

Aircraft / 2

Controlling Facilities.Tower : HOU&.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 529708

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 529712

Person / 3

Function.Oversight : Flight Attendant In Charge

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.ControllerA : 4

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Issued New Clearance

Narrative

WE WERE LEAVING HOU, PUSHED BACK FOR A SHORT TAXI TO RWY 12R, AS WE STARTED TAXIING AND DOING OUR CHKLISTS, GND ASKED IF WE WERE READY TO GO. EVEN THOUGH WE WOULD BE NO PROB BEING SET TO GO BY THE TIME WE GOT TO THE RWY. GND CLRED U TO CROSS RWY 12L AND HOLD SHORT RWY 12R. THE COPLT WAS FINISHING THE CHKLISTS AND MAKING SURE THE FLT ATTENDANTS WERE SETTLED. I WAS CONCENTRATING ON MAKING SURE I GOT TO RWY 12R AND NOT RWY 17, AND GOT INTO THE MIND-SET WE WERE GOING TO BE CLRED FOR TKOF RIGHT AWAY. AS WE APCHED THE HOLD SHORT LINE, I ASSUMED WE HAD BEEN CLRED INTO POS AND HOLD. AT THE HOLD SHORT LINE I ASKED THE COPLT TO CHK FOR LNDG TFC AND CONFIRM WITH TWR WE WERE POS AND HOLD. HE WAS JUST GETTING OFF THE INTERPHONE WITH THE FLT ATTENDANTS, AND HAD TO WAIT FOR A TWR XMISSION, BUT WHEN HE ASKED TWR TO CONFIRM POS AND HOLD, TWR TOLD US WE WERE ONLY CLRED TO HOLD SHORT. UNFORTUNATELY, IN ANTICIPATION I HAD STARTED ROLLING, AND HAI CREPT ACROSS THE HOLD SHORT LINE. WE INFORMED TWR, AND HE INSTRUCTED AN ACFT TO GO AROUND. AFTER WHICH WE WERE CLRED FOR TKOF. 2 THINGS THAT GREATLY CONTRIBUTED TO THIS EVENT WERE HURRYING AND FATIGUE. ALTHOUGH SHORT TAXIES ARE A PART OF THE BUSINESS, WITH THE FATIGUE WE BOTH FELT, WE SHOULD HAVE BEEN MORE AWARE OF OUR LIMITATIONS, AND THAT FATIGUE LESSENS OUR CAPABILITIES. IN THIS CASE GOING SLOWER, DOUBLECHKING OUR INFO, NOT MAKING ASSUMPTIONS, AND MAKING SURE BOTH PLTS ARE IN THE LOOP TO XCHK EACH OTHER WOULD HAVE BEEN MORE PRUDENT. SUPPLEMENTAL INFO FROM ACN 529712: WE WERE TAXIING FROM THE TERMINAL RAMP AT HOU TO RWY 12R - A VERY SHORT AND BUSY TAXI THAT CROSSES 2 RWYS. AT THE HOLD LINE FOR RWY 12L, WE WERE INSTRUCTED TO CONTACT TWR. TWR WAS CONTACTED AND WE WERE INSTRUCTED TO CROSS RWY 12L AND RWY 17 AND HOLD SHORT OF RWY 12R. WE TAXIED TO RWY 12R AND CROSSED OVER THE HOLD LINE BY ABOUT 4 FT. I NOTIFIED TWR IMMEDIATELY THAT WE HAD CROSSED THE HOLD LINE. THERE WAS AN ACR DC9 ON A 2 MI FINAL TO RWY 12R AND THEY WERE INSTRUCTED TO GO AROUND. CONTRIBUTING FACTORS: SHORT TAXI WITH ENG START, TAXI AND TKOF CHKLISTS TO BE COMPLETED IN SHORT TIME. FLT ATTENDANT, INFORMING CREW THROUGH INTERPHONE THAT CABIN WAS READY FOR TKOF. THIS WAS DONE AT A VERY BUSY TIME FOR THE COCKPIT CREW. FACTORS AFFECTING THE QUALITY OF HUMAN PERFORMANCE: THE CAPT AND I WERE VERY TIRED. OUR TRIP WAS LEGAL TO FLY, HOWEVER, THE HRS WERE VERY HARD TO GET USED TO WITH SLEEP PATTERNS. THE FIRST DAY WE GOT TO OUR HOTEL AT XA00. THE FINAL DAY HAD US GETTING UP AT XC15. BY THE 4TH AND FINAL DAY OF THIS TRIP WE WERE BOTH EXTREMELY TIRED FROM THESE IRREGULAR HRS. LACK OF ADEQUATE SLEEP DEFINITELY HAD A LARGE ROLE IN THIS OCCURRENCE.

Synopsis

AN ACR CREW MAKES THE CASE THAT FATIGUE GENERATED BY SCHEDULING OF A MULTI-DAY TRIP IS A BIG CONTRIBUTOR TO A RWY INCURSION THAT RESULTED IN A GAR BY ANOTHER ACR.

ACN: 533391

Time

Date : 200112

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : HOU.Tower

Make Model : DC-9 Undifferentiated or Other Model

Aircraft / 2

Make Model : Light Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 533391

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

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Controller : Separated Traffic

Narrative

AT HOUSTON HOBBY WAS CLRED TO TAXI FROM RAMP GATE XX TO RWY 4 VIA HOTEL AND GOLF TO HOLD SHORT OF RWY 12L. GND CLRED ME ACROSS RWY 12L AND TOLD ME HOLD SHORT RWY 17. GND CLRED ME ACROSS RWY 17 AND TOLD ME TO CONTACT TWR. AS I TURNED LEFT ON GOLF TXWY I ENDED UP TAXIING BEYOND THE HOLD SHORT LINE FOR RWY 4 BUT STOPPED SHORT OF THE RWY EDGE. AN ACFT ON A 3 TO 4 MI APCH TO RWY 4 (CORPORATE JET I THINK) DECIDED TO DO A GAR BASED ON MY PROXIMITY TO THE RWY SFC. WAS CLRED FOR TKOF SHORTLY THERE AFTER. THE ACFT THAT DID THE GAR WAS BACK AROUND ON ANOTHER FINAL AS I STARTED MY TKOF ROLL AND DEPARTED. CAUSE OF PROB: IN ATTENTION WHILE TAXIING.

Synopsis

DC9 CAPT OVERSHOT RWY HOLD SHORT LINE CAUSING CPR JET TO GAR.

ACN: 534657

Time

Date : 200201

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : HOU.Tower

Make Model : HS 125 Series 700

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 534657

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Person / 4

Function.Oversight : Supervisor

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Inflight Encounter : Weather

Anomaly.Inflight Encounter.Other : RAIN, FOG, REDUCED VISIBILITY

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

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

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

H25B ACFT, 2 CREW MEMBERS ABOARD AS REQUIRED, OPERATING ON AN IFR FLT PLAN, WAS GIVEN CLRNC TO TAXI FROM RAMP AREA AND EXECUTE A R TURN ONTO THE TXWY WITH CLRNC TO RWY 4. VISIBILITY WAS GREATLY REDUCED BY INTERMITTENT RAIN SHOWERS. THE R SEAT PLT WAS REFING THE ARPT DIAGRAM AND PROMPTING THE L SEAT PLT. THE TXWY WAS WET, THE VISIBILITY MARGINAL, WHICH PROMPTED THE L SEAT PLT WHO WAS TAXIING THE ACFT TO ASK HOW FAR DOWN THE TXWY DO WE GO. THE R SEAT PLT RESPONDED BY SAYING 'ALL THE WAY DOWN.' THE ACFT WAS TAXIED A SHORT DISTANCE WHEN THE L AND R SEAT PLTS BOTH REALIZED THE ACFT HAD CROSSED OVER THE HOLD SHORT LINE FOR RWY 4. THE LINE WAS ESTIMATED TO BE JUST UNDER THE TAIL. THE EVENT WAS OBSERVED BY THE TWR AND THE ACFT WAS GIVEN CLRNC TO TAXI INTO POS ON RWY 4 AND HOLD. AFTER TKOF, A FOLLOW-UP CALL WAS MADE TO THE TWR AND A BRIEF DISCUSSION REGARDING THE MATTER TOOK PLACE. THE FOLLOW-UP CALL CLOSED THE ISSUE ON A POSITIVE NOTE. RWY INCURSIONS ARE A MAJOR ISSUE. COCKPIT VIGILANCE HAS GOT TO BE A FIRST PRIORITY. TAX CLRNC MUST BE EXECUTED CORRECTLY. ONE PLT MUST DOUBLECHK THE TAXI RTE ON THE ARPT DIAGRAM AND MONITOR ACFT POS AND PROMPT THE PLT TAXIING THE ACFT. COCKPIT CREW MEMBERS MUST BE VIGILANT AT ALL TIMES. STRICT VIGILANCE MUST BE MAINTAINED WHILE OTHER COCKPIT DUTIES ARE BEING ACCOMPLISHED. IN THIS INSTANCE AS DESCRIBED BETTER COM BTWN THE 2 PLTS AND A HEIGHTENED AWARENESS OF ACFT POS WOULD HAVE AVOIDED THE EVENT EVER TAKING PLACE.

