

ASRS Database Report Set

Air Carrier (FAR 121) Flight Crew Fatigue Reports

Report Set Description.....	A sampling of reports referencing air carrier (FAR 121) flight crew fatigue issues and duty periods.
Update Number	2.0
Date of Update	July 27, 2000
Number of Records in Report Set	50
Number of New Records in Report Set.....	50
Type of Records in Report Set	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

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. We have no way of knowing which.

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, distort 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.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

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. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

ACN: 429126

Time

Date : 199902
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEA.Airport
State Reference : WA
Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC
Make Model : DC-10 Undifferentiated or Other Model

Component / 1

Aircraft Component : Altimeter
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 3000
ASRS Report : 429126

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 3
Resolatory Action.Other : Reset Altimeter

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT INTO SEATTLE WE WERE CLRED TO 16000 FT. I HAD PRESET MY STANDBY ALTIMETER UPON LEARNING THE LOCAL ALTIMETER FROM THE ACARS PRINTOUT WHILE STILL IN CRUISE AND THEN SET MY PRIMARY ALTIMETER WHEN PASSING THROUGH FL180. I CALLED FOR THE IN-RANGE CHKLIST A LITTLE LATE AFTER PASSING FL180. THE FO AND SO BOTH CALLED GOING BELOW 16000 FT. I FOUND THAT I HAD SET 30.54 INSTEAD OF THE CORRECT 29.54. MY MISTAKE OF SETTING THE WRONG ALTIMETER ON THE STANDBY ALTIMETER WAS XFERRED TO THE PRIMARY ALTIMETER AND FURTHER EXACERBATED BY THE LATE IN-RANGE CHKLIST CALL, WHICH WOULD HAVE CAUGHT THE ERROR, HAD IT BEEN MADE ON TIME. FATIGUE WAS ALSO A FACTOR. THE LESSON LEARNED WAS TO XCHK THE ALTIMETER SETTING WHEN SETTING THE PRIMARY ALTIMETER AND THAT THE IN-RANGE CHKLIST NEEDS TO BE CALLED FOR IN A TIMELY MANNER.

Synopsis :

CAPT'S RPT REGARDING A DC10 ON DSCNT INTO SEA. THE CREW HAD AN ALT OVERSHOOT BECAUSE THE ALTIMETER HAD BEEN MISSET AT 30.54 INSTEAD OF 29.54.

ACN: 429397

Time

Date : 199902
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 : Commercial Fixed Wing

Aircraft / 2

Controlling Facilities.Tower : LAX.Tower
Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 320
ASRS Report : 429397

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

TAXIING VIA THE BRIDGE RTE. AT CHKPOINT 3 WE SWITCHED TO S COMPLEX GND FREQ OF 121.75 BUT WERE UNABLE TO TALK BECAUSE OF HVY USAGE BTWN GND CTL AND OTHER ACFT. A FOREIGN B727 WAS TOLD TO CONTINUE TAXI ON TXWY C AND HOLD SHORT OF TXWY AA. WE CALLED FOR 'TAXI TO GATE' IMMEDIATELY AFTER THAT, BUT OUR XMISSION WAS 'STEPPED ON' OR BLOCKED BY ANOTHER ACFT. I SHOULD HAVE STOPPED THE ACFT SHORT OF TXWY C AS DEPICTED ON THE LAX 10-9 PAGE. I ASSUMED ACR Y WAS HOLDING FOR US SO I CONTINUED PAST TXWY C AND STOPPED. AT THAT POINT, GND CTL ASKED US 'WHO GAVE US CLRNC TO CROSS TXWY C.' WE TOLD HIM WE CALLED JUST PRIOR BUT GOT 'BLOCKED' ON THE FREQ. GND CTL THEN INSTRUCTED ACR Y TO TURN R ON TXWY AA AND TAXI TO THE N COMPLEX. AFTER ABOUT 2 MINS GND TOLD US TO CONTINUE TAXI ON TXWY B. CONTRIBUTING FACTORS WERE: 1) TRYING TO CONTINUE TAXIING TO GATE WITHOUT STOPPING TO ENSURE ON TIME ARR. 2) ASSUMING GND CTL WANTED ACR Y TO HOLD FOR US. CORRECTIVE ACTIONS: FOLLOW ALL INSTRUCTIONS AND CLRNCs WITHOUT ASSUMING! HUMAN PERFORMANCE: POSSIBLE FATIGUE OR IMPAIRMENT OF JUDGEMENT DUE TO SEQUENCE OF FLYING OVER PAST 48 HRS. 'ALL NIGHTER' FROM LAS VEGAS TO CHICAGO WITH APPROX 12 HR LAYOVER DURING THE DAY, THEN CHICAGO TO LOS ANGELES.

Synopsis :

AN ACR CAPT TAXIES HIS ACFT PAST THE HOLDING POINT ON TXWY AA AND C WITHOUT HAVING A CLRNC FROM GND CTL.

Time

Date : 199902
Day : Mon
Local Time Of Day : 1201 To 1800

Place

State Reference : VA
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : IAD.TRACON
Make Model : B737-200

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 13600
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 8600
ASRS Report : 429446

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 22000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 4000
ASRS Report : 429446

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ESTABLISHED ON DCA FINKS 6 ARR WE MISSED THE TURN ONTO LDN 206 DEG RADIAL AT DOCCS INTXN. WE WERE PROCEEDING INBOUND TO AML ON AML 259 DEG RADIAL WHEN APCH QUESTIONED OUR POS ON THE ARR. WE SHOULD HAVE TURNED L ABOUT 20 MI EARLIER. CTLR ISSUED VECTOR OF 020 DEGS, THEN SUBSEQUENTLY ANOTHER VECTOR TO INTERCEPT THE ARR NW OF AML. PF SHOULD HAVE REVIEWED ARR MORE CLOSELY, AS WELL AS PNF. OTHER FACTORS: THE WAY THE AML 259 DEG RADIAL IS DEPICTED IS SOMEWHAT MISLEADING. ALSO, PLT WAS FATIGUED. ALSO, EARLIER IN THE DAY WE HAD FLOWN THE BUCKO 5 ARR INTO DCA AND HAD RECEIVED A DIRECT CLRNC TO AML FROM A SIMILAR POS.

Synopsis :

FLC OF A B737-200 FAILED TO MAKE TURN ON A STAR ARR RESULTING IN THE APCH CTLR CALLING THEIR ATTN TO IT AND ISSUING VECTORS TO GET THEM BACK TO THE PUBLISHED TRACK.

ACN: 429518

Time

Date : 199902

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : WV

Altitude.MSL.Bound Lower : 35000

Altitude.MSL.Bound Upper : 35400

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 4000

ASRS Report : 429518

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 7500

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 700

ASRS Report : 429810

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Returned To Original Clearance

Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ATC ADVISED THAT WE SHOWED AN ALT READOUT OF FL354. WE WERE TIRED AFTER A LONG DUTY DAY AND DISTR AT FL180. WHERE WE NORMALLY SET OUR ALTIMETERS TO 29.92 (WAS SET AT 29.54) THE DEP ARPT SETTING, WE RESET 29.92 AND DSNDDED TO FL350 UNEVENTFULLY. THE DISTRS WERE WITH ATC CHANGING HDG, AIRSPD, AND ALTS IN CLRNCS.

Synopsis :

FLC OF A B727 OVERSHOT CRUISE ALT DUE TO FORGETTING TO RESET ALTIMETERS CLBING THROUGH FL180.

Time

Date : 199903
Day : Mon
Local Time Of Day : 1201 To 1800

Place

State Reference : PA
Altitude.MSL.Bound Lower : 26000
Altitude.MSL.Bound Upper : 26600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Make Model : B737-300

Component / 1

Aircraft Component : Altimeter
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 8000
ASRS Report : 429601

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 160
Experience.Flight Time.Type : 6000
ASRS Report : 429843

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AS WE APCHED LEVELOFF, ZNY ASKED US OUR ALT THEN QUICKLY SAID, CHK YOUR ALTIMETER SET 29.92. THE ALTIMETER WAS SET FOR 29.32. WE STARTED THE ACFT BACK DOWN, BUT WERE A MINIMUM OF 300 FT HIGH AND PROBABLY BALLOONED HIGHER BEFORE THE ACFT ACTUALLY STARTED TO DSND. FO HAD CALLED OUT FL180 29.92 SET AND I BELIEVE I FAKED HIM OUT BY REACHING FOR THE ALTIMETER BUT SAW A '2' AS THE LAST DIGIT AND THOUGHT IT WAS ALREADY RESET. HIS WAS RESET TO CORRECT READING. CONDITIONS WERE GOOD DAYLIGHT, VFR AND I HAD BOTH PANEL LIGHTS AND BACKGND LIGHTS ON BUT MISSED IT. LAST LEG OF A 4 DAY TRIP SO SOMEWHAT TIRED BUT NOT OVERLY SO. CAN'T THINK OF ANY OTHER REASONS, JUST MISSED IT.

Synopsis :

CAPT OF A B737-300 LEVELED OFF HIGH DUE TO NOT RESETTING HIS ALTIMETER WHEN THE FO HAD CALLED FOR THE CHANGE DURING CLB. THE CTR CTLR NOTICED THE MISTAKE AND ALERTED THE FLC.

Time

Date : 199903
Day : Mon
Local Time Of Day : 1801 To 2400

Place

State Reference : TX
Altitude.MSL.Bound Lower : 3000
Altitude.MSL.Bound Upper : 3300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Commercial Fixed Wing

Aircraft / 2

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 8100
ASRS Report : 429860

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DFW TO SPS ON THE KINGDOM 3 DEP. FO WAS PF. CLRED FROM 2000 FT TO 3000 FT. AUTOPLT NOT ENGAGED. FLT DIRECTOR OFF. DURING THE CLB, THE FO QUESTIONED THE DEP RADIAL AND WHICH VOR SHOULD BE TUNED IN, AS THERE IS SOME CONFUSION ON THE DEP AS TO USE TTT OR FUZ VOR. I LOOKED AT THE DEP PLATE TO VERIFY AS FO HAD STARTED THE CLB. AS I WAS LOOKING AT THE DEP, I HEARD THE ALT ALERT GO OFF AT 3200 FT. I LOOKED UP AND CALLED '3000 FT' AS THE FO NOSED OVER THE ACFT AT 3300 FT TO GO BACK TO 3000 FT. DEP CALLED TFC AT 11 O'CLOCK AT 4000 FT AND ASKED US TO DSND TO 3000 FT. WE HAD ALREADY DONE THAT AND I REPLIED, 'LEVEL AT 3000 FT' THE FO IS AN EXPERIENCED PLT AND I HAD FLOWN ALL MONTH AND HE DOESN'T REQUIRE 'WATCHING ALL THE TIME.' HOWEVER, I FEEL I SHOULD HAVE BEEN WATCHING THE ALTIMETER AND NOT LOOKING AT THE DEP PLATE. THE FO WAS WORKING HIS 11TH DAY IN A ROW AND I'M SURE HE WAS SOMEWHAT TIRED AT THIS POINT IN THE DAY.

Synopsis :

ACR LTT DEVIATES FROM ASSIGNED ALT ON DEP FROM DFW.

ACN: 430562

Time

Date : 199903
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : SDF.TRACON
Controlling Facilities.Tower : SDF.Tower
Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16200
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1300
ASRS Report : 430562

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

CAPT AND FO WERE CALLED AT APPROX XA10 AND ACCEPTED ASSIGNMENT TO RPT AT XK00. CAPT SLEPT 3 HRS 45 MINS PRIOR TO RPTING. FO SAID HE SLEPT 'A COUPLE HRS.' UPON ARR AT OPS, CREW WAS ASSIGNED A TURN TO EFD AND BACK TO SDF. ARR AT SDF WAS SCHEDULED AT XQ53. THE FLT TO EFD WAS REDISPATCHED TO IAH PRIOR TO DEP DUE TO LOW VISIBILITY AT EFD. ENRTE TO IAH, FLT CTLR SENT MESSAGE TO CREW, VIA ACARS, REQUESTING DIVERSION TO EFD. CREW AGREED AND LANDED EFD. ON RETURN FLT, FO SHOWED SIGNS OF FATIGUE. CAPT WAS A LITTLE TIRED, BUT PERFORMING DUTIES OK. ON APCH TO SDF, FLT WAS CLRED FOR ILS RWY 35L. JUST OUTSIDE FAF, WITH CAPT FLYING, APCH CTL HANDED FLT OFF TO TWR. CAPT WAS SLOWING ACFT AND CALLING FOR CONFIG TO LAND. FO CALLED TWR, CAPT HEARD FO CALL TWR AND THOUGHT HE HEARD LNDG CLRNC, BUT APPARENTLY DID NOT. CAPT TURNED ON LIGHTS ON NOSE GEAR, WHICH IS HIS HABIT UPON RECEIVING LNDG CLRNC. CAPT SAID, 'CLRED TO LAND.' FO SAID, 'CLRED TO LAND?' CAPT SAID, 'YES.' UPON LNDG, CAPT SAW THAT TWR FREQ WAS NOT SET. TWR SAID TO CHK RADIOS. THE FO HAD SET THE WRONG FREQ, CALLED TWR, BUT DID NOT RECEIVE CLRNC TO LAND. CAPT WAS DISTR AND THOUGHT HE HEARD LNDG CLRNC, BUT APPARENTLY DID NOT. LNDG WAS UNEVENTFUL. CREW SHOULD HAVE PAID MORE ATTN TO FO QUESTION. CREW HAD CRM DISCUSSION AFTER FLT. CREW NEEDED MORE SLEEP.

Synopsis :

AN ACR B767 FLC FAILED TO OBTAIN LNDG CLRNC AT SDF.