Synopsis

H25B HAD A RWY INCURSION ON RWY 4 AT HOU, IN THE RAIN, AND REDUCED VISIBILITY.

ACN: 535675

Time

Date : 200201

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : MD-80 Super 80

Aircraft / 2

Controlling Facilities.Tower : HOU&.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 535675

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 535676

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 : Sterile Ckpit Concept

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 3

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Other : Advisedate

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

LOCATION: HOU. WE WERE TOLD TO TAXI FROM GATE XX VIA TXWY E TO HOLD SHORT OF RWY 12L. ENRTE, WE WERE TOLD TO CROSS RWYS 12L AND 17. THE HOLD LINES BTWN THE APCH ENDS OF RWYS 17 AND 12R ARE VERY CLOSE TOGETHER, AND WHILE MAKING THE 'PREPARE FOR TKOF' PA, I TAXIED THE ACFT SLIGHTLY PAST THE HOLD LINE FOR RWY 12R. WE STOPPEE INFORMED THE TWR, AND AN ACFT ON FINAL ELECTED TO MAKE A GAR. IN THAT SIT, I SHOULD NOT HAVE DIVIDED MY ATTN TO MAKING A PA WHILE THE ACFT WAS MOVING.

Synopsis

AN S80 PIC, WHILE ON THE PA, CROSSES THE HOLD SHORT LINE FOR RWY 12R AT HOU, TX.

ACN: 535750

Time

Date : 200101

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HOU.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : HOU&.Tower

Make Model : MD-80 Super 80

Person / 1

Function.Flight Crew : Captain

ASRS Report : 535750

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 535749

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 : Confused

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Other : Notified ATC

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other : Company Review

Narrative

LOCATION: HOU. WE WERE CLRED TO TAXI TO RWY 4 ON TXWY G. THE RVR WAS 3000 FT, POOR VISIBILITY. I TAXIED PAST RWY 4 AS I WAS SLIGHTLY CONFUSED WITH THE SIGNS AND THE VISIBILITY. I COULD SEE THE RWY OFF TO THE L. APPARENTLY THE END OF THE RWY TOUCHES THE TXWY THOUGH TO ME THIS WAS NOT APPARENT AT THE TIME. THUS, I MISTAKENLY TAXIED PAST MY RWY WHILE AT THE SAME TIME XING THE APCH END. NO PROBS WITH CONFLICTING TFC. WE TURNED AROUND AT THE END OF TXWY G AND RETURNED TO TKOF ON RWY 4. I MENTION THIS TO HIGHLIGHT THE PROX OF RWY 4 TO THE TXWY. MORE DILIGENCE ON MY PART WOULD HAVE AVOIDED THIS MISTAKE. SUPPLEMENTAL INFO FROM ACN 535749: RUNNING THE REQUIRED CHKLIST AND BRIEFINGS, WE INADVERTENTLY CROSSEI THE ACTIVE RWY AT THE APCH END. NO CONFLICT OCCURRED. GND CTL WAS NOTIFIED AND CLRED US FOR A 180 DEG TURN AND TO HOLD SHORT OF RWY 4.

Synopsis

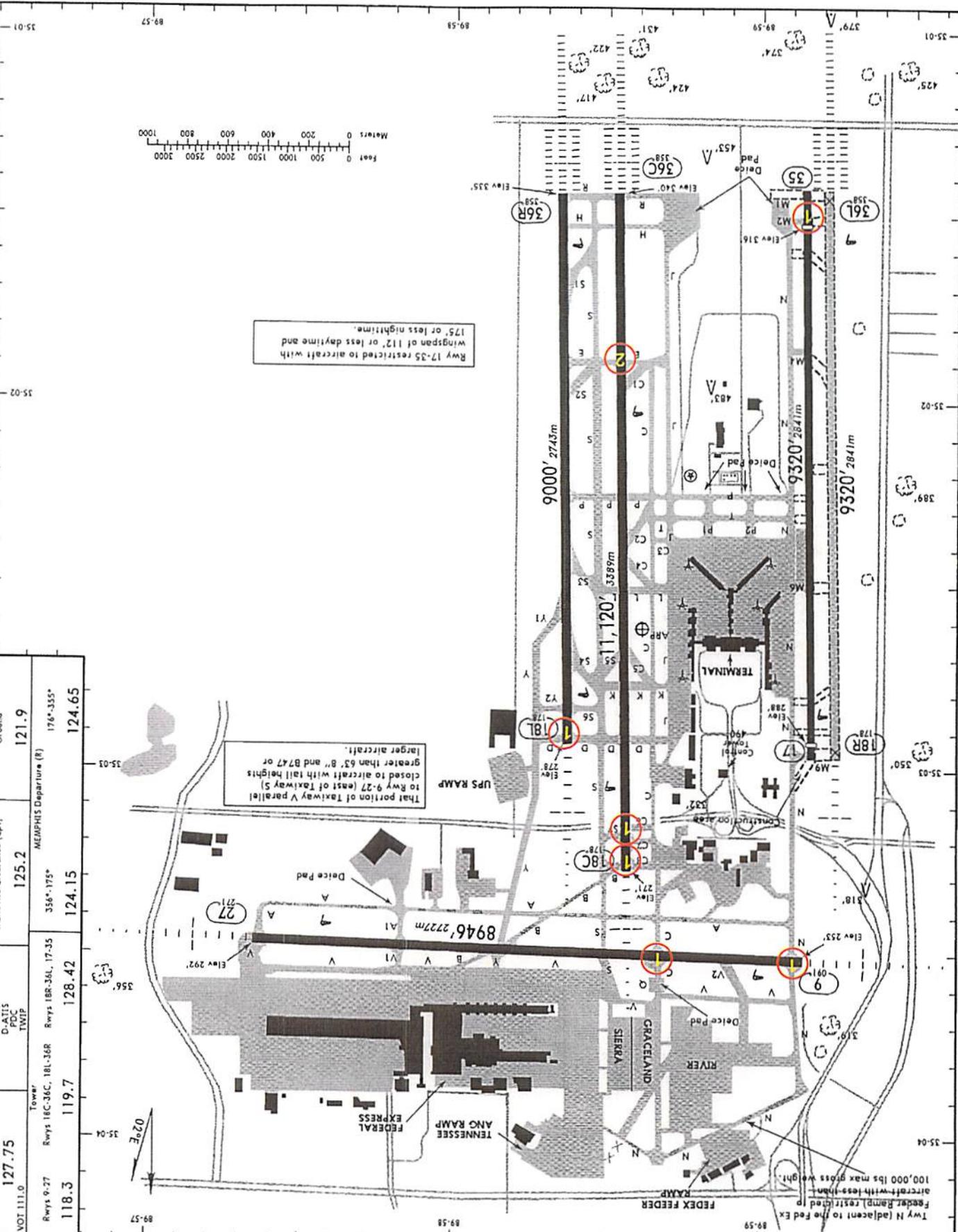
AN S80 FLC CROSSES THE ACTIVE RWY, RWY 4, THEIR ASSIGNED RWY, WITHOUT CLRNC ON
A FOGGY NIGHT OP IN HOU, TX.



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

THE UNIVERSITY OF CHICAGO
LIBRARY

NOT 111.0	D-ATIS 127.75	ACARS D-ATIS POC TWIP	MEMPHIS Clearance (Cpt)	Ground
118.3	119.7	Rwys 16C-36C, 18L-36R	125.2	121.9
118.3	119.7	Rwys 16C-36C, 18L-36R	MEMPHIS Departure (R) 356°-175°*	176°-355°*
128.42	128.42		124.15	124.65



Rwy 17-35 restricted to aircraft with wingspan of 112' or less daytime and 175' or less nighttime.

That portion of Taxiway V parallel to Rwy 9-27 (east of Taxiway S) closed to aircraft with tail heights greater than 63' 8" and 87.47 or larger aircraft.

Twy N (adjacent to the Fed Ex Feeder Ramp) restricted to aircraft with less than 100,000 lbs max gross weight.

Notice: After 7/25/2002 09012 this chart should not be used without first checking JeppView or NOTAMS.

Memphis International Airport (MEM)

8 Runway Incursion Incidents

Runway 18R	
Taxiway M6	ACN 487224 "...Ground...told me to taxi to Runway 18R at M6. Tower cleared me for takeoff Runway 18R at M6...I took off on a closed runway, but they had reviewed tapes and I was cleared for takeoff on that runway."
Runway 18C	
Taxiway E	"Landed Runway 18L...turn right at Taxiway S, hold short of Taxiway P'...assumed Taxiway S...was on the west side of Runway 18C...crossed Runway 18C, anticipating...Taxiway S was 1 of the 2 upcoming taxiways...Tower Supervisor...told me...general aviation aircraft had been cleared for takeoff on Runway 18C while I was crossing it..."
Taxiway Unidentified	"Landed on Runway 18L...instructions 'Turn right at Taxiway S, hold short of Taxiway P'...did not...hear the instructions...assumed Taxiway S...taxiing westbound on Taxiway E...crossed Runway 18C..."
Taxiway Unidentified	Runway 18C with the BA46...trainee cleared the C182 for takeoff...BA46 stopped in the middle of the runway...C182...rotated and started a turn."
Taxiway Unidentified	"...crossed Air Carrier X on Runway 18C at the same time Air Carrier Y was cleared for takeoff...Local Controller aborted Air Carrier Y's takeoff..."
Runway 18L	
Taxiway D	"...instructed...hold short of Runway 18L at Taxiway D...instructed 'Air Carrier Y, cross Runway 18L at Taxiway D without delay, aircraft on 2 mile final'...responded, 'Air Carrier X crossing Runway 18L at Taxiway D without delay'...Air Carrier Y informed Ground that they were holding short of Runway 27, the Controller...realized...mistake and instructed 'Air Carrier X resume taxiing, hold short of Runway 27 at Taxiway A.'"
Runway 27	
Taxiway C	"...hold short of Runway 27 at Taxiway C...First Officer...believed we were 'cleared across Runway 27 at Taxiway C'...DC10 was clearing the runway to our left...aircraft...on final was 5-6 miles out...Tower...said we were not cleared to cross but confirmed our readback, Ground Controller's failure to catch it..."
Taxiway N	"Landed Runway 36L...proceed via Taxiway N, hold short of Runway 27...Ground told us cross Runway 27 give way to Boeing...glanced out back of window and saw a DC10/MD11...touchdown on Runway 9...was surprised when our aircraft did...cross Runway 27."



ACN: 468556

Time

Date : 200003

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : Heavy Transport

Aircraft / 3

Controlling Facilities.Tower : MEM.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Aircraft / 4

Controlling Facilities.Tower : MEM.Tower

Make Model : Boeing Company Undifferentiated or Other Model

Aircraft / 5

Controlling Facilities.Tower : MEM.Tower

Make Model : DC-10 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer

ASRS Report : 468556

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

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

Person / 9

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Anomaly.Other : ATC Handling

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Narrative

LANDED RWY 36L, EXITED AT M6. CALLED MEM GND AND WAS DIRECTED TO PROCEED VIA TXWY N, HOLD SHORT OF RWY 27. WHEN ABEAM OF THE FBO BUILDINGS, MEM GND TOLD US TO GIVE WAY TO A HVY ACFT Y THAT WOULD BE XING RWY 27 AT INTXN C. I SPOTTED THE HVY AT TXWY A AND INTXN C, JUST ABOUT TO CROSS RWY 27 AT INTXN C. THIS ACFT DIDN'T APPEAR TO BE IN A POS OF POTENTIAL CONFLICT WITH US. A SHORT TIME LATER, AS WE APCHED TXWY A MEM GND TOLD US TO CROSS RWY 27 AND GIVE WAY TO A BOEING ACFT Z, FOLLOWING THE PREVIOUSLY IDENTED HVY XING RWY 27 AT INTXN C. AGAIN, THIS SECOND ACFT DIDN'T APPEAR TO BE IN A POS OF POTENTIAL CONFLICT WITH US. WE STARTED TO CROSS RWY 27 AND TXWY N. THEN I SAW A BOEING ACFT W TURNING IN FRONT OF US FROM TXWY N ONTO TXWY Z, PERPENDICULAR TO MY LINE OF SIGHT. THIS BOEING WOULD HAVE HAD MORE OF A POTENTIAL TAXI CONFLICT WITH THE 2 PREVIOUS GND TAXI CALLS THAN US. UP UNTIL THIS TIME (TURNING PERPENDICULAR TO OUR LINE OF SIGHT), I HAD NOT NOTICED THIS BOEING. AS WE CLRED RWY 27 AND APCHED THE TURN ONTO TXWY Z, I GLANCED OUT BACK OF MY WINDOW AND SAW A DC10/MD11 ACFT V TOUCHDOWN ON RWY 9. MEM GND ASKED US OUR LOCATION. I RESPONDED 'JUST TURNING OFF OF TXWY N ONTO TXWY Z.' NOTHING ELSE FROM MEM GND. IT WAS THE TONE AND WAY MEM GND ASKED FOR OUR LOCATION WHICH MAKES ME FEEL WHEN HE CLRED 'ACFT X CROSS RWY 27,' THAT HE WAS REFERRING TO THE BOEING ACFT W IN FRONT OF US AND HE WAS SURPRISED WHEN OUR ACFT DID IN FACT CROSS RWY 27. I QUESTIONED THE OTHER CREW MEMBERS AND THEY HEARD OUR CLRNC TO CROSS RWY 27 ALONG WITH THE 'GIVE WAY TO' CALLS FROM GND CTL. IN SHORT, I FEEL GND THOUGHT WE (ACFT X) WERE THE OTHER BOEING ACFT W IN FRONT OF US ON TXWY N.

Synopsis

GND HANDLING IS COMPLICATED AT MEM DURING THE LATE NIGHT HIGH TFC HRS.

ACN: 472990

Time

Date : 200005

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : B727-200

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Flight Crew : Second Officer

ASRS Report : 472990

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 472992

Person / 3

Function.Flight Crew : First Officer

ASRS Report : 472991

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 : 3

Resolatory Action.Other : CTRLR REPLACED

Narrative

DURING TAXI BACK AFTER LNDG, GND CTL INSTRUCTED US (ACR X) TO HOLD SHORT OF RWY 18L AT TXWY D. AFTER CLRING ANOTHER ACFT FOR TKOF (RWY 18L), GND CTL INSTRUCTED 'ACR Y, CROSS RWY 18L AT TXWY D WITHOUT DELAY, ACFT ON 2 MI FINAL.' SINCE WE WERE THE ACFT HOLDING SHORT, WE RESPONDED 'ACR X XING RWY 18L AT TXWY D WITHOUT DELAY.' AFTER XING, GND RESPONDED THAT THE CLRNC WAS FOR ANOTHER ACFT. AFTER ACR Y INFORMED GND THAT THEY WERE HOLDING SHORT OF RWY 27, THE CTLR APPARENTLY REALIZED THEIR MISTAKE AND INSTRUCTED 'ACR X RESUME TAXIING, HOLD SHORT OF RWY 27 AT TXWY A.' THIS CTLR MADE SEVERAL OTHER CALL SIGN ERRORS DURING THIS TIME AND APPEARED TO BE CONFUSED AND/OR TASK SATURATED. IT APPEARED THAT AFTER A FEW MINS OF THIS CONFUSION, THE CTLR WAS REPLACED.

Synopsis

B727 CREW HAD RWY INCURSION AFTER TAKING A CLRNC MEANT FOR ANOTHER ACFT.

ACN: 487224

Time

Date : 200009

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : Caravan 1 208A

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 487221

Person / 2

Function.Controller : Ground

Person / 3

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Non Adherence.Other : TKOF ON CLOSED RWY

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Consequence.Other.Other : TKOF ON CLOSED RWY

Narrative

CALLED GND FOR TAXI. THEY TOLD ME TO TAXI TO RWY 18R AT M6. I READ THE CLRNC BACK AND TAXIED TO RWY 18R AT M6. CALLED TWR WHEN I WAS READY. TWR CLRED ME FOR TKOF RWY 18R AT M6. I READ THE CLRNC BACK AND TOOK OFF. I HEARD NOTHING MORE FROM TWR. 2 DAYS LATER, COMPANY CALLED ME AND SAID SOMEONE HAD CALLED THEM AND SAID I TOOK OFF ON A CLOSED RWY, BUT THEY HAD REVIEWED TAPES AND I WAS CLRED FOR TKOF ON THAT RWY. THERE WERE NO BARRICADES OR FLASHING LIGHTS, AND NO SIGNS INDICATING IT WAS CLOSED AT THAT TIME. I THINK ANY ONE OF THESE THINGS MIGHT HAVE STOPPED THIS SIT FROM HAPPENING.

Synopsis

PLT OF A CARGO C208B TOOK OFF FROM A CLOSED RWY AT MEM.