Time

Date : 199903
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EWR.Airport
State Reference : NJ
Altitude.AGL.Bound Lower : 1000
Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Make Model : B727-200

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4200
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1100
ASRS Report : 741797

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Aircraft Equipment : Altitude Alert
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended Course
Resolatory Action.Flight Crew : Returned To Original Clearance

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

DURING ARR TO EWR ON THE RBV1 STAR, WE WERE GIVEN A RERTE TO ARD VOR, VECTORS TO EWR, ALT 8000 FT AT ARD. UPON DSCNT TO 8000 FT FROM 11000 FT, CONTINUOUS LIGHT TO MODERATE TURB WAS ENCOUNTERED WITH SEVERAL FORAYS INTO THE SEVERE RANGE NEAR SOME CONVECTIVE CELLS. RADAR VECTORS TOOK US APPROX 35 NM PAST EWR IN SEQUENCE FOR LNDG. CAPT (FLYING) WAS TUNED TO THE ILS (ILSQ RWY 22L) AND THE FO WAS TUNED TO TEB FOR ORIENTATION. SEVERAL DSCNTS BROUGHT US TO 3000 FT AFTER 20-25 MINS OF VECTORING. WE WERE CLRED FOR THE ILS RWY 22L AT APPROX 10 NM, MAINTAIN 170 KIAS UNTIL THE MARKER (AYRON AT 4.4 DME, 1482 FT MSL (1471 FT AGL). AT THIS TIME THE FO WAS TUNED TO THE ILS TO BACK UP THE PF. JUST SHORT OF AYRON, SPD DROPPED 5-10 KIAS, SEVERE TURB ENCOUNTERED AND THE ACFT DROPPED APPROX 300-400 FT (1.5 DOTS GS) AND L OF COURSE. NO CONVECTIVE ACTIVITY WAS INDICATED ON THE ACFT RADAR. SIMULTANEOUSLY, THE LOC GS FLAGS APPEARED ON THE CAPT'S SIDE THEN RETRACTED AFTER APPROX 1 MIN. FO'S INSTS REMAINED RELIABLE. THE CAPT (FLYING) INITIATED AN IMMEDIATE CLB/TURN TO REJOIN THE ILS AND THE RWY CAME INTO VIEW AT APPROX 4 NM, 1100 FT MSL. ACFT WAS FLOWN TO A SAFE LNDG IN CONTINUOUS MODERATE TURB, 20-30 DEGS CRAB ANGLE TO MAINTAIN CTRLINE AND WIND 080 DEGS AT 50-60 KTS INDICATED ON GPS UNTIL 150 FT FINAL. I BELIEVE I ENCOUNTERED A WINDSHEAR FROM AN UNDETECTED CELL IN THE AREA. OTHER ACFT MAY HAVE BEEN AFFECTED ALSO AS ANOTHER B727 RPTED A LOSS OF 15 KIAS ON FINAL. FACTORS LEADING TO THIS INCLUDE THE TURB WX, STRESS AND FATIGUE. THE CREW HAD JUST COMPLETED A 4 LEG INTL TRIP WITH AN UNSCHEDULED FUEL STOP AT TJSJ. RERTE FROM TJSJ TO EWR BROUGHT OUR FUEL BURN TO NEARLY THE LIMITS OF THE ACFT. RERTE WAS DUE TO A RADAR OUTAGE IN THE EWR AREA. THE ONLY WAY THIS COULD HAVE BEEN ENTIRELY CORRECTED/ELIMINATED WOULD HAVE BEEN: 1) TO DELAY THE FLT UNTIL THE WX HAD PASSED, OR 2) DIVERT TO ANOTHER FIELD (ALL WITHIN 200 NM HAD SIMILAR WX), OR 3) INSTALL DOPPLER RADAR TO HELP CREWS TO AVOID SIMILAR SITS IN FOUL WX/FRONTAL PASSAGE SITS.

Synopsis :

B727 EXPERIENCES HDG AND ALTDEVS DURING MODERATE TO SEVERE TURB ON APCH TO EWR.

Time

Date : 199904
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOS.Airport
State Reference : MA
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : CZQM.ARTCC
Make Model : B767-300

Person / 1

Function.Flight Crew : Relief Pilot
Experience.Flight Time.Total : 7150
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 800
ASRS Report : 435730

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 220
ASRS Report : 435958

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Other Personnel : Dispatcher

Person / 5

Function.Controller : Radar

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

I WAS ACTING AS INTL RELIEF OFFICER FOR THIS FLT FROM CDG TO PHL. OUR FLT PLAN CALLED FOR US TO BE RERELEASED OVER TUSKY CHANGING OUR DEST FROM BOSTON TO OUR INTENDED POINT OF LNDG, PHILADELPHIA. THE CAPT WAS HAVING A REST PERIOD FROM ABOUT 05W TO ABOUT 1 HR PRIOR TO REACHING TUSKY. DURING THIS TIME I WAS OCCUPYING THE L SEAT. IN ADDITION TO MAKING POS RPTS, I WAS MONITORING FUEL AND KEPT A RUNNING ESTIMATE FOR FUEL OVER TUSKY. WHEN WE FIRST STARTED RECEIVING ACARS, I UPDATED OUR WX INFO FOR OUR DEST AND ALTERNATES. THE WX WAS VFR AT OUR DEST AND ALTERNATES AND I WAS ESTIMATING ABOUT 5000 LBS OF EXCESS FUEL OVER TUSKY. I WAS EXPECTING AN ACARS MESSAGE ANY TIME WITH AN ARTR TO CHANGE OUR DEST FROM BOSTON TO PHILADELPHIA. ABOUT 1 HR PRIOR TO REACHING TUSKY, THE CAPT RETURNED TO HIS SEAT. I DO NOT RECALL IF I BRIEFED THE CAPT ABOUT EXPECTING AN ARTR FOR OUR RERELEASE, BUT WE DID NOT REQUEST AN ARTR. WE DID FINALLY RECEIVE AN ARTR ABOUT 40 MINS AFTER PASSING TUSKY. IT WAS AT THAT POINT THAT WE REALIZED THAT WE HAD NOT REQUESTED AN ARTR PRIOR TO PASSING TUSKY. ALL 6 SEATS IN THE COCKPIT WERE OCCUPIED ON THIS FLT. THE DISTRS CREATED BY THE FULL COCKPIT COMBINED WITH FATIGUE ASSOCIATED WITH THE EARLY HR CONTRIBUTED TO THIS OVERSIGHT. SUPPLEMENTAL INFO FROM ACN 435958: THE FLT PLAN FOR A TRIP FROM PARIS CDG TO PHL CALLED TO BE RERELEASE D AT THE UNITED STATES/CANADA FIR. WE RECEIVED AN ACARS MESSAGE 40 MINS AFTER PASSING THE RERELEASE POINT GIVING US AN ARTR TO PROCEED TO PHL. FACTORS CONTRIBUTING TO THE EVENT: 1) COMPANY DISPATCH DID NOT FOLLOW FLT PROPERLY. THEY SHOULD HAVE CONTACTED CREW ON TIME EVEN IF THE RESPONSIBILITY IS SHARED. COMS OVER CANADA ARE GOOD. 2) RERELEASE IS SELDOM USED BY THIS COMPANY. CREWS ARE NOT USED TO IT AND ARE NOT IN THE HABIT OF USING IT. THERE WAS NO VALID REASON FOR THE RERELEASE . WX WAS GOOD AND LOADS AVERAGE.

Synopsis :

A B767-300ER OVERFLIES ITS ASSIGNED RELEASE POINT BEFORE DISPATCHER SENDS A REQUIRED COMPANY RERELEASE MESSAGE FOR CONTINUED FLT TO PHL, PA.

Time

Date : 199811
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MGGT.Airport
State Reference : FO
Altitude.AGL.Bound Lower : 388
Altitude.AGL.Bound Upper : 488

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : MGGT.Tower
Make Model : B757 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 350
ASRS Report : 437330

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.ATC Equipment.Other ATC Equipment : PAPI
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

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

Narrative :

WE WERE CONDUCTING THE VOR DME RWY 19 APCH INTO MGGT. IT WAS A LATE NIGHT ARR WITH LOW RAGGED CEILING AND RAIN. IT WAS MY FIRST FLT INTO MGGT, THE CAPT HAD BEEN THERE SEVERAL TIMES. THE CAPT WAS FLYING THE APCH AS REQUIRED BY COMPANY PROCS. DSCNT OUT OF ALT AND INITIAL STEP-DOWN XING ALTS WERE FLOWN PERFECTLY. WE PROMPTLY GOT TO THE PUBLISHED MDA OF 5440 FT TO LOOK FOR THE AIRFIELD, ACFT WAS HAND FLOWN. WE CALCULATED A VDP OF 1.6 DME, THERE ARE PAPI LIGHTS TO THIS RWY. AT ABOUT 2.6 DME WE ACQUIRED THE FIELD AND THE BELOW GS PAPI INDICATION. BECAUSE THE CAPT FEARED LOSING SIGHT OF THE FIELD IN THE RAGGED CEILING CONDITION, HE BEGAN A 500 FPM DSCNT IN ORDER TO MAINTAIN VISUAL CONTACT WITH THE FIELD. I IMMEDIATELY OBJECTED AND INSISTED UPON WAITING FOR THE CORRECT PAPI INDICATION. WE SHALLOWED OUR DSCNT BRIEFLY WHILE THE CAPT STATED HE MET THE CONDITIONS IN WHICH TO DSND BELOW CALCULATED VDP. WE WERE UNCOMFORTABLY CLOSE TO THE TOPS OF BUILDINGS AND A LARGE TWR IN THE APCH PATH. ONCE ACQUIRING THE CORRECT PAPI (ON GS) LIGHTS WE LANDED WITHOUT INCIDENT. OUR COMPANY'S OPS SPECS CLRLY DO NOT ALLOW AN EARLY DSCNT IN A SIT LIKE THIS. CONTRIBUTING FACTORS TO THIS NEAR ACCIDENT: 1) MISUNDERSTANDING BY CAPT OF FAR 121.651 AND COMPANY OP SPECS, 2) NIGHT CONDITIONS AND FATIGUE, 3) POOR WX/VISIBILITY, 4) HIGH TERRAIN/CHALLENGING NON-PRECISION APCH, 5) STRESS AND LANGUAGE BARRIER OF OPERATING IN A FOREIGN COUNTRY, AND 6) RELATIVE INEXPERIENCE TO THIS ARPT BY CREW.

Synopsis :

A B757 PIC DSND BELOW THE PUBLISHED MDA PRIOR TO THE CALCULATED VDP AT MGGT, FO.

ACN: 438910

Time

Date : 199905
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Controlling Facilities.Tower : DEN.Tower
Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 4000
ASRS Report : 438910

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

VISUAL APCH DEN RWY 7. I DID NOT CONTACT TWR PER APCH CTL FOR LNDG CLRNC. CLRED TO LAND BY APCH CTL AND TWR AT TIME OF TOUCHDOWN. I WOULD NOT HAVE HAD CLRNC IF NOT FOR PROFESSIONAL FOLLOW-UP BY ZDV. CONTRIBUTING FACTORS: 1) APCH CTL INSTRUCTIONS TO CONTACT TWR WHILE DOWNWIND. CONTACT WAS TO BE MADE AT MARKER. LONG TIME PERIOD. 2) FO, POORLY FLOWN VISUAL APCH. REQUIRED EXTRA MONITORING. 3) FATIGUE. DAY 3 OF 4 DAY TRIP. FIRST 2 NIGHTS IN OLD HOTELS. AIR CONDITIONING DID NOT WORK PROPERLY. OLD STYLE CONSTRUCTION -- BOTH ROOMS NOISY, MINIMUM SLEEP! FATIGUE WAS LARGEST FACTOR!

Synopsis :

FLC LANDS AT DEN WITHOUT PROPER LNDG CLRNC.

ACN: 439120

Time

Date : 199906

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZFW.ARTCC

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

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 11000

Experience.Flight Time.Last 90 Days : 300

Experience.Flight Time.Type : 4000

ASRS Report : 439120

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : Altitude Alert

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DID NOT PUT ALT IN ALT ALERTING SYS ON AUTOPLT. FATIGUE.

Synopsis :

RPTR FAILED TO SET ALT ALERT SYS.

Time

Date : 199905
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MEM.Airport
State Reference : TN
Altitude.MSL.Bound Lower : 7000
Altitude.MSL.Bound Upper : 7600

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : MEM.TRACON
Make Model : DC-10 30f

Person / 1

Function.Flight Crew : Second Officer
Experience.Flight Time.Total : 2500
ASRS Report : 439156

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Inflight Encounter : Turbulence
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Aircraft Equipment : Altitude Alert
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Airspace
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

AT THE FINAL PORTION OF A LONG INTL FLT, WE WERE RECOVERING AT NIGHTTIME WITH POOR WX (SEVERE TSTMS IN AREA) AND MINIMUM FUEL. THE APCH WAS DISCONTINUED ON FINAL DUE TO THE RPT OF MICROBURSTS AT THE AIRFIELD. ON THE MISSED APCH, THE FLT ENCOUNTERED SEVERE TURB AND SEVERE WX. DURING THIS MISSED APCH, 2 ALT EXCURSIONS OCCURRED IN ATTEMPTS TO LEVEL OFF. EACH OCCURRED WHILE GIVEN AN ASSIGNED ALT AND THE ACFT WAS FLOWN THROUGH THE ASSIGNED ALT BY APPROX 500-600 FT. FATIGUE WAS MOST LIKELY TO BE A CAUSAL FACTOR WHILE OPERATING IN A DEMANDING SIT WITH EXTREME WX CONDITIONS.

Synopsis :

DC10-30 CITES FATIGUE AND WX FOR 2 ALTDEVS ON GARS IN SEVERE TURB.

ACN: 439603

Time

Date : 199906

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Second Officer

Experience.Flight Time.Total : 4550

Experience.Flight Time.Last 90 Days : 1028

Experience.Flight Time.Type : 225

ASRS Report : 439603

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS SCHEDULED TO FLY A 6 DAY TRIP WITH APPROX 28 HRS FLT TIME. DUE TO WX DELAYS I FLEW 30 HRS 36 MINS IN 7 DAYS. DUE TO THE LONG DUTY DAYS AND MINIMUM LAYOVERS I WAS UNABLE TO ADD UP THE FLT TIMES AND DID NOT REALIZE THE ERROR UNTIL AFTER THE TRIP WAS COMPLETE.

Synopsis :

FE OF A B727 BELIEVES THAT HE EXCEEDED THE FLT DUTY TIME LIMITATIONS.

ACN: 439606

Time

Date : 199906

Day : Sat

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SEA.Airport

State Reference : WA

Aircraft / 1

Controlling Facilities.Tower : SEA.Tower

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 12000

ASRS Report : 439606

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

EVENT WAS NON-THREATENING TO ANYONE, EXCEPT PERHAPS THE ACFT. LANDED ON RWY 34L AT SEATTLE AND TURNED OFF ON TXWY H AND CLRED TO CROSS RWY 34R TO RAMP. PARKING IS ON A CONCRETE/ASPHALT AREA NEAR POST OFFICE. CROSSED RWY 34R AND SAW THE GND GUIDANCE COORDINATOR WITH THE WANDS AND TURNED TOWARD HIM. UNFORTUNATELY THIS TOOK ME ACROSS A STUB OF GRASS THAT IS BTWN TXWYS A AND B. IT IS UNLIGHTED AND BLENDS IN AT NIGHT. THE YELLOW LINE LEADS AROUND THIS BUT I BELIEVED I WAS ON THE RAMP, AS IF ALREADY ON TXWY A. NO HARM DONE, BUT I THINK THE ISSUE IS TIME OF DAY (NIGHT), FATIGUE AND A BRIEF LAPSE OF ATTN. IRONICALLY, BEEN FLYING THIS SAME RTE FOR A YR AND HAVE THOUGHT MANY TIMES 'ONE OF THESE DAYS I'LL BE TIRED AND GO ACROSS THAT GRASS.' THE SOLUTION IS MORE ATTN WHEN TIRED AND THE AREA SHOULD BE LIGHTED.

Synopsis :

CAPT OF A DC9 INADVERTENTLY TAXIED OFF THE TXWY INTO A GRASSY AREA BTWN THE TXWY AND RAMP DURING NIGHT TAXI TO PARKING.

ACN: 439621

Time

Date : 199905
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BTV.Airport
State Reference : VT

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BTV.Tower
Make Model : Medium Transport, High Wing, 2 Turboprop Eng

Component / 1

Aircraft Component : Parking Brake
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3500
Experience.Flight Time.Last 90 Days : 800
Experience.Flight Time.Type : 200
ASRS Report : 439621

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Aircraft

Narrative :

WE HAD AN 'EP BRK ACC PRESS' YELLOW CAUTION MESSAGE IN OUR CAS (CREW ADVISORY SYS) FIELD. BOTH PLTS ACKNOWLEDGED THE CAS (CREW ADVISORY SYS) MESSAGE. THE CAPT CLRED THE MESSAGE BY SELECTING MANUAL ON THE STANDBY HYD PWR SELECTOR AND APPLYING THE 'E/P' BRAKE. HE THEN RELEASED THE 'E/P' BRAKE AND RETURNED THE STANDBY HYD SELECTOR TO AUTO. APCHING BURLINGTON THE 'E/P BRK ACC PRESS' CAUTION MESSAGE REAPPEARED IN OUR CAS (CREW ADVISORY SYS) FIELD. THE CAPT APPLIED THE SAME PROC AND CLRED THE CAS (CREW ADVISORY SYS) MESSAGE. THE LET DOWN AND VISUAL APCH TO RWY 33 WAS UNEVENTFUL. I LANDED ON CTRLINE ON SPD AND NOTICED THE NOSE OF THE ACFT DROPPING TO THE RWY. I REALIZED THE PARKING BRAKE WAS STILL ENGAGED. I RELEASED THE PARKING BRAKE AND APPLIED FULL REVERSE THRUST AND BROUGHT THE ACFT TO A STOP ON THE RWY. THE ONLY DAMAGE TO THE ACFT WERE 4 FLAT MAIN TIRES. THE TIRES WERE CHANGED AND THE ACFT WAS PUT BACK IN SVC. THIS INCIDENT WOULD HAVE BEEN PREVENTED IF THE 'PARKING BRAKE ON' WAS A YELLOW CAUTION CAS (CREW ADVISORY SYS) MESSAGE. SECONDLY, IF WE HAD REFERRED TO THE QRH THERE ARE 2 NOTES THAT APPLY. ONLY APPLY THE PROC ONCE AND ONLY APPLY THE PARKING BRAKE FOR 10 SECONDS. CAS (CREW ADVISORY SYS) MESSAGES ARE COMMON OCCURRENCES AND WE ARE CONDITIONED TO CLR THESE MESSAGES BASED ON OUR KNOWLEDGE OF THE ACFT SYS. THIS RESULTS IN QUICKLY RESOLVING THE PROB. A MINOR FACTOR WAS FATIGUE. I WAS ON DUTY FOR 30 HRS AND FLEW 20 HRS DURING THE PAST 3 DAYS. THIS WAS THE 4TH AND LAST FLT OF THE DAY AFTER A 3 HR LAYOVER. ADDITIONALLY THE CAPT RETURNED FROM SICK LEAVE REPLACING THE CAPT I WAS PREVIOUSLY FLYING WITH.

Synopsis :

FLC OF A DORNIER MODEL 328 BLEW ALL 4 MAIN GEAR TIRES DURING LNDG ROLL DUE TO THE PARKING BRAKE BEING ON DURING LNDG.

Time

Date : 199906
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Make Model : B747-100

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2050
ASRS Report : 439797

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9500
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1150
ASRS Report : 440303

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

ON VECTORS FROM LAX APCH TO LAND ON RWY 24R, A HEADING ABOUT 160 DEGS AT 2500 FT, THE FO INADVERTENTLY CHANGED OUR FREQ WE WERE USING TO TALK TO LAX AT ABOUT THE TIME WE WOULD HAVE RECEIVED A FINAL VECTOR TO INTERCEPT THE LOC AND BE CLRED FOR THE APCH. WE WERE USING A DUAL HEAD VHF RECEIVER. BY THE TIME HE REESTABLISHED CONTACT, WE HAD GONE THROUGH THE LOC SO ATC GAVE US VECTOR AWAY FROM THE ARPT AND CLBING UP TO NEW ALT OF 4500 FT. THEY BROUGHT US BACK IN A NEW SEQUENCE TO LAND ON RWY 25L. THE CREW STARTED OUT OF HNL, WAKE UP CALL AT XA30, THEN FLEW TO TRAVIS AFB, THEN OFF-LOADED TO FERRY ACFT TO LAX, ARRIVING ABOUT XK45. MYSELF, SINCE APR TO JUN, HAD ONLY 4 DAYS OFF AT HOME IN A 47 DAY SPAN.

Synopsis :

FLC OF A B747-100 WERE RESEQUENCED FOR LNDG ON ANOTHER RWY AFTER INADVERTENTLY FLYING THROUGH THE FINAL DUE TO BEING OFF APCH FREQ BY MISTAKE.

ACN: 440170

Time

Date : 199906

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EYW.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : Beech 1900

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 3100

Experience.Flight Time.Last 90 Days : 315

Experience.Flight Time.Type : 875

ASRS Report : 440170

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company

Narrative :

THE ATTACHED SHEET CONTAINS THE ACTUAL FLT TIME REQUIRED PER SEGMENT AND SCHEDULED BLOCK TIME USED BY THE COMPANY IN SCHEDULING FLCs. THE PROB LIES NOT SO MUCH IN THE FLT TIMES, ALTHOUGH THESE TIMES DO NOT ADEQUATELY REFLECT ACTUAL PERFORMANCE OF OUR MUCH OLDER THAN NEW AIRFRAMES/ENGS, BUT RATHER IN THE ARBITRARILY FACTORED BLOCK TIMES. CERTAIN LEGS REMOVE TAXI TIMES ALTOGETHER. THE ATTACHED SHEET SHOWS MANY (NOT ALL) SEGMENTS AND HOW MANY MINS PER SEGMENT THE COMPANY HAS SHORTENED THE BLOCK TIME TO DECREASE THEIR OPERATING COST PER FLT SEGMENT. NOT ALL SEGMENTS ARE INCLUDED ON THIS LIST. THIS IS JUST A SAMPLE OF THE MAJORITY. FLT TIMES USED ARE BASED ON OPTIMUM PERFORMANCE OF THE ACFT, IN MANY CASES CRUISE PWR IS NOT USED RATHER A MAX TAS OF 240 KTS IS SUBSTITUTED. BLOCK TIME SHOULD ALLOW ADEQUATE TAXI TIME OF 15 MINS AS IS DONE ON MANY SEGMENTS BUT ARBITRARILY SHORTENED ON OTHERS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT THE SCHEDULED TIMES DID NOT INCLUDE TAXI TIME ON AS MANY AS 4 LEGS PER DAY. OFTEN ACTUAL FLYING TIME RAN MORE THAN 9 HRS ACTUAL WHEN THE SCHEDULED TIMES WERE LESS THAN 8.

Synopsis :

FLC RPTS THAT THE ACR IS SCHEDULING UNREALISTIC FLT TIMES.

Time

Date : 199906
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SDF.Airport
State Reference : KY
Altitude.MSL.Bound Lower : 7500
Altitude.MSL.Bound Upper : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SDF.TRACON
Make Model : B727-200

Person / 1

Function.Flight Crew : Second Officer
ASRS Report : 440470

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

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

Narrative :

FATIGUE. 13 HR 38 MIN DUTY DAY. THE HIGH WORKLOAD CAME FROM OPERATING AN ACFT WITH NUMEROUS DEFERRED MAINT ITEMS -- AN AUTOPLT WHICH LACKS ALT CAPTURE, RUNNING THE 'APC' CHKLIST, LOOKING FOR PASSING TFC AND LOOKING FOR THE ARPT AT DUSK.

Synopsis :

B727-200 FLC OVERSHOOTS ASSIGNED ALT ON DSCNT.

Time

Date : 199906
Day : Wed
Local Time Of Day : 0001 To 0600

Place

State Reference : FO
Altitude.MSL.Single Value : 9000

Aircraft / 1

Make Model : B767-300

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 440786

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 440787

Person / 3

Function.Flight Crew : Relief Pilot
ASRS Report : 440793

Person / 4

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT END OF TANGO ARR ZRH, PROCEEDED BEYOND CLRNC LIMIT WITHOUT ANY CLRNC FOR A VARIETY OF REASONS, FATIGUE, RUSHED, BEHIND THE DSCNT, HAND-FLYING, COCKPIT DISTRACTIONS, SCENERY, RELATIVELY INEXPERIENCED AT THE ARPT, LACK OF GOOD CRM BTWN FO AND CAPT, IN THAT BOTH PLTS THOUGHT ABOUT NOT PROCEEDING BUT DID NOT COMMUNICATE THEIR CONCERNS TO EACH OTHER. CAPT CLOSED A RTE DISCONTINUITY THAT WOULD HAVE PREVENTED IT. THE STAR IS CLRLY DEPICTED, BUT IN THE RUSHED DSCNT AND HAND FLOWN ENVIRONMENT, I MISSED THE DEPICTION. IN THE FUTURE I WILL BRIEF STARS AND APCHS AT TOD, NOT JUST THE APCHS.

Synopsis :

A BOEING 767 FLC PROCEEDED BEYOND CLRNC LIMIT ON ARR TO ZRH.

Time

Date : 199906
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LSE.Airport
State Reference : WI
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : DC-9 30

Component / 1

Aircraft Component : ACARS
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 7000
ASRS Report : 440879

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6400
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 400
ASRS Report : 440720

Person / 3

Function.Other Personnel : Dispatcher

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Company Review

Supplementary

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

Narrative :

MYSELF AND FLC RPTED TO LSE OPS ON TIME. FLT ATTENDANTS BOARDED THE ACFT, FO PERFORMED WALKAROUND. I CHKED WX AND THEN REVIEWED AND SIGNED DISPATCH RELEASE. I THEN BOARDED THE ACFT VIA THE JETWAY, WHICH WAS THE ONLY JETWAY SERVING 2 DC9'S, ONE DIRECTLY BEHIND AND NOSED INTO OUR TRAILING EDGE (L WING). ALL COCKPIT CHKS WERE PERFORMED, PAX LOADED, AND WE DEPARTED THE GATE. WHILE TAXIING OUT, WE WERE UNABLE TO GET OUR TKOF DATA VIA ACARS, BECAUSE THE ACARS UNIT THOUGHT WE WERE FLT XYZ (WE ARE ABC). ASSUMING THE ACARS WAS FAULTY, WE RECEIVED OUR DATA VIA RADIO FROM LSE OPS AND DEPARTED. APCHING MSP, WE AGAIN WERE UNABLE TO RECEIVE LNDG DATA FOR FLT ABC (ACARS STILL HUNG UP ON XYZ). AT THIS POINT WE BEGAN IN-DEPTH TROUBLESHOOTING AND DISCOVERED WE HAD ACFT XYZZ, AND HAD BEEN DISPATCHED WITH XXWW, WHICH WAS THE ACFT PARKED BEHIND US IN LSE. THIS EVENT OCCURRED BECAUSE OF MY FAILURE TO COMPARE ACTUAL ACFT NUMBER TO DISPATCHED ACFT NUMBER. WITH THE WAY THE ACFT WERE PARKED, THE ONE WE FLEW WAS THE ONLY ONE THAT COULD LEAVE THE GATE AND AS THE ONLY JETWAY WAS CONNECTED TO IT I HAD NO REASON TO SUSPECT IT WAS NOT OUR ACFT. IT WAS MORE LOGICAL FOR ME TO BELIEVE THE ACARS WAS FAULTY, AS THIS HAS HAPPENED BEFORE. IN THE FUTURE, A XCHK OF DISPATCH AIRPLANE AND ACTUAL AIRPLANE SHOULD ELIMINATE A RECURRENCE. SUPPLEMENTAL INFO FROM ACN 440720: AFTER SHORT REST OVERNIGHT IN LACROSSE, WI (5 HRS) DURING A CONTINUOUS DUTY OVERNIGHT, WE HAD A FLT RELEASE FROM LSE TO MSP. LSE OPS WANTED US OUT EARLY, SO AFTER COMPLETING OUR FLOWS AND CHKLISTS, WE STARTED UP AND TAXIED OUT. WE WERE ENRTE TO MSP WHEN WE STARTED RECEIVING ACARS MESSAGES THAT SAID OUR FLT NUMBER DID NOT MATCH THAT ON THE RELEASE. THE CREW WAS FATIGUED AFTER THE SHORT OVERNIGHT IN LSE, AND IN THE HURRY TO GET HOME, FORGOT TO CHK THE NUMBERS CAREFULLY.

Synopsis :

A DC9-30 FLC TAKES THE WRONG ACFT FROM LSE TO MSP.

Time

Date : 199906
Day : Fri
Local Time Of Day : 1801 To 2400

Place

State Reference : OH
Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 800
ASRS Report : 440930

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic

Supplementary

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

Narrative :

IN THE 14TH HR OF OUR CREW DUTY DAY, WE DSNDED AS INSTRUCTED TO CROSS BOWRR INTXN AT FL240. WE WERE THEN CLRED TO FL210. AS WE DSNDED, THE SO HAD JUST GOTTEN THE ATIS AND WAS GETTING ARR GATE INFO ON RADIO #2. AFTER THE XING WAS ASSURED, THE PF (FO) BEGAN HIS APCH BRIEFING FOR CVG. A FEW MOMENTS LATER, HE GLANCED UP AND NOTICED WE HAD GONE BEYOND THE 102 DME FIX (BOWRR) AND BEGAN A L TURN JUST AS ATC CALLED TO ASK IF WE WERE TURNING. WE HAD REACHED 107 DME (5 MI PAST) AND ATC THEN VECTORED US BACK TO THE APE RADIAL AND AWAY FROM CLBING DEP TFC. WE OBSERVED THE TFC ON TCASII BUT NO TA OCCURRED. I FEEL IN THE FUTURE, ESPECIALLY WHEN TIRED AT THE END OF A LONG DAY, I WILL AVIATE, NAV, THEN BRIEF OR BE BRIEFED ON THE UPCOMING APCH.

Synopsis :

A B727 OVERSHOTS THE TURN DURING AN ARR INTO CVG, OH.

ACN: 441264

Time

Date : 199906

Day : Mon

Local Time Of Day : 1801 To 2400

Place

State Reference : TX

Aircraft / 1

Make Model : Commercial Fixed Wing

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4900

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3000

ASRS Report : 441264

Person / 2

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4900

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 3000

ASRS Report : 441264

Events

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE PROB OF FATIGUE IS COMPOUNDED WHEN A PLT IS FORCED TO REPEAT THESE CONTINUOUS DUTY OVERNIGHTS SEVERAL TIMES IN A ROW. AFTER ALL, A PLT CAN COMPENSATE FOR 1 NIGHT OF LITTLE REST, BUT THE CUMULATIVE EFFECTS OF MANY NIGHTS OF LOST SLEEP ARE NOT EASILY OVERCOME. A CONTINUOUS DUTY OVERNIGHT SCHEDULE IS AS FOLLOWS: XA15 PM -- PLT ARRIVES AT THE ARPT. XB00 PM -- TKOF (IF NO DELAYS). XD00 PM -- PLT ARRIVES AT THE HOTEL FOR 'REST' (AGAIN, IF NO DELAYS). XI00 AM -- WAKE-UP CALL. XL00 AM -- PLT RETURNS TO DOMICILE. AFTER 3 CONTINUOUS DUTY OVERNIGHTS IN A ROW, MANY PLTS FIND IT DIFFICULT TO RECOVER BECAUSE OF THE CUMULATIVE EFFECTS OF FATIGUE.

Synopsis :

A PLT FEELS THAT EXTENDED EXPOSURE TO MULTIPLE FLTS THAT OPERATE DURING THE NORMAL SLEEP HRS, CONTINUOUS DUTY OVERNIGHTS, IS DIFFICULT.