ACN: 491889

Time

Date : 200011

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : DC-10 Undifferentiated or Other Model

Aircraft / 3

Controlling Facilities.Tower : MEM.Tower

Make Model : B727 Undifferentiated or Other Model

Aircraft / 4

Controlling Facilities.Tower : MEM.Tower

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 491889

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.Controller : Ground

Person / 8

Function.Controller : Supervisor

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerB : 7
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

APCHING INTXN OF TXWYS A AND C I BROUGHT THE ACFT TO A STOP. OUR CLRNC WAS HOLD SHORT OF RWY 27 AT TXWY C. GND CTL WAS CONFUSED AS TO WHERE WE WERE AND ASKED US IF WE WERE THE ACFT ON TXWY N. THE FO REPLIED, NO, ACR X IS ON TXWY A. A DC10, WAS TRYING TO CLR RWY 27 AT THE END AND THERE WAS A B727 APCHING THE INTXN OF TXWYS A AND N (A CONFLICT). GND CTL'S XMISSIONS APPEARED TO BE SOMEWHAT BROKEN OR INCOMPLETE. WHILE RECEIVING OUR COMPANY'S RAMP PARKING CONFIRMATION FROM THE RAMP TWR, GND CTL CALLED - THE FO (ALL OF US AGREED) BELIEVED WE WERE 'CLRED ACROSS RWY 27 ON TXWY C.' HE READ BACK THE CLRNC AS 'ACR X CLRED TO CROSS RWY 27 ON TXWY C.' THE DC10 WAS STILL CLRING THE RWY TO OUR L AND THE CLOSEST ACFT VISIBLE ON FINAL WAS 5-6 MI OUT. I TURNED ON THE TAXI LIGHT, RELEASED BRAKES, TURNED L ONTO TXWY C, VISUALLY CLRED BOTH DIRECTIONS AGAIN THEN CROSSED RWY 27 AT TXWY C. N OF RWY 27 AS WE WERE TURNING E ON TXWY V, GND CTL ASKED 'ACR X, IS THAT YOU N OF RWY 27?' THE FO ANSWERED 'ACR X AFFIRMATIVE. YOU CLRED US ACROSS.' THE GND CTLR STATED 'NO, I DID NOT.' THE REMAINING TAXI TO PARKING WAS UNEVENTFUL. I TALKED TO THE TWR SUPVR LATER (ABOUT 30 MINS LATER). HE SAID WE WERE NOT CLRED TO CROSS BUT CONFIRMED OUR READBACK, GND CTLR'S FAILURE TO CATCH IT AND BAD RADIO RECEPTION AS WELL AS 'CONFUSION.' NO FURTHER ACTION.

Synopsis

RWY INCURSION AT MEM, TN, WHEN XING CLRNC READBACK IS NOT QUESTIONED BY TWR WHO PURPORTS THAT IT WAS NOT GIVEN.

ACN: 494111

Time

Date : 200012

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MEM.Airport

State Reference : IN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : Skylane 182/RG Turbo Skylane/RG

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : BAe 146 Undifferentiated or Other Model

Person / 1

Function.Instruction : Instructor

Function.Controller : Local

ASRS Report : 494111

Person / 2

Function.Instruction : Trainee

Function.Controller : Local

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

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

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Insufficient Time

Narrative

THIS WAS THE 5TH DAY FOR THIS NEW TRAINEE ON POS AT THIS FACILITY. LCL CTL NORMALLY KEEPS AN ACFT ON THEIR FREQ UNTIL AFTER THEY CROSS THE INNER PARALLEL RWY *RWY 18C). THE BA46 WAS SIDE-STEPPED FROM RWY 18R OVER TO RWY 18L BY THE OTHER LCL CTLR BUT WAS NOT ISSUED A FREQ CHANGE TO OUR FREQ. THE C182 WAS HOLDING IN POS ON RWY 18C. THE OTHER LCL COORDINATED WITH THE TRAINEE TO CROSS RWY 18C WITH THE BA46 AND WAS APPROVED. WHILE I WAS COORDINATING WITH GND CTL ON SEVERAL DEPS TAXIING OUT THAT HAD JUMPED FREQ AND WERE IN A STANDOFF (9 ACFT ON 4 TXWYS) WONDERING WHAT THEIR SEQUENCE WAS, THE TRAINEE CLRED THE C182 FOR TKOF. THE OTHER LCL ASKED IF THE C182 WAS ROLLING AND I TURNED TO SEE THE BA46 STOPPED IN THE MIDDLE OF THE RWY. AS I STARTED TO CANCEL THE C182'S TKOF CLRNC, HE ROTATED AND STARTED A TURN. SEVERAL SOLUTIONS: 1) UNSURE ACFT ARE CLR OF RWY. 2) WHEN CHANGING ACFT TO ANOTHER RWY, ALSO ISSUE A FREQ CHANGE TO THE APPROPRIATE CTLR WORKING THAT RWY. 3) WHEN XING A RWY, DO NOT STOP UNTIL CLR OF IT REGARDLESS OF WHETHER OR NOT YOU HAVE CONTACTED GND CTL. 4) DURING A DEP PUSH, DO NOT CHANGE TO TWR FREQ UNTIL #1 ACFT AT RWY OR WHEN TOLD TO BY GND CTL. LCL CTL IS BUSY ENOUGH WITHOUT HAVING TO DO GND CTL'S SEQUENCING BECAUSE THE PLT CHANGES FREQ BEFORE HE KNOWS WHO TO FOLLOW.

Synopsis

MEM LCL DEVELOPMENTAL CTLR CLRS C182 FOR TKOF WITH BA46 XING RWY.

ACN: 501434

Time

Date : 200102

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

Make Model : EMB ERA 145 ER&LR

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : A320

Person / 1

Function.Controller : Ground

ASRS Report : 501434

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Supervisor

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 Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Narrative

WHILE WORKING GND CTLR IN MEMPHIS TWR DURING A BUSY MORNING OUTBOUND PUSH, I HAD BEEN RELEASED CTLR OF RWY 18C FOR CROSSING TO SEND ACFT TO RWY 18L TO ACCOMMODATE SIMULTANEOUS DEPS. DURING THIS PERIOD AN A320 (Y) REQUESTED RWY 18C BECAUSE OF WEIGHT. UNDER NORMAL CONDITIONS HE WOULD HAVE BEEN GIVEN RWY 18R. AT THE TIME HE WAS NEARING READY FOR TAKEOFF I STARTED GETTING ALL THE OUTBOUND AFC CLR OF RWY 18C AND GAVE THE RWY BACK TO LOCAL. AT THAT TIME LOCAL HAD CLRED ACR X AN EMBRAER 145 TO LAND ON RWY 18L, HE TURNED OFF AND WAS TOLD TO CONTACT GND. I THEN CROSSED ACR X ON RWY 18C AT THE SAME TIME ACR Y WAS CLEARED FOR TAKEOFF. THE LOCAL CTLR ABORTED ACR Y'S TAKE OFF AND I EXPEDITED ACR X ACROSS RWY 18C. THE ACFT WE NEVER CLOSER THAN 6000 FT AT TAXI SPEED. UNDER NORMAL PROCEDURES LOCAL WOULD HAVE TURNED ACR X OFF RWY 18L AND HELD SHORT OF RWY 18C ON TWR FREQ OR CROSSED RWY 18C THEN CONTACTED GND. AT THE TIME I HAD 13 ACFT ON MY FREQ. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR INDICATED THAT HEAVY WORKLOAD WAS AN ISSUE -- HE WAS WORKING 13 ACFT AT THE TIME OF THE RWY INCURSION EVENT AND SIMPLY MISSED THE POTENTIAL CONFLICT. HE INDICATED THAT LOCAL SWITCHED ACR X TO GND UPON CLRING RWY 18L, AND BECAUSE OF THE VERY SHORT DISTANCE BETWEEN RWY S 18L AND 18C, THERE IS A SIGNIFICANT OPPORTUNITY FOR THIS SORT OF 'TRAP' TO DEVELOP. HE SUGGESTS THAT ACFT SHOULD REMAIN WITH TWR IF RWY 18C IS ACTIVE.

Synopsis

AN ACR X LNDG RWY 18L IS SWITCHED TO GND AND CLRED ACROSS RWY 18C AS ACR Y IS CLRED FOR TAKEOFF ON RWY 18C. THE SIT IS RECOGNIZED AND ACR Y'S TAKEOFF IS ABORTED WHILE ACR X IS EXPEDITED.