Time

Date : 199906
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LFPG.Airport
State Reference : FO
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : B767-300

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 700
ASRS Report : 441314

Person / 2

Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

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.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

ON DSCNT, WE WERE EXPECTING AN 'EASTERLY' LNDG. THE NORMAL APCH IS TO RWY 8R, WHICH WE BRIEFED, AND WERE INITIALLY ASSIGNED. WE WERE THEN CHANGED TO 'LOC DME 9' APCH. I ASSUMED THAT WE WOULD BE FLYING THE ILS 9, NO GS APCH, AND SET THE RADIOS FOR THAT APCH. WE WERE CLRED TO INTERCEPT THE LOC, AND I CHANGED TO RAW DATA TO CHK THE ILS, AS IS OUR COMPANY PROC. I FOUND NO LOC INDICATION, AND NO IDENT. I POINTED THIS OUT TO THE CAPT, WHO USED THE FMS TO LINE UP ON THE RWY CTRLINE, WHILE I QUERIED THE CDG APCH CTLR. HE TOLD ME TO TUNE TO 109.35, A NEW FREQ, FOR THE LOC. WE RECEIVED IDENT, AND JUST AT THAT MOMENT, WE SAW THE RWY, AND COMPLETED THE APCH VISUALLY. AFTER LNDG, WE CHKED AND RELAYED THAT WE HAD NO APCH PLATE FOR THE LOC DME 9 APCH, AND THAT IT WAS NOTAMED TO BE A TEMPORARY APCH PROC. SO, WE FLEW AN APCH AND LNDG WITHOUT THE APPROPRIATE APCH PLATE. LATER, WE LEARNED THAT THE TEMPORARY PLATE SHOULD HAVE BEEN IN OUR LATEST REVISION, BUT WAS NOT! COMMERCIAL CHART PUB MESSED UP! AND, AS A RESULT, SO DID WE! CONTRIBUTING FACTORS WERE, IN MY OPINION, THE FACT THAT IT WAS FRENCH AIRSPACE, WITH CONCURRENT LANGUAGE PROBS, AND FATIGUE. NEITHER FO ON THIS FLT WAS ABLE TO REST DURING THE DESIGNATED 'BREAK' DUE TO CABIN NOISE FROM THE AIRLINE'S NEW 'BUSINESS' SVC.

Synopsis :

B767 CREW CLRED FOR APCH THAT WAS TEMPORARY DID NOT HAVE THE CHART IN THEIR POSSESSION. IT WAS NOT INCLUDED IN CURRENT REVISION UPDATE. PROB DISCOVERED LATE IN APCH. WITH THE AID OF FMS, CTLR AND VMC, RWY WAS SIGHTED AND VISUAL APCH COMPLETED.

Time

Date : 199906
Day : Thu
Local Time Of Day : 0601 To 1200

Place

State Reference : NM
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Make Model : B737-200

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 12000
ASRS Report : 441342

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 10000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 5000
ASRS Report : 441140

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

JUST JOINING THE FOSSL 4 ARR INTO PHX, FO TUNED IN WRONG OUTBOUND RADIAL FROM GALLUP WHILE I HAD LEFT THE FLT DECK TO USE THE RESTROOM. TUNED 242 DEG RADIAL INSTEAD OF 222 DEG RADIAL FROM GALLUP TO INTERCEPT THE 242 DEG RADIAL OFF ON ZUNI VOR. I BELIEVE THE MISTAKE WAS MOSTLY A RESULT OF PLT FATIGUE AND COMPOUNDED BY NO XCHK, AS I WAS STILL AWAY FROM MY SEAT. THIS WAS THE THIRD WK OF THE SAME 4 DAY TRIP. SHORT OVERNIGHTS FOLLOWED BY EARLY RPTS HAVE CONSISTENTLY PRODUCED FATIGUE ON THIS TRIP. THE SHORT LAYOVERS HAVE BEEN A RESULT OF WX, MECHS AND SCHEDULING PROBS. THIS WAS ONE OF MANY SMALL ERRORS MADE DURING THE LAST 3 WKS OF THIS SCHEDULE. THE OTHER ERRORS WERE CAUGHT DURING THE XCHK BY THE OTHER PLT BEFORE ANY DEV OR SIT OCCURRED. ONE OR BOTH PLTS WOULD CATCH THE MISTAKE DURING NORMAL XCHKING. THIS ERROR WASN'T NOTICED UNTIL I RETURNED TO THE FLT DECK AND ASKED ABOUT OUR POS. ZAB ASKED ABOUT OUR FILED ROUTING AND TURNED US L 50 DEGS FOR TFC. PLT XCHK IS CRITICAL IN FATIGUE SITS!

Synopsis :

PF SET RADIOS INCORRECTLY FOR ARR WHILE PNF WAS OUT OF THE COCKPIT. TRACK ERROR DISCOVERED BY CTLR AND PNF UPON HIS RETURN TO COCKPIT.

Time

Date : 199906
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ITO.Airport
State Reference : HI
Altitude.MSL.Bound Lower : 36000
Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model : B747-400

Person / 1

Function.Oversight : PIC
Function.Flight Crew : First Officer
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 245
Experience.Flight Time.Type : 2500
ASRS Report : 441527

Person / 2

Function.Flight Crew : Relief Pilot

Person / 3

Function.Controller : Traffic Management

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

EVENT OCCURRED ENROUTE FROM SYD TO LAX. PRIMARY AND SECONDARY RELIEF PLTS IN THE SEAT WITH CAPT AND FLYING FO ON BREAK. I WAS THE PF AND WE HAD BEEN IN THE SEATS APPROX 1 - 1 1/2 HRS. RECEIVED A CLRNC FROM OAKLAND VIA DATALINK TO CLB AND MAINTAIN FL370. WE HAD NOT BEEN AT FL350 VERY LONG AND THIS WAS JUST ABOUT OPTIMUM AT THIS TIME. I DECIDED TO REJECT THIS CLRNC DUE TO PERFORMANCE AND VIA FREE TEXT REQUESTED A BLOCK ALT FL350-FL370. I DID THIS BECAUSE OF A MOONLIT NIGHT, COULD SEE CLOUDS AHEAD AND FELT A LITTLE HIGHER ALT WOULD CLR THE TOPS POSSIBLY PROVIDING A SMOOTHER RIDE. NEXT, RECEIVED A REQUEST FROM OAKLAND VIA DATALINK ASKING WHEN WE WOULD BE ABLE TO CLB TO FL370. SENT THEM A TIME OF XY35Z WHICH I FELT WAS AT LEAST 1/2 HR EARLIER THAN OPTIMUM. AT XY11Z RECEIVED CLRNC TO CROSS SANTA INTXN AT AND MAINTAIN FL370, RPT REACHING, IF UNABLE EXPECT FL330. I BELIEVE SANTA WAS APPROX 210 MI AHEAD AT APPROX THE TIME WE SAID WE WOULD BE ABLE FL370. WE ACCEPTED THE CLRNC AND I CLB'D IMMEDIATELY TO FL360 TO TOP OUT OVER THE CLOUD COVER. THIS PUT US ABOVE OUR OPTIMUM ALT BY 500-1000 FT. NOW SINCE I WAS STEP-CLBING BASED ON OPTIMUM, I SIMPLY FORGOT ABOUT THE XING RESTR TO BE AT FL370 BY SANTA. WE CROSSED SANTA AT XY36Z AT FL360. AT XY49Z RECEIVED DATALINK MESSAGE TO CONFIRM ALT. WE REALIZED OUR MISTAKE AND CLB'D IMMEDIATELY TO FL370. AT XY51Z SENT MESSAGE 'LEVEL FL370.' SO WE WERE 14-15 MINS LATE REACHING OUR ASSIGNED ALT. NEVER RECEIVED ANY MORE MESSAGES FROM OAKLAND RELATED TO THIS AND THERE WAS NO TFC CONFLICT THAT I AM AWARE OF. WHEN THE CAPT RETURNED FROM BREAK, I INFORMED HIM OF MY ERROR AND THAT I MIGHT SEND IN A NASA RPT. IF I HAD TO PICK THE CHIEF CAUSE OF THIS ERROR, IT WOULD BE CREW FATIGUE. DUE TO OUR IRREGULAR SLEEP SCHEDULES, WE ARE NIGHT FLYING ON THE BACK SIDE OF THE CLOCK, FOLLOWED BY 24 HR LAYOVERS WHERE YOU ARE NOW REQUIRED TO FLIP-FLOP YOUR WORK SCHEDULE. ON THIS PARTICULAR TRIP, WHICH DEPARTS LAX AT XY40, THE RELIEF PLTS GO ON BREAK AT XZ30 PM, BUT THE PF'S DON'T GO ON BREAK UNTIL APPROX AB30 AM. THEN AFTER A 28 1/2 HR LAYOVER (25 HRS AT THE HOTEL) THE RELIEF PLTS GO ON BREAK AND CLB INTO THE SEAT 6 HRS LATER. ON THIS PARTICULAR FLT I HAVE RPTED, I HAD BEEN AWAKE SINCE AC45 AND THE OTHER RELIEF PLT SINCE AA00, WHEN OUR SHIFT BEGAN. NEITHER OF US BEING ABLE TO GET ANY SLEEP DURING OUR BREAK. THE VAST MAJORITY OF OUR TRIPS HAVE 24 HR LAYOVERS. WITH THIS YOU BEGIN WORK AT APPROX THE SAME TIME YOU FINISHED WORK THE DAY BEFORE. PROBABLY THE WORST SCHEDULE YOU COULD DESIGN FOR THE HUMAN BODY.

Synopsis :

A B747-400 CREW FAILS TO MAKE AN ALT XING RESTR BASED UPON A POINT AND TIME ON AN EXTENDED OVERWATER OP SE OF ITO, HI.

Time

Date : 199906
Day : Tue
Local Time Of Day : 0001 To 0600

Place

State Reference : FO
Altitude.MSL.Bound Lower : 36000
Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model : B747-400

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 205
Experience.Flight Time.Type : 665
ASRS Report : 441715

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Flight Crew : Relief Pilot

Person / 5

Function.Controller : Non Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Undershoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 5
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

THE EVENT OCCURRED ENRTE SYD-LAX. PRIMARY AND SECONDARY FO'S (RELIEF PLTS) WERE IN THE SEATS WITH CAPT (ME) AND FLYING COPLT ON BREAK -- APPROX 1 - 1 1/2 HRS INTO BREAK. UPON MY EARLY RETURN, THE RELIEF PLT FLYING TOLD ME OF THE CLRNC DEV: RECEIVED A CLRNC FROM OAK OCEANIC CTL VIA DATA LINK TO CLB TO FL370 AND MAINTAIN. FL350 WAS OPTIMUM ALT AND IT WAS DECIDED TO REJECT THE CLRNC DUE TO PERFORMANCE. REQUESTED VIA FREE TEXT BLOCK FL350-FL370. NEXT RECEIVED REQUEST FROM OAK ASKING WHEN CLB TO FL370 COULD BE MADE. SENT BACK TIME OF XA35Z WHICH WAS STILL 1/2 HR BEFORE OPTIMUM ALT OF FL370. AT XA11Z RECEIVED CLRNC TO CROSS 'SANTA' FIX AT AND MAINTAIN FL370, RPT REACHING AND IF NOT ABLE, EXPECT FL330. SANTA APPROX 210 MI AHEAD AT APPROX TIME THE CREW DECIDED OUR OPTIMUM ALT WOULD BE FL370 -- CLRNC ACCEPTED. AN IMMEDIATE CLB TO FL360 WAS INITIATED TO BE ON TOP OF CLOUD COVER (FULL MOON). THE CREW WAS CLBINING AT OPTIMUM ALT AND THE RELIEF PLTS TOLD ME THEY JUST FORGOT ABOUT THE CLRNC. AT XA49Z DATA LINK ASKED TO CONFIRM AT FL370. SANTA WAS CROSSED AT XA36Z AT FL360. THE MISTAKE WAS REALIZED AND ACFT WAS IMMEDIATELY CLBED TO FL370. AT XA51Z SENT MESSAGE LEVEL FL370. NO OTHER MESSAGES RECEIVED FROM OAK AND NO TFC CONFLICT OCCURRED. THE COPLT SAID HE WOULD FILE NASA RPT. THE 2 RELIEF PLTS AND I DISCUSSED THE ENTIRE SIT. CONCLUSION: THE RELIEF CREW WERE BOTH ON THE BACK SIDE OF THE CLOCK AND ALSO THE LAYOVER WAS 28 HRS. BOTH HAD AWAKENED EARLY AND WERE UNABLE TO GET MUCH REST ON THEIR BREAK. ALSO, THEY WERE USED TO THE PRACTICED PROC IN THE SOUTH PACIFIC OF STEP-CLBINING AT 100-200 FT INTERVALS TO STAY AT OPTIMUM ALT. SO, A LITTLE FATIGUE AND A CLRNC IN THE FUTURE LED TO THE DEV. AS A CAPT RELATIVELY NEW TO THE SOUTH PACIFIC OP (SECOND SOLO FLT) I LEARNED FROM THIS SIT TO BRIEF EXACTLY THIS TYPE OF CLRNC. IT SEEMS THAT ANY CLRNC TO A NEW ALT AT A PARTICULAR FIX IS THE ONE MOST MISSED. I HAVE BEEN DOING SOME THINKING ABOUT HOW TO HELP PREVENT THIS PROB AND FEEL THAT BETTER USE OF THE FMC MIGHT HELP. I WILL BRIEF THAT IF THIS TYPE OF CLRNC IS RECEIVED, THE ALT SHOULD BE SET IN THE ALT WINDOW, THE OPTIMUM FLT ALT (IF TO BE FLOWN) PUT IN THE FMC CRUISE PAGE AND THE STEP-CLB PUT IN THE EFGS PAGE. THUS, PRIOR TO THE FIX EVEN IF NOT IN VNAV, THE FMC WOULD ALERT THE CREW. IF IN VNAV, IT WOULD CLB TO THE ALT. (I THINK -- WILL HAVE TO DO MORE RESEARCH ON THIS, BUT FEEL SOMETHING NEEDS TO BE DONE TO REMIND THE CREW OF THE CLRNC.) I WILL RE-STRESS COM AMONG THE CREW AND ADHERENCE TO SOP. THIS HAS HAPPENED TO OTHER CREWS AND PROBABLY WILL HAPPEN AGAIN. I HOPE THIS EXPERIENCE WILL PREVENT IT FROM HAPPENING TO MY FUTURE CREWS AND OTHER CREWS WITH WHOM THESE CREW MEMBERS WORK.

Synopsis :

B747 CREW DID NOT MAKE XING ALT.

ACN: 442330

Time

Date : 199907
Day : Wed
Local Time Of Day : 0601 To 1200

Place

State Reference : TX
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Make Model : Medium Transport, High Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3800
Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Type : 2200
ASRS Report : 442330

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WAS APPROX 50 DME E OF SBI VOR, CTR TOLD ME TO CROSS 20 MI W OF SBI AT 8000 FT. I STARTED THE DSCNT AT 40 DME E OF SBI EXPECTING TO MAKE THE RESTR. AT 10 DME W OF SBI CTR ASKED IF I WAS GOING TO MAKE THE RESTR. AT THAT POINT I REALIZED MY ERROR. EVEN THOUGH I DIALED 8000 FT IN THE AUTOPLT, I WAS CALCULATING FOR A 10000 FT ALT. I MISSED THE RESTR BY ABOUT 4 MI. I BELIEVE MY MISTAKE TO BE THE RESULT OF FATIGUE. THE DAY BEFORE WAS A LONG DAY WITH TSTMS AND WX DELAYS. THE REST PERIOD WAS REDUCED TO 8 HRS WITH A LONG DRIVE TO AND FROM THE HOTEL. MY ESTIMATED ACTUAL SLEEP TIME WAS 5 HRS.

Synopsis :

MDT CREW DID NOT COMPLY WITH XING RESTR.

ACN: 442780

Time

Date : 199907
Day : Sun
Local Time Of Day : 1801 To 2400

Place

State Reference : CO
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Make Model : Beech 1900

Person / 1

Function.Flight Crew : Captain
Experience.Flight Time.Total : 2000
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Type : 800
ASRS Report : 442780

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE ARR INTO DEN FROM RKS, WE WERE FILED ALPOE RAMMS 2 ARR. AFTER ALPOE IT'S THE 096 DEG RADIAL TO GLL TO INTERCEPT THE DVV 311 DEG RADIAL. WE WERE ESTABLISHED ON THE 096 DEG RADIAL TO GLL, BUT FLEW THROUGH THE DVV 311 DEG RADIAL BY ALMOST 10 MI. IT WAS DISCOVERED WHEN CTR ADVISED US WE FLEW THROUGH IT AND GAVE US A 195 DEG HDG TO REINTERCEPT. I THINK THE CAUSE HAD TO DO WITH A LITTLE MENTAL FATIGUE. WE WERE RUNNING LATE ALL DAY, WITH NO SIT TIME ON THE GND. THIS WAS THE 5TH OUT OF 7 LEGS, AND ABOUT 5.5 HRS OF FLYING. THE EVENT WENT WITHOUT INCIDENT, AND NO OTHER PROBS FOLLOWED FOR THE REST OF THE EVENING.

Synopsis :

BE1900 PLT DOES NOT INTERCEPT ARR TRACK UNTIL REMINDED BY ARTCC. VECTOR GIVEN FOR RETURN TO ARR.

ACN: 442842

Time

Date : 199907

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IAD.Airport

State Reference : VA

Altitude.MSL.Bound Lower : 8500

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : IAD.TRACON

Make Model : DC-9 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 13000

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Type : 300

ASRS Report : 442842

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS PF. WE WERE ISSUED CLRNC TO DSND AND MAINTAIN 9000 FT MSL. AFTER THIS CLRNC WAS RECEIVED, WE WERE ISSUED CLRNC TO TURN R 230 DEG HDG TO INTERCEPT LOC RWY 19R AT IAD. OUR POS AT THE TIME OF RECEIVING THIS HEADING CLRNC WAS SLIGHTLY R OF LOC (BECAUSE, AS I WAS TURNING TOWARD HEADING 230 DEGS AND DIALING IN LOC FREQ, I OBSERVED LOC COURSE DEV INDICATOR 1/3 SCALE L). THIS HEADING CONTINUED TO TAKE US FARTHER R OF COURSE. WHILE PERPLEXED AND CONFIRMING LOC FREQ TO BE CORRECTLY DIALED IN, I FAILED TO ADEQUATELY MONITOR MY ALT. AT THE TIME, APCH CTLR ALSO MADE A COMMENT STATING WE HAD FLOWN THROUGH LOC. I THEN RESPONDED ON THE RADIO, STATING OUR POS AT INITIAL RECEIPT OF 230 DEG HDG CLRNC. MY TALKING ON THE RADIO, AS PF, FURTHER CONTRIBUTED TO MY LACK OF AWARENESS OF MY ALT PROGRESSION FROM 9000 FT MSL TO 8500 FT MSL. APCH CTLR, NOTICING OUR ALT, ISSUED FURTHER CLRNC TO 8000 FT MSL. WE APOLOGIZED TO CTLR. SHE RESPONDED 'NO PROB.' FACTORS: 1) I WAS VERY TIRED, 2) I WAS ANGRY AT MY FLT ATTENDANT CREW, 3) I WAS QUERYING CTLR WHY SHE ISSUED 230 DEG HDG, WHEN ONLY FO SHOULD HAVE BEEN TALKING. I SHOULD HAVE BEEN 'FLYING THE PLANE,' AND 4) I WAS SIMPLY INVOLVED IN TOO MANY TASKS AT ONE TIME.

Synopsis :

FATIGUED CREW OF DC9 ALTDEV ON APCH.

Time

Date : 199907
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Bound Lower : 900
Altitude.MSL.Bound Upper : 2200

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Make Model : MD-11

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 4000
ASRS Report : 442916

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 280
ASRS Report : 443385

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

INITIAL CONTACT WITH LAX APCH CTL TOLD US TO EXPECT ILS RWY 25R WITH MUDD 4 ARR. CAPT (PNF) INSERTED THE MUDD 4 ARR WHILE THE FO GOT HIS CHARTS. APPROX 4 NM E OF MUDD (14000 FT), WE SWITCHED TO THE SECOND APCH CTLR, WHO TOLD US TO FLY PRESENT HDG (230 DEGS) TO INTERCEPT LOC RWY 24L, EXPECT ILS RWY 24L, RWY 24L GS OTS. AT THAT TIME, I (PNF) INSERTED ILS RWY 24L AND BRIEFED THE FO ON THE APCH, CALLING OUT INITIAL ALTS MDA (WITH AIRSPD OUT - 580 FT), MISSED APCH PROC, MSA, LOC IDENT INBOUND. I MANUALLY INSERTED LOC IDENT/INBOUND COURSE AND SELECTED LOC ONLY APCH ON THE NAV/RAD PAGE. WE WERE CLRED FOR APCH AND FO DSNDED TO 2200 FT APPROX 6 NM PRIOR TO ROMEN. AFTER HE LEVELED OFF, APCH CTL TOLD US TO CONTACT TWR AT ROMEN, CLRED FOR APCH. AT THAT TIME I LOOKED AT THE NAV DISPLAY WHICH SHOWED FF24L AND NOT ROMEN, SO I LOOKED AT THE APCH PLATE TO CONFIRM WHERE ROMEN WAS AND NOTICED I HADN'T SET TIME TO MISSED APCH. I STARTED TO SET IT AND TOLD THE FO TO SET MINIMUMS (580 FT) AND BY THE TIME I FIGURED THE MISSED APCH TIME WE WERE DSNDDING OUT OF 1500 FT AND I FIGURED IT WAS TOO LATE. AFTER LOOKING OUT FOR THE RWY, I DECIDED WE WERE TOO LOW AND TOLD THE FO TO STOP HIS DSCNT AT ABOUT THE SAME TIME ATC ASKED US WHAT OUR ALT WAS. WE HAD NOT YET CROSSED ROMEN AND WERE STILL TALKING TO APCH. HE TOLD US THE ALT RESTR WAS 2200 FT AT ROMEN -- WE WERE APPROX 900 FT. HE ASKED US IF WE COULD MAKE IT FROM THERE AND I ASKED FOR MISSED APCH INSTRUCTIONS. HE ASKED IF WE WERE IMC AND I TOLD HIM WE WERE VMC. WE FLEW ACCORDING TO HIS MISSED APCH INSTRUCTIONS AND CONTINUED AROUND FOR LNDG AT LAX. THE HUMAN FACTORS INVOLVED IN THIS INCIDENT ARE AS FOLLOWS: 1) THE LAST MIN RWY CHANGE RUSHED BOTH OF US AND CONSEQUENTLY THE APCH WAS NOT THOROUGHLY BRIEFED NOR UNDERSTOOD. THE FACT THAT THE APCH WAS CHANGED FROM AN ILS TO A LOC ONLY (GS WAS OTS) COMPOUNDED THE ISSUE. THERE IS MORE TO BRIEF IN TERMS OF TECHNIQUE WHEN FLYING A NON PRECISION APCH. 2) EFFECTIVE COM BROKE DOWN. BOTH OF US GOT ABSORBED IN OUR OWN LITTLE WORLDS OF 'PREPARATION' AND STOPPED COMMUNICATING. EVERY 'INCIDENT' I HAVE BEEN INVOLVED IN, HOWEVER MINOR, HAS BEEN A RESULT OF AT LEAST 1 PERSON NOT SAYING WHAT WAS ON HIS MIND. I SHOULD HAVE ASKED THE FO WHAT HIS INTENDED TECHNIQUE/ACTION WOULD BE AFTER ROMEN (IE, TO EITHER USE VERT SPD OR LEVEL CHANGE TO MDA). 3) THERE WAS NO XCHK. I DIDN'T REALIZE UNTIL THE CTLR GAVE US THE FREQ CHANGE AT ROMEN THAT 'ROMEN' WAS DEFINED ON THE FMS AND NAV DISPLAYS AS FF149 WITH A HAND ALT OF 2200 FT. ALSO, WHEN I TOLD THE FO TO SET MDA, I SHOULD HAVE SAID 'PRESELECT' AND HE SHOULD HAVE CORRECTED ME AND REMINDED ME THAT WE WERE TO CROSS ROMEN AT 2200 FT. 4) FINALLY, THE DISTR IN THE COCKPIT CAUSED BY A LACK OF A GOOD BRIEF. AT THE TIME I SHOULD HAVE BEEN XCHKING THE FO'S POS AND ALT, I WAS CONCERNED WITH TIME TO MISSED APCH, FINDING ROMEN, THE TURNOFF POINT ON THE RWY AND THE FACT THAT I CONSIDERED THE FO SLOW IN CATCHING UP AND MINDING THE STORE. THE 2 CONTRIBUTING FACTORS THAT I THINK ARE NECESSARY TO BRING UP ARE THE FACT THAT WE WERE BOTH TIRED, NOT FROM EXCESSIVE DUTY TIMES, BUT FROM THE SIMPLE FACT OF CHANGING FROM DAYTIME DUTY PERIOD TO NIGHTTIME DUTY PERIOD. ALSO, LAX'S REALLY BAD HABIT OF LAST MIN RWY CHANGES.

Synopsis :

AFTER LAST MIN CLOSE IN APCH CHANGE, HVT CREW CROSS FAF 1300 FT LOW PRIOR TO MISSED APCH AT LAX.

Time

Date : 199907
Day : Thu
Local Time Of Day : 0601 To 1200

Place

State Reference : WA
Altitude.MSL.Bound Lower : 16000
Altitude.MSL.Bound Upper : 37000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZSE.ARTCC
Make Model : MD-11

Component / 1

Aircraft Component : Autoflight System
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 20000
Experience.Flight Time.Last 90 Days : 120
ASRS Report : 442937

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 3300
ASRS Report : 443165

Person / 3

Function.Flight Crew : Relief Pilot
Experience.Flight Time.Total : 13300
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Type : 1800
ASRS Report : 443008

Person / 4

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Issued New Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WAS RECLRED APPROX 1 HR OUT OF PDX BY VANCOUVER CTR AT DOLFF, BTG/312 DEGS/70 DME, THEN THE BTG/275 DEGS/25 DME, THEN BTG, PDX. WHEN THE CLRNC WAS GIVEN CAPT WAS IN THE L SEAT AND IRO IN THE R SEAT, FO WAS ON BEAK AND OUT OF THE COCKPIT. CAPT MADE THE FMS ENTRIES. WHEN ZSE NOTED THE ERROR FO WAS IN THE R SEAT AND HAND FLYING THE ACFT WHILE CAPT MADE FMS ENTRIES. PRIOR TO THE BTG/312 DEGS/70 DME WE WERE GIVEN AN IMMEDIATE TURN AWAY FROM RESTR AIRSPACE. ZSE INFORMED US THAT WE WERE NOT GOING TO THE BTG/312 DEGS/70 DME WAYPOINT. THE FMS SHOWED THE WAYPOINT W OF OUR POS. THEY SUGGESTED WE CHK OUR NAV DATA. A CHK WAS MADE FINDING 2 BTG REF POINTS IN THE DATABASE, BOTH GAVE THE SAME LATITUDE/LONGITUDE, THE SECOND ALSO HAD 116.6. WHEN I WAS GIVEN THE CLRNC, I SELECTED THE FIRST WAYPOINT AS THE LATITUDE/LONGITUDE MATCHED THE REQUIREMENT. IN MY SUBSEQUENT INVESTIGATION I FOUND THAT THE BTG I SELECTED WAS ACTUALLY THE BTG/275 DEGS/25 DME AND ALL WAYPOINTS MADE FROM BTG -- WERE OFF THIS DISPLACED WAYPOINT, IE, BTG/275 DEGS/25 DME WAS IN FACT BTG/275 DEGS/50 DME, THUS THE ERROR IN NAV. I QUESTIONED THE CREW AND NO ONE REMEMBERED MAKING A DEFINED WAYPOINT AS BTG AND THE RADIAL 275 DEGS/25 DME IN THE DEFINED WAYPOINT PAGE. THE DATABASE WAS CHANGED PRIOR TO OUR DEP AS THE LAST DATE EXPIRED AND A NEW DATABASE WAS USED FOR THIS FLT. CONCLUSION: WHEN A DEFINED WAYPOINT IS MADE IN THE FMS, I FEEL THAT IT SHOULD BE NOTED ON THE FLT PLAN IN THE EVENT THAT THE PLT IS NOT ON DUTY AT THE TIME THIS WAYPOINT WOULD BE REFERRED.

Synopsis :

FATIGUED INTL CREW RETURNING FROM JAPAN PROGRAMMED FMS INCORRECTLY WHEN RECEIVING ARR CLRNC. ARTCC OBSERVED RESULTING ENCROACHMENT ON MIL AIRSPACE AND GAVE CORRECTING VECTORS.