ACN: 513466

Time

Date : 200106

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

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

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513466

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 513467

Person / 3

Function.Controller : Local

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

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

ANTICIPATED 'NORMAL' TAXI INSTRUCTIONS DURING MY CLRING OF THE LNDG RWY. HOWEVER I DID NOT 'HEAR' THE CTLR'S ACTUAL INSTRUCTIONS, AND PROCEEDED ON THE TAXI ROUTING I'VE BEEN GIVEN REPEATEDLY OVER THE LAST FEW YRS. WRONGLY REVERTED TO A HABIT PATTERN INSTEAD OF LISTENING TO WHAT THE CTLR WAS ACTUALLY SAYING. TWR DID NOT MONITOR MY TAXI PROGRESS AFTER I CAME OFF THE HIGH SPD TXWY. DID NOT ANTICIPATE THE ACFT MISSING/PASSING THE ASSIGNED TXWY (TXWY S). LANDED ON RWY 18L AT MEM. ROLLED OFF AT THE HIGH SPD TXWY, AS 'NORMAL,' AND CONTINUED TOWARDS TXWY E WHILE FO RECEIVED INSTRUCTIONS FROM TWR TO 'TURN R AT TXWY S, HOLD SHORT OF TXWY P.' I DID NOT ACTUALLY HEAR THE INSTRUCTIONS AND ASKED THE FO WHAT TWR'S TAXI INSTRUCTIONS WERE. I ASSUMED TXWY S, WHICH I HAD NEVER USED, WAS ON THE W SIDE OF RWY 18C. IN FACT, BY THIS TIME, IT WAS ACTUALLY BEHIND ME AS I WAS TAXIING WBOUND ON TXWY E. WE CROSSED RWY 18C, ANTICIPATING THAT TXWY S WAS 1 OF THE 2 UPCOMING TXWYS THAT WE WOULD TURN R ONTO. SINCE WE HAD NOT RECEIVED A 'HOLD SHORT OF RWY 18C' CALL, AND WE WERE STILL IN CONTACT (AS ASSIGNED) TO TWR, XING THE RWY DID NOT SEEM UNUSUAL, AFTER PARKING AT THE TERMINAL, I RECEIVED WORD TO CALL THE TWR SUPVR, WHO TOLD ME THAT BECAUSE A GA ACFT HAD BEEN CLRED FOR TKOF ON RWY 18C WHILE I WAS XING IT, A RWY INCURSION INCIDENT HAD OCCURRED. SUPPLEMENTAL INFO FROM ACN 513467: AT THAT TIME TWR ISSUED US TAXI INSTRUCTIONS. I REPEATED THE TAXI INSTRUCTIONS TO THE TWR, AND ALSO TO THE CAPT WHO ASKED TO HAVE THE INSTRUCTIONS VERIFIED. THE CAPT THEN INSTRUCTED ME TO START THE AFTER LNDG CHKLIST. AT THE SAME TIME HE TAXIED ONTO TXWY E WBOUND. I HAD NO REASON TO BELIEVE THE CAPT WAS UNCLR WITH THE TAXI INSTRUCTIONS AND THOUGHT HE WAS COMPLYING WITH THE TWR TAXI INSTRUCTIONS.

Synopsis

AN LTT CREW DIDN'T ADHERE TO THEIR TAXI CLRNC AT MEM, INSTEAD THEY PROCEEDED AS IN THE PAST.