ACN: 443243

Time

Date : 199907

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 2050

Experience.Flight Time.Last 90 Days : 170

ASRS Report : 443243

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

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

Supplementary

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS THE FO ON A PART 121 FLT FROM JFK TO BOS. AT THE COMPLETION OF THIS FLT, THE CREW DISCOVERED THAT THE FLT WAS INITIATED WITHOUT ENOUGH FUEL AS REQUIRED BY REGS AND COMPANY OP SPECS. THE CAUSE OF THIS PROB WAS INEFFECTIVE CRM. THESE ARE THE EVENTS LEADING UP TO THE PROB. AS FO, I WAS FIRST IN THE COCKPIT. I BROUGHT THE RELEASE PAPERWORK WITH ME TO THE AIRPLANE AND INITIATED A PREFLT, AND A BEFORE START CHK 'FLOW.' DURING MY BEFORE START FLOW, I REALIZED THAT THE ACFT HAD NOT YET BEEN FUELED. THE RELEASE PAPERWORK CALLED FOR AROUND 3100 LBS. WE HAD AROUND 2500 LBS. I CALLED OPS AND REQUESTED A FUEL TRUCK, THEN CONTINUED WITH PREFLT DUTIES. SHORTLY AFTERWARDS, THE CAPT ARRIVED. BECAUSE THE CABIN WAS HOT, HE IMMEDIATELY STARTED ENG #2 (AFTER RECEIVING CLRNC FROM RAMP PERSONNEL). HE DID NOT REQUEST, NOR DID I PROMPT HIM FOR A BEFORE START CHKLIST. HE WAS IN QUITE A HURRY BECAUSE OUR FLT WAS LATE, AND I WAS BUSY WITH OTHER DUTIES. AS WE WERE TAXIING, WE ACCOMPLISHED AN OBLIGATORY BEFORE START, FOLLOWED BY THE AFTER START CHKLIST. THESE CHKLISTS WERE RUSHED, AND I ALLOWED THEM TO BE DONE IN A HURRIED FASHION. BECAUSE OF THE 'HURRY AND GO' ATMOSPHERE, I COMPLETELY FORGOT ABOUT OUR FUEL, AND IT WAS NOT PROPERLY CHKED DURING OUR BEFORE START CHKLIST READING. ONCE OUT OF THE GATE, WE PERFORMED THE REST OF OUR DUTIES SATISFACTORILY AND LANDED IN BOSTON WITHOUT INCIDENT. AS WE TAXIED TO OUR GATE WE RECEIVED A LOW FUEL WARNING. THIS WARNING OCCURS WHEN THE FUEL LEVEL IN EITHER TANK REACHES AROUND 350 LBS. UPON INSPECTING OUR FUEL QUANTITY GAUGES, WE DISCOVERED APPROX 550 LBS IN THE L TANK, AND APPROX 480 LBS IN THE R TANK. THE FUEL LOW LEVEL WARNING HAD OCCURRED EARLY, PROBABLY DUE TO FUEL SLOSHING DURING TAXI. HOWEVER, WE HAD LANDED WITH ONLY AROUND 1100 LBS OF FUEL, ENOUGH FOR AROUND 40 MINS OF FLT TIME. UPON FURTHER INSPECTION, WE DISCOVERED WE HAD TAKEN OFF WITH ONLY ABOUT 2300 LBS OF FUEL. OUR RELEASE CALLED FOR A MINIMUM OF BTWN 2500-2600 LBS. HAD CIRCUMSTANCES BEEN DIFFERENT DURING OUR FLT (IE, BAD WX, HVY TFC, ETC), THE OUTCOME OF THIS VERY FOOLISH MISTAKE COULD HAVE BEEN CATASTROPHIC. THE BLAME FOR THIS ERROR RESTS SOLELY ON THE FLC. THE VERY FIRST STEP IN THIS INCIDENT OCCURRED WHEN THE CAPT TRIED TO HURRY THINGS ALONG. HIS ENG START, AND BEFORE START CHKLIST WERE OUT OF ORDER. (THIS IS A COMMON PRACTICE AMONG MANY CAPTS WHEN THE WX IS HOT. THE FIRST PRIORITY BECOMES TO COOL THE CABIN. IT IS ALSO AGAINST COMPANY POLICY.) IT IS MY OPINION, HOWEVER, THAT THE BULK OF THE BLAME RESTS ON MYSELF AS THE FO. MY JOB IS TO BACK UP AND SUPPLEMENT THE CAPT. IF HE ERRS, I SHOULD CATCH HIS ERROR AND CORRECT IT. IF HE FAILS TO PERFORM PROCS PROPERLY, IT IS MY JOB TO STOP HIM AND ENSURE THAT PROCS ARE FOLLOWED. I OBVIOUSLY DID NOT PERFORM MY DUTIES SATISFACTORILY. THIS MISTAKE HAS CAUSED ME MUCH ANXIETY. I DID NOT REALIZE I WOULD EVER MAKE SUCH A BASIC, EASILY AVOIDED MISTAKE. I HAVE SPENT MUCH TIME EXAMINING MYSELF AND QUESTIONING WHY I ALLOWED THIS TO HAPPEN. I HAVE IDENTED 4 FACTORS THAT CONTRIBUTED TO THIS MISTAKE. FIRST OF ALL, I WAS NEW TO THE OP AT KENNEDY ARPT. I AM BASED IN MIAMI, FL. I HAD BEEN SENT TO KENNEDY AS A TEMPORARY DUTY ASSIGNMENT BEGINNING ON JUL/XA/99. THE DAY OF THE INCIDENT WAS MY SECOND DAY OF FLYING OUT OF JFK. BECAUSE OF MY INEXPERIENCE, I RELIED HEAVILY ON THE CAPT AS I GREW ACCUSTOMED TO THE NEW ENVIRONMENT. I ALLOWED THE CAPT TO DO THINGS HIS WAY UNTIL I FELT COMPETENT ENOUGH TO CHALLENGE HIM. SECONDLY, I WAS TIRED. IT WAS THE LAST FLT OF THE DAY. I BELIEVE FATIGUE PARTIALLY CAUSED ME TO FORGET TO RECHK THE FUEL, EVEN AFTER I HAD NOTICED IT EARLIER. HAD I EVEN REMEMBERED THAT WE INITIALLY DID NOT HAVE THE NECESSARY FUEL, WE WOULD NEVER HAVE LEFT THE GATE. HOWEVER, THE THOUGHT OF OUR FUEL LOAD NEVER CROSSED MY MIND AGAIN UNTIL WE LANDED IN BOS AND GOT THE ALERT. THIRDLY, I HAD EXTRANEIOUS CONCERNS CLUTTERING MY MIND. THERE WERE SEVERAL DISTRACTIONS I HAD ON MY MIND PRECEDING THIS FLT. I BELIEVE THESE CONTRIBUTED TO MY LACK OF AWARENESS. LASTLY, I REALIZED THAT I HAVE NOT BEEN STRONG ENOUGH AS AN FO IN SEEING THAT MY CAPTS ALWAYS FOLLOW PROC. I BELIEVE MY LACK OF 'BACKBONE' WAS A MAJOR FACTOR IN THIS INCIDENT. HAD I INSISTED THAT WE CAREFULLY FOLLOW THE CHKLISTS, THIS MISTAKE WOULD HAVE BEEN CAUGHT BEFORE WE EVEN STARTED THE ENG. IN CONCLUSION, THIS MISTAKE OCCURRED BECAUSE THE CREW MEMBERS WERE IN TOO BIG OF A HURRY. THERE WAS NO INTENTIONAL DISREGARD FOR REGS. WE JUST WERE GOING TOO FAST. WE WERE FORTUNATE THE CONSEQUENCES WERE NOT MORE SERIOUS.

Synopsis :

MDT CREW TAKE OFF WITH INSUFFICIENT FUEL.

ACN: 443253

Time

Date : 199907
Day : Sun
Local Time Of Day : 1201 To 1800

Place

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

Aircraft / 1

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 2000
ASRS Report : 443253

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Other Personnel : Dispatcher

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review
Consequence.Other : Emotional Trauma

Supplementary

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

Narrative :

AFTER 6 STRENUOUS WKS OF FLYING, I WAS CALLED OUT FOR THIS TRIP. THE BEGINNING OF DUTY TIME CHANGED 4 TIMES. THE TRIP WAS SCHEDULED FOR 15 HRS 45 MINS UNDER DOMESTIC SUPPLEMENTAL RULES. WE CHKED IN AT XA00Z, TOOK A COMMERCIAL FLT FROM MIA AT XB15Z, ARRIVED IN BOS AT XE41Z, THEN WAITED THERE UNTIL XG30Z FOR OUR ACFT TO ARRIVE. WHEN I TOOK POSSESSION OF THE ACFT I ADVISED MY DISPATCHER WE MAY NOT CONTINUE THE TRIP TO THE FINAL DEST (BOS-MCI-LAX) DUE TO THE DELAY OF OUR ACFT OUT OF BOSTON AND THAT WE WOULD EXCEED THE 16 HRS MAX DUTY AND ALSO ADVISED HIM THE CREW WAS FATIGUED. ARRIVING INTO MCI, I SPOKE SEVERAL TIMES TO MY CHIEF PLT. HE PRETTY MUCH THREATENED ME WITH MY JOB (ALTHOUGH HE DIDN'T USE THOSE WORDS). WE KEPT ON GOING TO LAX ARRIVING AT XQ00Z BLOCK IN TIME, THUS MAKING IT 16 HRS FROM CHK-IN (START OF DUTY) TO BLOCK-IN. OUR GUIDELINES SAY TO ADD 30 MINS AFTER BLOCK-IN FOR DEBRIEFING, THUS MAKING IT 16 HRS 30 MINS DUTY. I AM NOT EXACTLY SURE WE VIOLATED FARs, IF WE DID, I APOLOGIZE. I HOPE I DON'T GET VIOLATED OR FINED, BUT IF I DO, UNDERSTAND IT WOULD STILL BE CHEAPER THAN LOSING MY JOB.

Synopsis :

B727 FLC MEMBER FLIES IN EXCESS OF RULES AND SAFETY OUT OF REGARD FOR HIS THREATENED JOB.

ACN: 443254

Time

Date : 199907
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLT.Tower
Make Model : Fokker 100

Component / 1

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 14200
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 443254

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Rejected Takeoff

Supplementary

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

Narrative :

I'M NOT REALLY SURE HOW TO WRITE THIS UP, I ATTEMPTED TO TAKE OFF ON 1 ENG. WAS A COOL DAY IN CHARLOTTE AND AFTER START WE TAXIED OUT FOR TKOF ON RWY 36 IN CHARLOTTE HEADING TO ROANOKE. THE WX WAS COOL, IN THE 60 DEG RANGE WITH OVCST SKIES. WE ACCOMPLISHED BOTH THE AFTER START AND BEFORE TKOF CHKLISTS AND DID NOT REALIZE THAT I HADN'T STARTED THE SECOND ENG UNTIL WE WERE CLRED FOR TKOF AND ADVANCED THE PWR FOR TKOF ON THE RWY AND DIDN'T ACCELERATE AS NORMAL. WE ADVISED THE TWR WE WERE PULLING OFF THE RWY AND WE WOULD BE READY IN A COUPLE OF MINS. WE STARTED THE SECOND ENG, TAXIED BACK AROUND, AND MADE THE TKOF WHEN CLRED. TFC WAS NOT A PROB, NO ONE WAS ON FINAL AND WE WERE THE ONLY ACFT ON THE END OF THE RWY. THIS WAS DEFINITELY A LOSS OF SITUATIONAL AWARENESS ON MY PART, A CONTRIBUTING FACTOR WAS FATIGUE. THIS WAS THE SECOND DAY OF A 3 DAY TRIP. WE DIDN'T START THE 1ST DAY UNTIL XF45 WITH A DEADHEAD FOLLOWED BY AN XA05 DEP TO AN XG19 LNDG. BECAUSE OF TRANSPORTATION PROBS WE DIDN'T ARRIVE AT OUR OVERNIGHT HOTEL UNTIL AFTER LATE NIGHT AND LEFT AT EARLY AM FOR THE 2ND DAY. WHILE IT WAS A 'LEGAL FAA' REST BREAK IT WAS NOT A RESTFUL NIGHT WITH APPROX 6 HRS SLEEP WHICH FOLLOWED A SIMILAR EVENING AT HOME BEFORE THE TRIP. THE TRIP ENDED WITH AN XA45 AM WAKE UP FOLLOWED BY 5 SCHEDULED LEGS AND A FINISH AT XP30. I WOULD SAY LOSS OF SITUATIONAL AWARENESS COMPOUNDED BY FATIGUE WAS CAUSE. CONTRIBUTING FACTORS WERE MINIMUM REST BREAK WITH A TRIP THAT VIOLATES NATURAL RHYTHMS IN THAT IT'S EARLY TO LATE. OUR SCHEDULING SEEMS TO BE COMPLETELY ECONOMICALLY ORIENTED WITH VERY LITTLE THOUGHT GIVEN TO FATIGUE OR NATURAL BODY REST. THE COMPANY WANTS US TO GET OUR REST AT HOME AN USE US AND ABUSE US ON THE TRIPS WITH SAFETY (THROUGH REST) A NEGOTIATED ITEM.

Synopsis :

FK10 CREW FORGOT TO START BOTH ENGS.

ACN: 443263

Time

Date : 199907

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : SF 340a

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 6500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 200

ASRS Report : 443263

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Company

Problem Areas : FAA

Narrative :

AFTER SITTING ON RESERVE ALL DAY I WAS GIVEN A CONTINUOUS DUTY OVERNIGHT WITH NO PRIOR WARNING. I HAD BEEN AWAKE SINCE XA00 AM THE DAY BEFORE, FLEW TO XNA, SLEPT APPROX 4 HRS AND FLEW BACK TO DFW. THIS AMOUNTED TO 4 HRS OF SLEEP IN A 24 HR PERIOD FROM XA00 TO XX00 AM. I BELIEVE THIS TO BE VERY DANGEROUS DUE TO THE NATURE OF FLYING AND WISH TO HAVE RULES ENFORCED TO STOP PRACTICES SUCH AS THIS.

Synopsis :

SF34 CAPT HAD FATIGUE.

Time

Date : 199907
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : NY
Altitude.MSL.Bound Lower : 11600
Altitude.MSL.Bound Upper : 12000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Make Model : B767-300

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8600
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 1200
ASRS Report : 443291

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 25000
Experience.Flight Time.Last 90 Days : 105
Experience.Flight Time.Type : 990
ASRS Report : 443190

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON DSCNT WE WERE CLRED TO CROSS CCC AT 250 KT/12000 FT. I THOUGHT THE CTLR SAID 9000 FT AND SET THAT IN THE ALT WINDOW ON THE AUTOPLT. THE CAPT WAS COORDINATING SOMETHING WITH THE FLT ATTENDANT AND THE RELIEF PLT WAS FINISHING A LOGBOOK WRITE-UP. I WAS VISUAL WITH THE ACFT IN FRONT OF US. I NOTED HE HAD LEVELED AT 12000 FT AND MENTIONED THAT TO THE CAPT WHO SAID THAT'S WHAT WE'RE CLRED TO ALSO. WE WERE AT ABOUT 11700 FT AT THIS POINT. I STOPPED THE DSCNT AND CLBED TO 12000 FT. THE CTLR SHORTLY AFTER QUERIED OUR ALT. WE REPLIED 12000 FT BUT WE HAD BRIEFLY GONE BELOW. HE SAID NO PROB, THERE'S NO ONE ELSE IN THE AREA. IT WAS MY 4TH OCEAN XING IN 6 DAYS AND I HADN'T SLEPT TOO WELL THE NIGHT BEFORE.

Synopsis :

A BOEING 767-300 DSNDED BELOW THE ASSIGNED ALT AT CCC.

Time

Date : 199907
Day : Thu
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ATL.TRACON
Controlling Facilities.Tower : ATL.Tower
Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3052
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 430
ASRS Report : 443390

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : Second Officer

Person / 4

Function.Controller : Approach

Person / 5

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 5
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

APCH CTL CLRED US FOR THE ILS RWY 8L ATL AND ADVISED US TO SWITCH TO TWR FREQ AT THE MARKER. NONE OF THE 3 CREW MEMBERS NOTICED THE FAILURE TO SWITCH TO TWR. ON ROLLOUT, APCH CTL ADVISED US TO CONTACT THE TWR ON 119.5. TWR ADVISED US THAT WE DID HAVE THE 'GREEN LIGHT' AND THERE WAS NOT A PROB OR CONFLICT. LUCKILY THERE WAS NO OTHER TFC AT THIS TIME. FATIGUE WAS DEFINITELY THE CAUSE OF THIS PROB. IN THE FUTURE I, FOR ONE, WILL TRY TO OBTAIN MORE SLEEP PRIOR TO THE EVENING'S FLTS.

Synopsis :

B727 LANDS ATL WITH GREEN LIGHT CLRNC, NOT HAVING CHANGED TO TWR FREQ FOR CLRNC.

ACN: 443491

Time

Date : 199907

Day : Wed

Local Time Of Day : 1801 To 2400

Place

State Reference : IL

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : C90.TRACON

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

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1180

ASRS Report : 443491

Person / 2

Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WX DELAY INTO ORD CAUSED US TO SIT ON TXWY IN IND FOR OVER 6 HRS. PAX IRATE, NEW CAPT (I WAS CHKING OUT) WAS WEAK AND HAVING PROBS. 4 DAYS OF CONTINUAL ERRORS BY STUDENT AND LONG DELAY IN IND WITH PAX PROBS LEFT ME PHYSICALLY AND MENTALLY EXHAUSTED. ACFT MALFUNCTIONS FURTHER COMPLICATED MATTERS. ARR LEG FROM IND TO ORD WENT WELL UNTIL E OF ORD AT 7000 FT MSL AND RAPCON DIRECTED A TURN FROM 000 DEGS TO 020 DEGS. I READ BACK 020 DEGS AND LOOKED DOWN TO VERIFY ILS RWY 22R IDENT. WHEN I LOOKED BACK UP, WE WERE TURNING L, WITH A 220 DEG HDG IN THE MCP. I DIRECTED THE STUDENT TO STOP THE TURN (BUT FIRST ASKED HIM WHAT OUR ASSIGNED HEADING WAS, AS I HAD FORGOTTEN. HE SAID 020 DEGS, THEN 220 DEGS, THEN SAID HE COULD NOT REMEMBER. I COULD NOT REMEMBER AT THIS POINT DUE TO HVY COCKPIT WORKLOAD IN ORD ENVIRONMENT). WE STOPPED TURN AT 330 DEGS AND ATTEMPTED TO CONFIRM HEADING WITH ATC. THEY REPLIED 020 DEGS AND TOLD US TO DSND TO 4000 FT MSL, THEN QUICKLY REALIZED THAT WE HAD MADE A L TURN INSTEAD OF R, AND REASSIGNED US A 050 DEG HDG. AT THIS POINT, DUE TO FATIGUE, I QUICKLY BECAME TASK SATURATED AND EXPERIENCED, WHAT I CAN ONLY DESCRIBE AS, AN ALMOST COMPLETE LOSS OF SHORT TERM MEMORY. I REALIZED THIS, AND CONTINUALLY ASKED RAPCON TO REPEAT THEIR INSTRUCTIONS, WHICH WERE USUALLY GIVEN IN 2, 3, (OR 4 OCCASIONALLY) ITEMS EACH (TURN L 010 DEGS, DSND TO 4000 FT, SLOW TO 180 KIAS) AND PERHAPS (INTERCEPT RWY 22 LOC, MAINTAIN 2500 FT UNTIL ESTABLISHED 170 KTS TO THE MARKER, CONTACT TWR AT THE MARKER ON 126.9, OR OTHER FREQ). THE STUDENT FINALLY MADE ONE TOO MANY ERRORS AND I TOOK THE ACFT IN ORDER TO GET DOWN FOR THE LNDG. ONCE I TOOK THE ACFT, THE RELIEF FROM NOT HAVING TO WATCH EVERY STEP THE STUDENT MADE IMMEDIATELY RESULTED IN MY ABILITY TO BETTER RETAIN THE INSTRUCTIONS RECEIVED. I WAS NO LONGER TASK SATURATED. A THIRD PLT WOULD HAVE HELPED -- WOULD HAVE VERIFIED THE ILS, LEAVING ME TIME TO BETTER WATCH THE STUDENT ALTHOUGH I SHOULDN'T HAVE MISSED HIS HEADING ERROR, AND THE THIRD PLT MIGHT HAVE CAUGHT THE ERROR. I DON'T KNOW HOW YOU STOP FROM GETTING FATIGUED IN THIS BUSINESS -- LONG HRS, NO CONSIDERATION FOR CIRCADIAN RHYTHM, LITTLE CONSIDERATION FOR PROPER DIET (WE HADN'T HAD AN OPPORTUNITY TO EAT FOR 12 HRS). I NEEDED TO SAY IT'S OVER SOONER AND UNLOAD MYSELF -- TAKE THE ACFT. THE TRAINING WAS TERMINATED AFTER THIS LEG. WE WERE TOO TIRED TO SAFELY CONTINUE, ALTHOUGH SCHEDULED TO DO SO.

Synopsis :

ACR CAPT FLYING WITH NEW CAPT IN TRAINING THAT IS NOT QUITE UP TO SPD CREATES A HVY COCKPIT WORKLOAD AND A HEADING AND TURN IS MISSED.

ACN: 443941

Time

Date : 199907
Day : Tue
Local Time Of Day : 0601 To 1200

Place

State Reference : NJ
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10800
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1500
ASRS Report : 443941

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 2910
Experience.Flight Time.Last 90 Days : 21
Experience.Flight Time.Type : 870
ASRS Report : 444450

Person / 3

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Non Adherence : Clearance
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

ACFT WAS ON A HDG WHEN CTR RPTED US JUST S OF THE AIRWAY AND ASKED IF WE HAD BEEN LEFT ON A HDG. (WE HAD PREVIOUSLY BEEN GIVEN A SERIES OF TURNS). DUE TO HAVING BEEN UP ALL NIGHT (NIGHT FREIGHT) AND SOMEWHAT TIRED AT THAT POINT, WE ALSO WERE UNSURE WHETHER WE HAD BEEN LEFT ON A HDG OR TOLD TO REJOIN. BEFORE RESPONDING, CTR GAVE US A HDG TO REJOIN. NO CONFLICTS OCCURRED, BUT WITH FATIGUE BEING A CURRENT HOT ISSUE, THIS SEEMS REPRESENTATIVE OF HOW BEING TIRED CAN AFFECT THE COGNITIVE SKILLS. WHETHER BEING TIRED LEFT US ABSENT MINDED TO THE LATEST CLRNC RECEIVED OR RESULTED IN OUR FAILURE TO PROPERLY ENSURE LNAV ACTIVATION WHEN SELECTED, THE ISSUE OF COCKPIT FATIGUE DOES WARRANT ADDRESSING -- IT CERTAINLY WILL HAVE MORE OF MY ATTN.

Synopsis :

B767 CREW HAD HDG DEV.

Time

Date : 199907
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SEA.Airport
State Reference : WA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Dash 8 Series Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6300
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 800
ASRS Report : 444329

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

ON THE MORNING OF JUL/WED/99, AT XA00 AM WE CROSSED SEA RWY 16R WITHOUT A CLRNC FROM TWR. SEA ARPT RWY 16L WAS CLOSED FOR CONSTRUCTION, GND CTL WAS HAVING ACFT TAXI ACROSS RWYS 16L AND 16R TO TAXI TO THE END OF THE RWY ON THE W SIDE. OUR INITIAL GND CLRNC WAS TO CROSS RWYS 16L AND HOLD SHORT RWY 16R. BEING THE FIRST FLT OF THE DAY WE HAD A COUPLE OF EXTRA PREFLT CHKS TO MAKE PRIOR TO TKOF. SO GND INSTRUCTED US TO PROCEED TO THE NEXT TXWY PAST THE ONE BEING USED TO CROSS BOTH RWYS AND TO FOLLOW THE ACFT BEHIND US ONCE WE WERE FINISHED. UPON FINISHING CHKS WE PULLED IN BEHIND THE ACFT WE WERE TO FOLLOW. THAT ACFT CONTINUED TO CROSS RWY 16R AND WE FOLLOWED AFTER LOOKING UP THE APCH END OF THE RWY TO INSURE IT WAS SAFE TO CROSS. I QUESTIONED WHETHER OR NOT WE HAD BEEN CLRED TO CROSS THE RWY. THE CAPT SAID THAT WE WERE TOLD TO FOLLOW THE ACFT IN FRONT OF US WHICH WAS TRUE. HOWEVER AFTER WE CROSSED THE RWY GND CTL INFORMED US THAT WE HAD JUST CROSSED AN ACTIVE RWY WITHOUT A CLRNC FROM TWR, WHICH MADE SENSE, BECAUSE OF THE FACT THAT WE NEEDED CLRNC FROM TWR TO CROSS AN ACTIVE RWY, BUT IT WAS VERY CONFUSING AT THE TIME. CONTRIBUTING FACTORS WERE THE ABNORMAL CONSTRUCTION OPS AT SEA. NOT THE CLEAREST OF GND CTL CLRNCs. PLT'S PERCEPTION OF CLRNC. PLT FATIGUE FROM POOR COMPANY SCHEDULES THAT HAD ALL OTHER TRIPS THAT WERE BACK TO BACK LEAVE AT SIMILAR TIMES, MUCH LATER IN THE MORNING. THIS TRIP WAS A XB00 AM SHOW TIME.

Synopsis :

DH8 CREW HAD RWY INCURSION.

ACN: 444373

Time

Date : 199907

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLT.Tower

Make Model : A319

Person / 1

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 120

ASRS Report : 444373

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Ground

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Weather

Narrative :

EXTENDED TAXI TIME (2 HRS 52 MINS) DUE TO GND STOP TO DEST (LGA) AND TSTMS AT CLT. ARPT WAS CLOSED FOR OVER 30 MINS DUE TSTMS, WINDS OVER 45 KTS, LIGHTNING STRIKES ON ARPT, ETC. RAMP AREA CLOSED. DURING TAXI TO RWY 36R, OTHER ACFT RPTED DEBRIS (BAGGAGE CART, PROPANE TANK, OBSTRUCTION BARREL) ON/NEAR TXWYS/RWYS TO ATC. ATC DID NOT ADVISE OTHER ACFT. ATC CONTINUED TAXI/DEP/ARR OPS. NO RWY INSPECTION WAS MADE PRIOR TO RECOMMENCING OPS ON RWYS/TXWYS. WHAT WENT RIGHT? WHY? COMPANY ACFT ADVISED ATC OF DEBRIS SIT. WHAT WENT WRONG? WHY? ARPT DID NOT CONDUCT FAR PART 139 REQUIRED FIELD INSPECTION PRIOR TO REOPENING ARPT. ATC CONTINUED OPS WITHOUT DETERMINING IF ARPT WAS CLR OF DEBRIS AND UNDAMAGED. ATC DID NOT ADVISE ACFT THAT THIS WAS NOT DONE. WHAT WAS LEARNED? (DESCRIBE): CREW FATIGUE! WE CAN ONLY WORK WITH THAT INFO WHICH WE ARE ADVISED OF. WHAT WOULD YOU DO DIFFERENTLY IF FACED WITH THIS OR A SIMILAR SIT AGAIN? CHALLENGE ATC FOR THE INFO AND DELAY IF NECESSARY. WHAT NEEDS TO BE ADDRESSED TO PREVENT A RECURRENCE OF THIS SIT AND IMPROVE SAFETY? ATC/ARPT NEED TO COORDINATE AND COMMUNICATE. ATC NEEDS TO ADVISE ACR CREWS OF THE SIT. ARPT NEEDS TO FULFILL ITS DUTIES TO ENSURE AIRFIELD IS SAFE PRIOR TO REOPENING.

Synopsis :

ATC DID NOT ASSURE ARPT WAS CLR OF OBSTRUCTIONS ON RWYS AND TXWYS WHEN THEY WERE RPTED BY ACFT AFTER A PASSING TSTM.

Time

Date : 199907
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EGLL.Airport
State Reference : FO
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : EGLL.Tower
Make Model : Widebody, Low Wing, 2 Turbojet Eng

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 180
ASRS Report : 444390

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Relief Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

AFTER TKOF FROM EGLL RWY 9R, FLEW DOMESTIC NOISE ABATEMENT CLB INSTEAD OF ICAO NOISE ABATEMENT CLB. PROBABLY HAPPENED BECAUSE I HAD JUST FLOWN A 3 DAY DOMESTIC TRIP WITH 4 SEGMENTS. ICAO CLB WAS BRIEFED BEFORE DEP FROM GATE.

Synopsis :

WDB CREW FLEW THE WRONG NOISE ABATEMENT PROC.

ACN: 444507

Time

Date : 199907
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : NGU.Airport
State Reference : VA
Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : B727 Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Second Officer
Experience.Flight Time.Total : 7482
Experience.Flight Time.Last 90 Days : 209
Experience.Flight Time.Type : 2982
ASRS Report : 444507

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Flight Crew : First Officer

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Unable
Consequence.Other : Emotional Trauma

Supplementary

Problem Areas : Company

Narrative :