ACN: 513491

Time

Date : 200106

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MEM.Tower

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

Aircraft / 2

Controlling Facilities.Tower : MEM.Tower

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 513491

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Runway

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

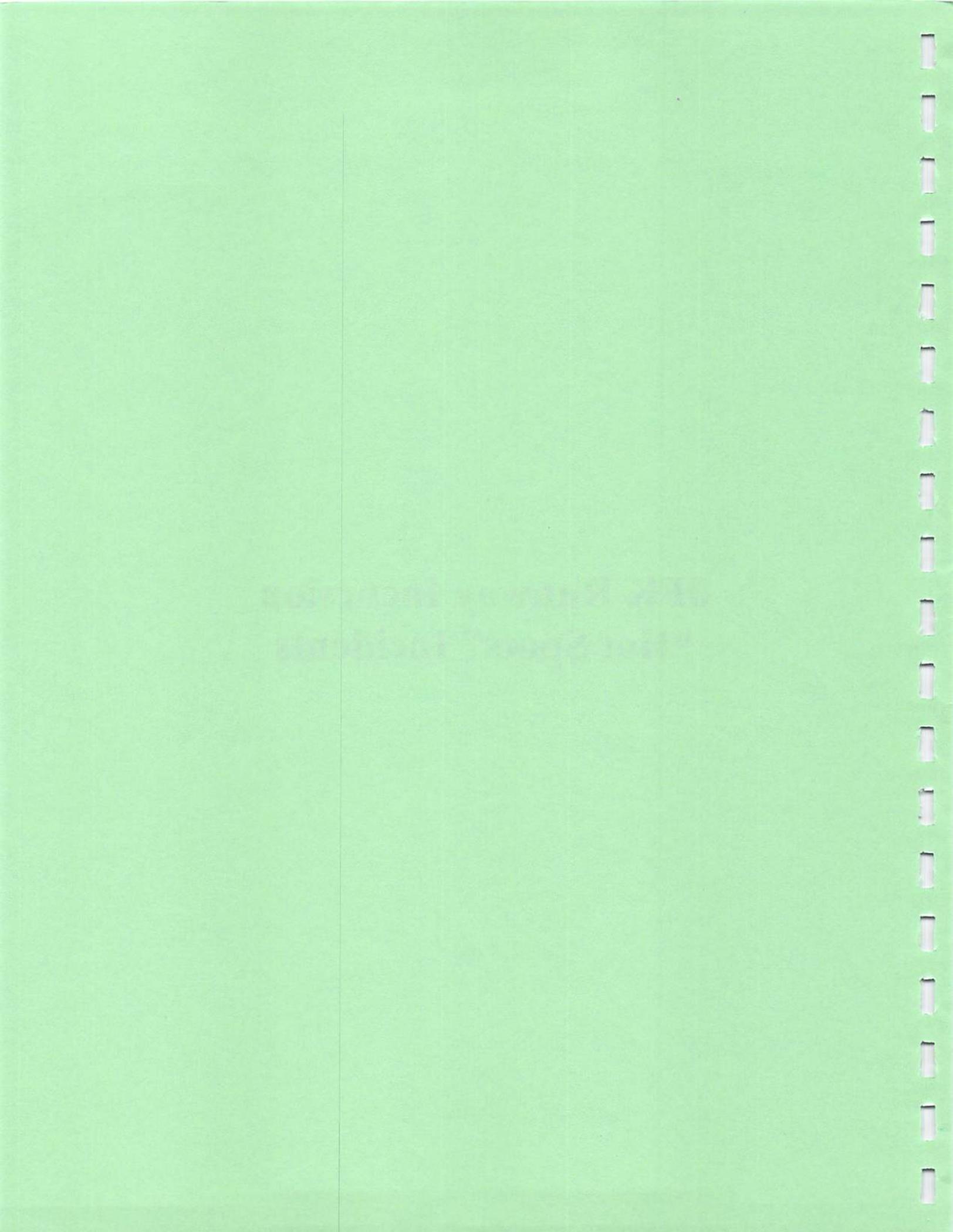
Narrative

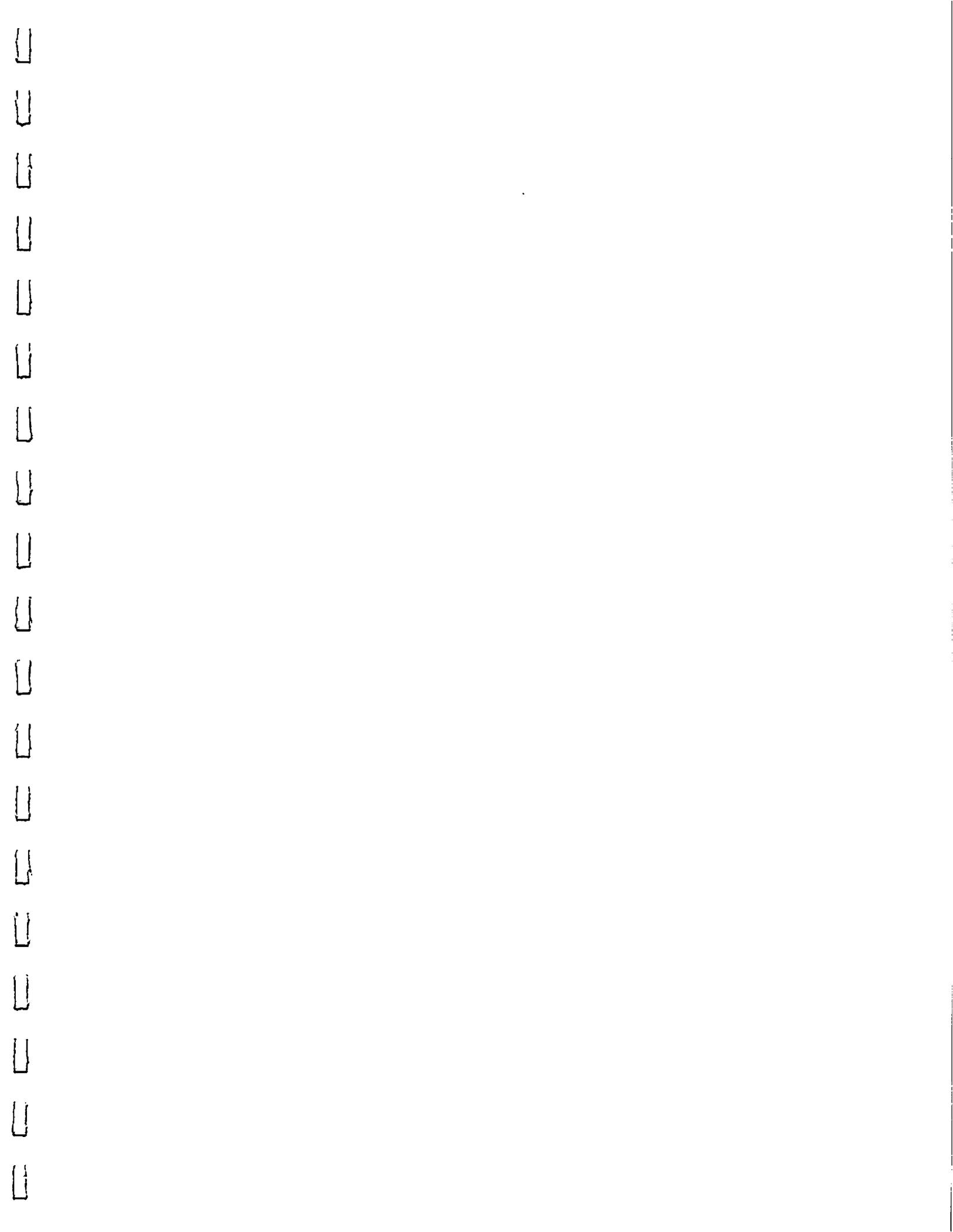
LANDED ON RWY 18L AT MEM. ROLLED OFF AT THE HIGHSPD TXWY, AS 'NORMAL,' AND CONTINUED TOWARDS TXWY E WHILE FO RECEIVED INSTRUCTIONS FROM TWR TO 'TURN R AT TXWY S, HOLD SHORT OF TXWY P.' I DID NOT ACTUALLY HEAR THE INSTRUCTIONS AND ASKED THE FO WHAT TWR'S TAXI INSTRUCTIONS WERE. I ASSUMED TXWY S, WHICH I HAD NEVER USED, WAS ON THE W SIDE OF RWY 18C. IN FACT, BY THIS TIME, IT WAS ACTUALLY BEHIND ME AS I WAS TAXIING WBOUND ON TXWY E. WE CROSSED RWY 18C, ANTICIPATING THAT TXWY S WAS ONE OF THE TWO UPCOMING TXWYS THAT WE WOULD TURN R ONTO. SINCE WE HAD NOT RECEIVED A 'HOLD SHORT OF RWY 18C' CALL, AND WE WERE STILL IN CONTACT (AS ASSIGNED) TO TWR, XING THE RWY DID NOT SEEM UNUSUAL. AFTER PARKING AT THE TERMINAL, I RECEIVED WORD TO CALL THE TWR SUPVR, WHO TOLD ME THAT BECAUSE A GA ACFT HAD BEEN CLRED FOR TKOF ON RWY 18C WHILE I WAS XING IT, A RWY INCURSION INCIDENT HAD OCCURRED. THIS INCIDENT OCCURRED DURING THE NOON 'PUSH' AT MEM. ONLY 2 OF 4 RWYS WERE OPERATIONAL, DUE TO CONSTRUCTION. ATC WAS PACKING THEM IN ON FINAL APCH, SPDING ACFT UP AND SLOWING THEM DOWN, IN ORDER TO ACCOMMODATE ALL THE VARIOUS TYPES OF ACRS. THIS CONTRIBUTES GREATLY TO THE 'HURRY UP AND GET OUT OF THE WAY' MENTALITY OF CTRLRS AND PLTS ALIKE. THE RWY CLOSURES AND CONSTRUCTION CAUSES ATC TO GET CREATIVE WITH CTLING/DIRECTING ACFT MOVEMENT ON THE GND. HENCE, CONFUSION ON EVERYONE'S PART IS NOT UNCOMMON. ANTICIPATED 'NORMAL' TAXI INSTRUCTIONS DURING MY CLRING OF THE LNDG RWY. HOWEVER, I DID NOT 'HEAR' THE CTRLR'S ACTUAL INSTRUCTIONS, AND PROCEEDED ON THE TAXI ROUTING I'VE BEEN GIVEN REPEATEDLY OVER THE LAST 7 YRS. WRONGLY REVERTED TO A HABIT PATTERN INSTEAD OF LISTENING TO WHAT THE CTRLR WAS ACTUALLY SAYING. TWR DID NOT MONITOR MY TAXI PROGRESS AFTER I CAME OFF THE HIGH SPD TXWY. DID NOT ANTICIPATE THE ACFT MISSING/PASSING THE ASSIGNED TXWY S.

Synopsis

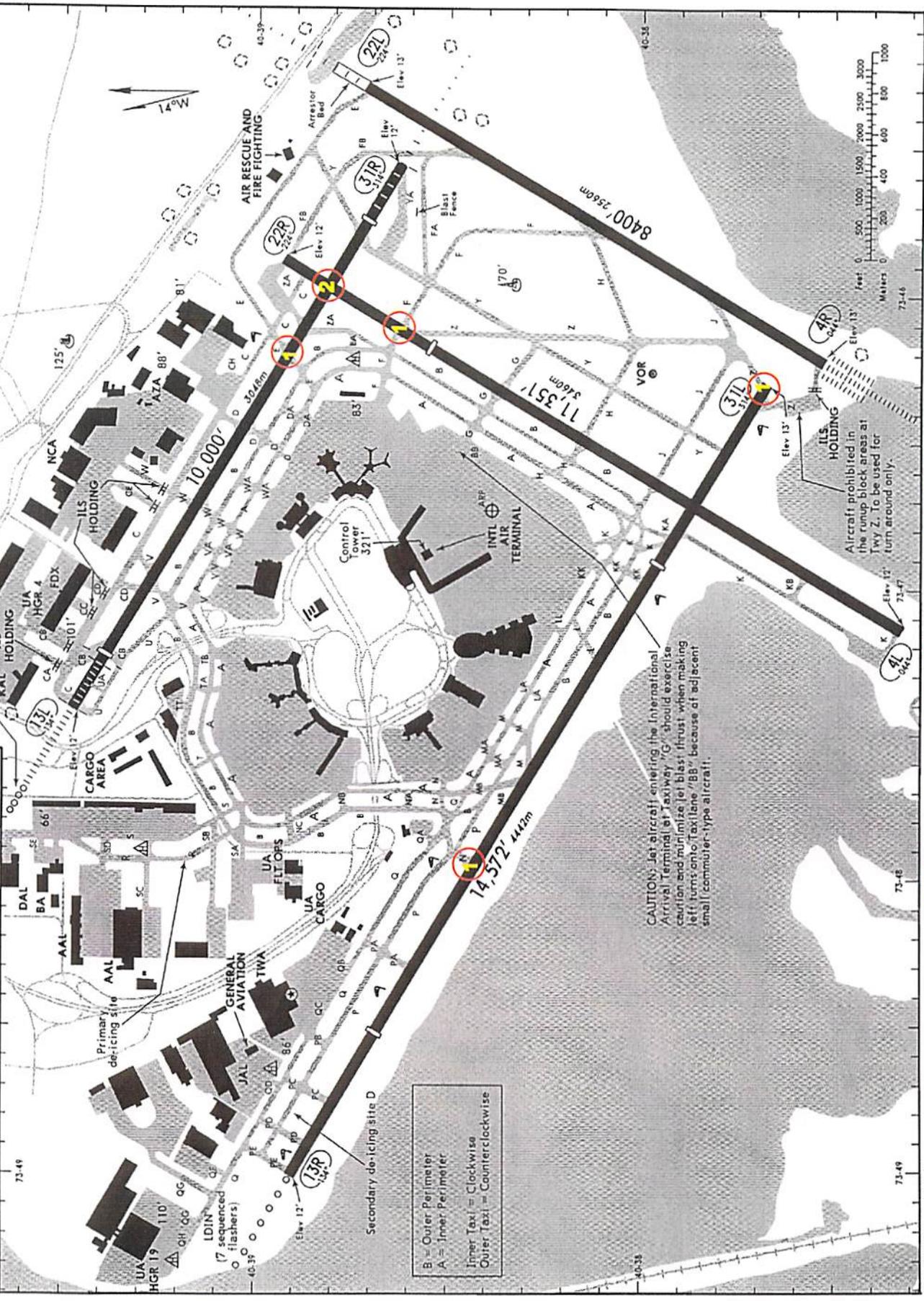
A COMMUTER CAPT'S RPT ON A RWY INCURSION AT MEM, TN.

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





D-ATIS Departure	115.1	128.72	Ground	121.9	135.05	KENNEDY Clearance	119.1 (Rwys 4R/22L & 13L/31R) 123.9 (Rwys 4L/22R & 13R/31L)	Tower	115.1
General Aviation Terminal UNICOM	122.95		NEW YORK Departure (R)	135.9	134.35	124.75	123.7	VOT	115.1



CAUTION: Jet aircraft entering the International Arrival Terminal at Taxiway "G" should exercise caution and minimize jet blast thrust when making left turns onto Taxiway "BB" because of adjacent small/commuter-type aircraft.

ILS HOLDING
 Aircraft prohibited in the ramp block area at Twy Z. To be used for ILS 13' turn around only.

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.

All 6 runway incursion incident locations were identified

John F. Kennedy International Airport (JFK)

6 Runway Incursion Incidents

Runway 4L	
Taxiway F	ACN 516261 "...cleared...land...Runway 4L.... Tower cleared another aircraft...cross Runway 4L at Taxiway F...initiated go around at approximately 150 to 100 feet AGL..."
Runway 13R	
Runway 22R	"...B737 rolling out on Runway 13L...instructed to turn right on Runway 22R...stopped short of...hold line G4 landed and rolled out on Runway 13L...B737's tail was not clear..."
Taxiway P	"...taxi via Taxiway A, Taxiway N, Taxiway P, to Runway 13R...made...left turn onto Runway 13R by 30 to 40 feet"
Runway 31R	
Taxiway E	"...taxi via Taxiway E, hold short of Taxiway G'...After checking Runway 31R was clear...crossed Runway 31R and continued on Taxiway E...(Taxiway E does not intersect Taxiway G)..."
Runway 31L	
Runway 22R	"Landed...Runway 22L...instructed taxi straight ahead onto Runway 31L from Zulu Taxiway...aircraft...taking off Runway 22R...told to abort..."
Taxiway Z	"...exiting Runway 22L...taxi via Taxiway Z cross Runway 31, join Taxiway G... hold short of Runway 22R...asked why we were on Runway 31..."



ACN: 478580

Time

Date : 200007

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : Light Transport

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 478580

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Incursion : Runway

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Other : TAXIED OFF RWY

Narrative

I AM CONVINCED THE STEM OF THIS PROB CAME FROM HAVING A REDUCED REST OF 8 HRS THE PREVIOUS NIGHT AFTER BEING ON DUTY FOR 14 HRS. THE INCIDENT HAPPENED, I FEEL, AS A DIRECT RESULT OF A LONG DAY PREVIOUS, FOLLOWED BY A REDUCED REST FOLLOWED THE NEXT MORNING BY A 6 1/2 HR BREAK BTWN LEGS. EVEN THOUGH I DID NOT FEEL FATIGUED, I NOTICED MYSELF MAKING SMALL ERRORS ALL DAY - THE WORST OF WHICH WAS THE RWY INCURSION. OUR USUAL RTE IS TO TAXI VIA TXWY A, TXWY N, TXWY P TO RWY 13R. WHILE TAXIING OUT, WE EXPERIENCED A BLEED PROB ON THE #2 ENG. WHILE DIAGNOSING THE PROB, KEEPING WITH OUR NORMAL RTE, WE WOULD MAKE AN S-TURN TO THE L TO MOV TO TXWY P. BEING TIRED AND DISTR, I MADE THE L TURN ONTO RWY 13R BY 30-40 FT. I IMMEDIATELY TURNED AROUND AND REJOINED TXWY P. THANKFULLY, NO ONE WAS DEPARTING OR LNDG ON RWY 13R AT THAT TIME. I VERY STRONGLY FEEL THE DUTY DAY, WITH THE REDUCED REST WAS A STRONG CONTRIBUTING FACTOR TO THIS. ALTHOUGH YOU MAY FEEL RESTED, DOESN'T MEAN YOU ARE ADEQUATELY RESTED!

Synopsis

RWY INCURSION AT JFK, NY.

ACN: 484926

Time

Date : 200009

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : B737 Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.Tower : JFK.Tower

Make Model : Gulfstream IV

Person / 1

Function.Controller : Local

ASRS Report : 489926

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

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 : 3

Resolutory Action.None Taken : Anomaly Accepted

Narrative

ACR X (B737) ROLLING OUT ON RWY 13L WAS INSTRUCTED TO TURN R ON RWY 22R. G4 TFC 1/4 MI FINAL. B737 TURNED ON RWY 22R, BUT STOPPED SHORT OF THE HOLD LINE AS G4 LANDED AND ROLLED OUT ON RWY 13L, BUT TURNED OFF PRIOR TO RWY 22R. IT APPEARED THAT THE B737'S TAIL WAS NOT CLR FROM THE ANGLE I WAS ON. ACR X SAID HE STOPPED BECAUSE THEY THOUGHT THEY HAD A PROB, BUT WITHIN A MIN CONTINUED TO TAXI TO THE GATE.

Synopsis

B737 CREW AT JFK STOPPED WITH TAIL PROTRUDING ON RWY AND TFC LNDG.

ACN: 500050

Time

Date : 200101

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : SF 340B

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 500050

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway

Anomaly.Ground Encounters.Other : SNOW AND ICE

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

AFTER A QUICK TURN AND ACFT CHANGE AT JFK WHERE THE GND WAS COVERED WITH 1/2 INCH SNOW AND PATCHY ICE UNDERNEATH, ACR X WAS TAXIING CLOCKWISE ON TXWY A TO RWY 31L. SNOW REMOVAL OPS WERE IN PROGRESS. GND CTL DECIDED TO CHANGE ASSIGNED RWY (OPEN) TO RWY 31R WHICH HAD JUST BEEN CLRED OF SNOW. GND INSTRUCTED US TO 'TAXI VIA TXWY E, HOLD SHORT OF TXWY G.' THAT INSTRUCTION WAS ACKNOWLEDGED BY THE CAPT. AFTER CAREFULLY CHKING THAT RWY 31R WAS CLR, ACR X CROSSED RWY 31R AND CONTINUED ON TXWY E. MEANWHILE, THE FO WAS OCCUPIED SENDING AN ELECTRONIC MESSAGE TO DISPATCH REGARDING AN INOP PWR MGMNT SYS (CTOT). GND QUESTIONED LOCATION OF ACR X WHO REPLIED 'ON TXWY E.' FURTHER TAXI INSTRUCTIONS WERE GIVEN TO RWY 314 VIA TXWY E AND TXWY Y FOR NORMAL TKOF. THE CREW PERCEIVED THAT GND CTL WAS TAKING ADVANTAGE OF A NEWLY CLRED RWY TO ALLEVIATE GND CONGESTION ON RWY 31L, AND THAT NON STANDARD ROUTING WAS DUE TO SNOW REMOVAL OPS IN PROGRESS ON E SIDE OF ARPT. THE CREW FAILED TO BACK EACH OTHER UP DUE TO DISTR AND FAILED TO QUESTION VAGUE NONSTANDARD TAXI INSTRUCTION. (TXWY E DOES NOT INTERSECT TXWY G). THIS MISSION WAS THE LAST OF A 4-DAY SEQUENCE WAS RUNNING BEHIND SCHEDULE. THEREFORE, CUMULATIVE FATIGUE AND AN EARLY RPT TIME, AS WELL AS WINTER WX, WERE CONTRIBUTING FACTORS.

Synopsis

SF34 FLC TAXI ACROSS JFK RWY 31R ENRTE TO RWY 31L WITHOUT CLRNC.

ACN: 514883

Time

Date : 200106

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 514883

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

Resolatory Action.Controller : Issued New Clearance

Narrative

AFTER EXITING RWY 22L, WE WERE INSTRUCTED TO TAXI VIA TXWY Z CROSS RWY 31, JOIN TXWY G AND HOLD SHORT OF RWY 22R. AFTER SOME CONFUSION, TWR CALLED US AND ASKED WHY WE WERE ON RWY 31. BEFORE WE COULD RESPOND, HE ISSUED NEW TAXI INSTRUCTIONS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTI STATED THEY WERE NOT USING THE AIRPORT CHART AFTER CLRING THE RWY. THEY WERE COMPLETING THE AFTER LNDG CHKLIST AND FOLLOWING TFC AHEAD ON THE RWY. RPTR SAID BETTER TAXI SIGNAGE WOULD HAVE HELPED.

Synopsis

AFTER LNDG ON RWY 22L AT JFK, A DC-9 CREW BECAME CONFUSED WITH TAXI INSTRUCTIONS AND END UP ON AN ACTIVE RWY.

ACN: 516261

Time

Date : 200106

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Bound Lower : 100

Altitude.AGL.Bound Upper : 150

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : SF 340A

Aircraft / 2

Controlling Facilities.Tower : JFK.Tower

Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 516261

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

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated

Consequence.FAA : Reviewed Incident With Flight Crew

Narrative

TWR CLRED US TO LAND ON RWY 4L AT JFK. AT APPROX 3 MI, TWR CROSSED AN ACFT TO CROSS RWY 4L. THIS WAS NO FACTOR. INSIDE 2 MI, TWR CLRED ANOTHER ACFT, B767, TO CROSS RWY 4L AT TXWY F. IT WAS CLR THAT THE CROSSING ACFT WOULD NOT CLR THE RWY PRIOR TO US LNDG. WE INITIATED A GAR AT APPROX 150-100 FT AGL, MOST LIKELY PRIOR RW THRESHOLD, AND RETURNED TO LAND ON RWY 4R. WAS TOO BUSY TO NOTICE ACTUAL SEPARATION, BUT IT WAS A ROUTINE GAR, NOT AN EVASIVE OR EMER TYPE MANEUVER. UPON CALLING TWR TO ADVISE WE WERE GOING AROUND, THEY APOLOGIZED. THE PROBABLE CAUSE OF THIS EVENT WAS THE TWR CTLR FORGETTING HE CLRED US TO LAND ON RWY 4L, MOST LIKELY DUE TO BEING OVERLOADED CTING AIRBORNE TFC AND TFC ON THE GND. PERHAPS USING A SEPARATE GND FREQ CTLR FOR ACFT WHICH HAVE LANDED AND TAXIED CLR OF THEIR RWY, AND NEED TO CROSS ANOTHER ACTIVE RWY, OR A SEPARATE FREQ (CTLR) FOR LANDING AND DEP RWYS WHEN JFK IS USING THE RWY 4'S. THE CTLRS AT JFK ARE EXCELLENT. I BELIEVE THERE WAS JUST TOO MUCH TFC AT THE TIME AND THE WORKLOAD SHOULD HAVE BEEN SPLIT.

Synopsis

ATCT LCL CTLR, ALSO WORKING GND CTL, CLRS ACFT TO CROSS RWY WITH A SF340 ON SHORT FINAL.

ACN: 525627

Time

Date : 200109

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : SF 340A

Aircraft / 2

Controlling Facilities.Tower : JFK.Tower

Make Model : SF 340A

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 525627

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.ControllerA : 4

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Rejected Takeoff

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Separated Traffic

Resolatory Action.None Taken : Detected After The Fact

Narrative

LANDED ON RWY 22L AT JFK. TWR INSTRUCTED TO TAXI STRAIGHT AHEAD ONTO RWY 31L FROM ZULU TXWY. AS WE WERE TAXIING TO CROSS RWY 22R TWR TOLD US TO STOP IMMEDIATELY. ANOTHER ACFT WAS TAKING OFF RWY 22R AND WAS TOLD TO ABORT THE TKOF. TO OUR KNOWLEDGE WE DID NOT GET HOLD SHORT INSTRUCTIONS FOR RWY 22R. AFTER A PHONE CONVERSATION WITH JFK TWR IT WAS CONFIRMED THAT NO HOLD SHORT INSTRUCTIONS WERE GIVEN TO US.

Synopsis

ATCT LCL CTLR AT JFK ISSUED TAXI INSTRUCTIONS TO AN ARRIVAL AND ALLOWED THE ACFT TO CROSS A RWY THAT WAS OCCUPIED WITH A DEP.





An Analysis of Runway Incursion "Hot Spots"



1. ACN:

3. Analyst:

- Drew Jengo McNally
 Hauf Lohden Purdy
 Holmes Martin Weber

2. Airport ID:

4. Crew Size: (check one only)
 Single
 Two
 Three
 Four

5.a Transgressor Make/Model:

5.b "Other" Make/Model:

6. The runway incursion location was: (check one only)
 Intersection of two runways
 Intersecting runway and a taxiway
 Ramp and a runway
 Single runway ONLY incident
 (e.g. aircraft lands/takes-off before prior aircraft clears runway)
 Unknown

7. The angle between the taxiway and runway is: (check one only)

- 90 degree (right angle)
 High speed

8. If Parallel Runways were a factor, what is the distance between the runways (feet)?

9. For an incursion at intersecting runways, what is the angle between them (degrees)?

(10.) Airport location of Incident:

Runway 10.a

and Taxiway 10.b

OR Runway 10.c

NOTE: 1. Enter just Runway in 10.a if the answer to Question 9 is "Single Runway"
 2. WRITE ACN ON CHART and MARK INCURSION LOCATION

11. Taxi Route (if stated):

12. Did an aircraft to aircraft conflict occur? (check one only) [If "Yes," complete Question 13 and 14.]

- Yes >>>>
 No
 Unknown

13. Stated "miss distance" in feet: (check one & complete)

- 13.a _____ Vertical and/or 13.b _____ Horizontal
 Unspecified 13.c _____
 Not reported

14. The conflict was between: (check one only, line through if no conflict)

- Air Carrier and Air Carrier
 Air Carrier and GA
 Air Carrier and Unknown
 GA and GA
 GA and Unknown
 Unknown

15. Was this a Pilot Deviaiton or Controller Error? (check one only)

- Pilot Deviaiton
 Controller Error
 Unknown

16. Type of Runway Incursion: (check one only)

- Cleared to cross occupied runway
- Crossed occupied runway
- Crossed runway hold line only
- Crossed runway with aircraft on final
- Crossed runway with aircraft on takeoff roll
- Failed to hold short of intersection in a LAHSO operation
- Landed on occupied runway
- Landed on wrong runway
- Penetrated an active runway
- Started takeoff roll with another aircraft on runway
- Taxied Into Position and Hold with clearance (TIPH)
- Took off with another aircraft on runway
- Took off with out clearance
- Took position on the runway without a clearance
- Other _____

17. Runway configuration in use at the time of the incident: (check one only)

- Single runway in use
- Intersecting runway in use
- Parallel runways in use
- Parallel & intersecting runways in use
- Unknown

18. The following airport aids were cited as factors in the incident: (check all that apply)

- Directional sign illumination in poor conditions
- Hold line sign in poor conditions
- Hold line striping in poor conditions
- Hold line obscured
- Inadequate directional signs
- Inadequate runway centerline lighting
- Inadequate runway edge lighting
- Inadequate runway exit lighting
- Non-standard hold line lighting
- Ramp directional lines in poor condition
- Signage obscured by construction activity
- Signage obscured by vegetation
- Taxiway directional lines in poor condition
- Wig-wag lights in poor condition
- Not stated
- Unknown
- Other _____

19. The following airport layout/configuration factors contributed to the incident: (check all that apply)

- Obscuring building(s)
- Obscuring trees
- Obscuring vegetation
- Proximity of other hold lines
- Proximity of other signage
- Proximity of run-up area to taxiway or runway
- Runway contour
- "Sea-of-lights" condition
- Distance to the runway/ramp/other runway
- Not stated
- Other _____

20. The following weather phenomena were cited as factors in the incident: (check all that apply)

- Fog
- Haze
- Rain
- Snow
- Sun position
- Other _____

21. The following factors were cited or indicated as contributory to the incident: (check all that apply)

- Attention to aircraft equipment problem
- Attention to programming tasks
- Both pilots involved in "heads down" tasks
- Breakdown in CRM
- Complacency
- Confusion
- Distraction
- Fatigue
- Lack of positional awareness
- Lack of situational awareness
- Memory lapse
- Misunderstood taxi clearance
- One pilot "out of the loop"
- One pilot performing non-flying tasks
- Readback/hearback
- Schedule pressure
- Transferring cockpit controls on rollout
- Unfamiliarity with airport
- Not stated
- Other _____

22. Lighting: Daylight Night
 Dawn Dusk

23. Weather Ceiling (feet)..... _____
Phenomena: Visibility (miles).. _____
RVR (feet)..... _____

IHS:262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

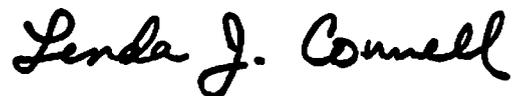
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