ALL FLTS WERE FLOWN IN THE SAME ACFT, A DC8-63. UPON COMPLETION OF FLT SEGMENT FROM CYQX TO NGU ON JUL/XA/99, THE FLC HAD ACCUMULATED 22.1 HRS FLT TIME (ALOFT) WITHIN THE PREVIOUS 48 HRS. ADDITIONALLY, THE CREW DUTY DAY WHICH BEGAN AT XX00Z WAS 18 HRS LONG UPON ARR AT NGU. IN ACCORDANCE WITH FAR 121.521, THE CREW WAS REQUIRED TO RECEIVE A REST PERIOD OF AT LEAST 18 HRS. INSTEAD, THE COMPANY REQUESTED THAT THE FLT BE CONTINUED UNDER FAR 91 AS A FERRY FLT TO TOLEDO, OH. THIS CONTINUATION WOULD HAVE ADDED AT LEAST 2 MORE HRS OF DUTY TIME TO OUR DUTY DAY, MAKING A TOTAL OF A 20 HR DUTY DAY. WHEN I QUESTIONED THE LEGITIMACY OF THE CONTINUATION OF THIS FLT AFTER 22.1 HRS ALOFT AND 18 HRS OF DUTY, I WAS INFORMED BY THE DIRECTOR OF FLT OPS THAT THIS WOULD BE A PERFECTLY LEGAL OP AND THAT XYZ HAD BEEN CONDUCTING SIMILAR PART 91 'TAIL END FERRY FLTS FOR YRS.' I THEN QUESTIONED THE SAFETY OF CONTINUING THIS FLT. I INFORMED THE DIRECTOR OF OPS THAT I DID NOT FEEL SAFE IN CONTINUING THE FLT DUE TO FATIGUE. HIS REPLY WAS THAT IT WAS MY CALL AND IF I DIDN'T FEEL SAFE TO CONTINUE THAT IT WAS MY CHOICE AND HE COULD NOT FORCE ME TO TAKE IT. HE WENT ON TO DESCRIBE HOW MUCH EXPENSE I WAS GOING TO CAUSE THE COMPANY DUE TO THE NECESSITY OF 'LEAR JETTING IN' ANOTHER CREW TO MOVE THE ACFT. AND THAT THE ACFT WAS BADLY NEEDED WITHIN THE SYS AT TOLEDO, OH. AFTER LISTENING TO HIS ATTEMPT TO PERSUADE ME TO TAKE THE FLT, I FLATLY REFUSED ANY CONTINUATION OF THE FLT ON THE GNDS OF SAFETY DUE TO FATIGUE. HIS REPLY WAS OK, THEN THAT'S IT, WE'LL HAVE TO LEAR JET A CREW IN TO RECOVER THE TRIP. THE CONVERSATION ENDED AT THIS POINT AND THE CREW PREPARED TO GO TO THE HOTEL FOR THE REQUIRED CREW REST. PRIOR TO DEPARTING THE ACFT, THE LINE MECH HOLLERED OVER TO THE CREW AS WE PREPARED TO BOARD THE LINE VAN THAT WE WERE GOING TO TAKE THE ACFT TO TOLEDO REGARDLESS OF THE CAPT'S OPINIONS. HE FURTHER EMPHASIZED THAT THE ACFT WAS NEEDED IN THE SYS AND WE WERE GOING TO TAKE IT THERE. AT THIS POINT HIS COMMENTS WERE RIDICULOUS AND MEANINGLESS AND THEY WERE DISMISSED WITHOUT COMMENT. THE CREW BOARDED THE VAN AND PROCEEDED TO THE TERMINAL TO WAIT ON TRANSPORTATION TO THE HOTEL. WHILE WAITING IN THE TERMINAL, THE GND HANDLER FROM FBO CALLED MY CELL PHONE AND SAID YOU GUYS BETTER NOT GO ANYWHERE BECAUSE WE NEED THAT AIRPLANE MOVED. THE MIL WILL NOT LET US KEEP IT HERE, IT MUST BE MOVED. I INFORMED HIM THAT I DIDN'T INTEND TO MOVE ANY ACFT ANYWHERE AND THAT HE SHOULD MAKE ARRANGEMENTS TO MOVE THE ACFT WITH ANOTHER CREW AND THE CONVERSATION ENDED. SHORTLY THEREAFTER, A REPRESENTATIVE OF FBO APCHED THE CREW IN THE TERMINAL AND SAID, HEY YOU GUYS CAN'T LEAVE YET, YOU'RE GOING TO HAVE TO MOVE THE ACFT OVER TO NORFOLK INTL. YOUR COMPANY IS SETTING IT UP NOW. YOU NEED TO CALL YOUR COMPANY. I THEN CALLED DISPATCH AND INFORMED THEM THAT THE HANDLER TOLD ME TO CALL. THE DISPATCHER PUT ME ON HOLD AND THE DIRECTOR OF OPS ANSWERED. HE PROCEEDED TO TELL ME THAT THEY HAD SET UP A PARKING SPOT OVER AT NORFOLK INTL AND ASKED IF WE COULD MAKE THE SHORTER FLT (ABOUT 20 MINS OF FLT TIME) OVER TO NORFOLK INTL. I INFORMED THE DIRECTOR OF OPS AT THIS TIME THAT I FELT LIKE I WAS BEING PRESSURED INTO CONTINUING A FLT WHICH I THOUGHT TO BE UNSAFE. HIS REPLY WAS WELL THAT'S UP TO YOU, BUT IF YOU CAN'T TAKE THE FLT, IT'S GOING TO CAUSE A BIG MESS WITH THE MIL AND IT'S GOING TO BE TOUGH TO GET ANOTHER CREW AT THIS SHORT NOTICE. I THEN TOLD HIM THAT THEY HAD DAYS TO ARRANGE FOR ANOTHER CREW AS THEY KNEW WHAT OUR DUTY DAY AND FLYING TIME WAS GOING TO BE AT NGU. HE PROCEEDED TO TELL ME THAT THE DUTY DAY AND FLYING TIME WAS IRRELEVANT TO THE SIT BECAUSE THIS WAS GOING TO BE A PART 91 TAIL END FERRY FLT. I QUESTIONED HIM AS TO HOW THE COMPANY COULD POSSIBLY JUSTIFY THEIR ACTIONS IF WE HAD AN ACFT ACCIDENT AFTER CONTINUING THIS FLT UNDER THE PRESENT CONDITIONS OF DUTY TIME AND FLT TIME AND AFTER INFORMING HIM THAT IT WAS MY OPINION THAT IT WAS NOT SAFE TO CONTINUE. HIS REPLY WAS THAT HE WAS NOT EVEN GOING TO ANSWER A QUESTION LIKE THAT. AT THIS TIME IT BECAME MY PERCEPTION THAT MY EMPLOYMENT STABILITY WOULD BE JEOPARDIZED BY REFUSING THIS FLT AND I INFORMED THE DIRECTOR OF OPS THAT I WOULD AGREE TO TAKE THE FLT UNDER PROTEST AS I FELT THAT MY JOB SECURITY WAS GOING TO BE AFFECTED AND I WOULD TAKE IT FOR THAT REASON BUT THAT I STILL FELT THAT CONTINUING THE FLT WAS UNSAFE AND UNWISE. THE CONVERSATION ENDED THERE. THE ACFT WAS MOVED FROM NGU TO ORF. NUMEROUS PROCEDURAL ERRORS WERE MADE THROUGHOUT THE SHORT FLT DUE TO THE FATIGUED STATE OF THE CREW. FORTUNATELY, NONE OF THE PROCEDURAL ERRORS RESULTED IN AN INFLT INCIDENT OR ACCIDENT. AT BLOCK OUT TIME FROM NGU, THE CREW WAS AT A 20 HR 18 MIN DUTY DAY. AT THE COMPLETION OF THIS FLT THE CREW WAS AT A 21 HR AND 15 MIN DUTY DAY. DUE TO THE REALIZATION OF LESS THAN LEGAL DUTY TIMES ON THIS PARTICULAR SEGMENT, THE CREW WENT BACK TO THE EARLIER FLT SEGMENTS TO CHK THE LEGALITY OF THOSE SEGMENTS. IT WAS FOUND THAT ON JUL/XA/99 AFTER ARR AT LICZ THE CREW HAD ACCUMULATED 22.7 HRS OF TIME ALOFT IN THE PREVIOUS 48 HRS. SINCE THE CREW WAS ONLY ALLOWED 14 HRS OF CREW REST AT LICZ THIS WAS AN ADDITIONAL VIOLATION OF FAR 121.521.

Synopsis :

DC8 CREW FLIES 22 PT 7 HRS OUT OF 48 UNDER PROTEST, DURESS AND THREAT OF LOSS OF JOB.

ACN: 444530

Time

Date : 199907

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DSM.Airport

State Reference : IA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DSM.Tower

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 800

ASRS Report : 444530

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE GOING OUT ON THE FIRST FLT OF THE DAY AFTER A 17 HR DUTY DAY THE PRIOR DAY WITH 9 HRS REST. THE DEP WAS DELAYED, BECAUSE OF REST REQUIREMENTS THEY WERE ATTEMPTING TO EXPEDITE THE DEP. THE FIRST 1000 FT OF THE RWY IS NOTAMED CLOSED AND ALSO ON THE ATIS. IT IS NOT BARRICADED IN ANY WAY. WE TAXIED QUICKLY TO THE END OF THE RWY, NOT REALIZING IT WAS PARTIALLY CLOSED AND WERE CLRED FOR TKOF. AFTER DEP, THE TWR ASKED IF WE HAD APPLIED TKOF PWR PRIOR TO THE NEW THRESHOLD. AT THIS TIME I REALIZED THE MISTAKE THAT I HAD MADE. A COMBINATION OF FATIGUE AND AN ATTEMPT TO GET ON SCHEDULE CONTRIBUTED TO THE INCIDENT.

Synopsis :

BA46 CREW USED A CLOSED PORTION OF RWY FOR TKOF.

Time

Date : 199908
Day : Thu
Local Time Of Day : 199908

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CLT.Tower
Make Model : Fokker 100

Component / 1

Aircraft Component : Checklists
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Oversight : PIC
Function.Instruction : Instructor
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 750
ASRS Report : 445237

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3100
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Type : 5
ASRS Report : 445573

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

RPTED AT ARPT AT XA30 FOR A XB15 CHK IN. THIS TRIP WAS AN IOE FOR A NEW FO. DEPARTING CLT AFTER 5 LEGS, WE WERE DISTRACTED DURING TAXI DISCUSSING THE SPECIAL PROCS FOR OUR DEST, ROA. WE HAD DISCUSSED THESE AT THE GATE AND THE DISCUSSION CONTINUED DURING TAXI. DUE TO THIS, WE FAILED TO PERFORM THE REQUIRED CHKLISTS DURING AFTER START AND TAXI. WHEN WE ARRIVED AT THE DEP END OF RWY 36C, WE WERE CLRED INTO POS AND THEN CLRED FOR TKOF. AS WE MADE THE TURN TO ALIGN WITH THE RWY, I NOTICED WE HAD NOT COMPLETED THE CHKLISTS AND THE #1 ENG WAS NOT STARTED. WE CLRED THE RWY AT E2 BYPASS TXWY, SET THE BRAKES AND RAN THE CHKLISTS, INCLUDING STARTING THE ENG. WE WERE TIRED AND HOT FROM A LONG DAY, AND FAILED TO GIVE DUE DILIGENCE TO CHKLIST COMPLETION. LESSONS LEARNED: WHEN TIRED, BE CAREFUL. SUPPLEMENTAL INFO FROM ACN 445573: RPT SHOWTIME XA30 AM FOR XB15 CHK IN. I WAS ON IOE. ON THE 5TH LEG WHILE DISCUSSING SPECIAL PROCS FOR ROA GOT DISTRACTED DURING TAXI. DUE TO DISCUSSION THE CHKLIST WAS OVERLOOKED. WE WERE CLRED TO POS AND HOLD ON RWY 36L. WE THEN REALIZED CHKLIST WAS NOT COMPLETE AND #1 ENG WAS NOT RUNNING. WE CLRED THE ACTIVE, COMPLETED CHKLIST AND CONTINUED THE FLT. IT WAS A LONG DAY AND WILL REMEMBER IT AND THIS MISTAKE.

Synopsis :

F100 CREW ON AN IOE FLT IS CLRED FOR TKOF AND FINDS THEY HAVE NOT STARTED ONE OF THE ENGS.

Time

Date : 199908
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CVG.Airport
State Reference : OH
Altitude.AGL.Bound Lower : 700

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.Tower : CVG.Tower
Make Model : Regional Jet C165

Component / 1

Aircraft Component : Autoflight System
Aircraft Reference : X
Problem : Improperly Operated

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 3400
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 1500
ASRS Report : 445287

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Controlled Flight Towards Terrain
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment : GPWS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE DAY PRIOR TO THIS INCIDENT THE FLC HAD BEEN UP SINCE XA00 AT HOME AND WORKED UNTIL XP40 PM (STARTED AT XB50 AM). WE FLEW 7 LEGS (7 HRS AND 40 MINS). WE WERE FLYING FROM DES MOINES TO CINCINNATI WITH 8 HRS OF REST. CAPT WAS FLYING ON BASE LEG FOR THE ILS RWY 36L AT CINCINNATI, CAPT DISCOVERED A PROB WITH THE FLT SPOILERS. HE WAS DISTRACTED WITH THAT AND I HAD THE EMER CHKLST OUT IN CASE. WE WERE CLRED FOR THE APCH. THE CAPT DID NOT ARM THE APCH MODE ON THE AUTOPLT. HE HIT THE NAV BUTTON. THE AUTOPLT CAPTURED THE LOC BUT NOT THE GS. I STATED THAT 'THE GS IS BELOW US' (WE WERE HIGH). THE CAPT SAID 'UN HUH' AND DIALED IN A STEEPER DSCNT ON THE VERT SPD MODE. (THIS WON'T CAPTURE THE GS.) MAKING THINGS WORSE, HE HAD DIALED A HIGHER ALT IN THE AUTOPLT (5000 FT?) FOR THE MISSED SO WE DIDN'T HAVE ANY WARNING THAT WE WERE GOING BELOW ALT, UNTIL THE PLANE YELLED 'GS, GS.' WE WERE AT THE BASE OF THE CLOUDS AT 700 FT AGL MAYBE 2-3 MI FROM THE RWY. WE WENT AROUND. WE INFORMED THE FLT ATTENDANT AND PAX THAT WE DID A GAR FOR TFC. WE SHOT ANOTHER ILS RWY 36L. THIS ONE WAS UNEVENTFUL. THIS WOULDN'T HAVE HAPPENED IF WE HADN'T BEEN DISTRACTED AND SLEEPY DURING A BUSY PHASE OF FLT.

Synopsis :

GPWS BELOW GS WARNING SAVES THE DAY FOR AN ACR CREW.

Time

Date : 199908
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SNS.Airport
State Reference : CA
Altitude.MSL.Bound Lower : 29000
Altitude.MSL.Bound Upper : 29700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model : B737-300

Aircraft / 2

Controlling Facilities.ARTCC : ZOA.ARTCC
Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 8100
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 2000
ASRS Report : 445635

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 12000
Experience.Flight Time.Last 90 Days : 140
Experience.Flight Time.Type : 2700
ASRS Report : 445631

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

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

Narrative :

I WAS FO AND PF. AUTOPLT WAS ENGAGED. ACFT CLBING IN RELATIVELY SHALLOW, HIGH SPD CLB PROFILE. WE WERE CLBING TO ASSIGNED FL330 WHICH WAS IN ALT WINDOW. AT APPROX FL293 ATC QUERIES 'ACFT X VERIFY LEVEL AT FL290?' BEFORE WE COULD RESPOND ANOTHER COMPANY ACFT JUMPED IN: 'THAT'S AFFIRMATIVE, FL290, ACFT Y.' ATC: 'I SHOW YOU A COUPLE HUNDRED FT HIGH.' ACFT Y, 'NEGATIVE SIR, WE'RE LEVEL HERE AT FL290.' ATC: 'AM I TALKING TO ACFT X?' MEANWHILE, DURING THIS CONFUSING INTERCHANGE, I'VE CLICKED OFF THE AUTOPLT AND INITIATED A DSCNT AS I'VE NOTICED AN OPPOSITE DIRECTION MD80 WHICH IS OBVIOUSLY A POTENTIAL THREAT AND THE REASON FOR THE CTLR'S CONCERN. WE REACH APPROX FL297 DURING THE PUSHOVER FROM CLB TO DSCNT AND RECEIVE A 'TFC' CALLOUT FROM OUR TCASII SYS (NO RA). AFTER SEVERAL RADIO BLOCKS FROM OUR COMPANY FLT # ACFT Y, THE CAPT WAS FINALLY ABLE TO RESPOND AND RPT LEVEL AT FL290, AND THAT WAS THE FIRST TIME WE HAD EVER READ BACK FL290. THAT WAS THE END OF THE INCIDENT AND THE BEGINNING OF A MISERABLE EVENING OF FLYING, WONDERING WHAT HAPPENED AND WHAT WOULD COME OF IT. IN HINDSIGHT I CAN SEE SEVERAL ERRORS. THE CAPT AND I BOTH AGREE THAT WE NEVER READ BACK ANY CLRNC TO FL290. MY SUSPICION IS THAT WHEN ATC ORIGINALLY ASKED US TO LEVEL AT FL290 RATHER THAN FL330 IT WAS REPLIED TO BY ACFT Y. THIS MISTAKE SHOULD HAVE BEEN CAUGHT BY US OR ATC, BUT IT WAS NOT. BETTER RADIO SITUATIONAL AWARENESS ON OUR PART WOULD HAVE SOLVED THE PROB. I WILL SAY, HOWEVER, THAT I DON'T RECALL COMMON ATC PRACTICE USED WHEREBY THEY ALERT CREWS TO SIMILAR SOUNDING CALL SIGNS. THIS SHOULD HAVE BEEN DONE, ESPECIALLY WITH THE SIMILARITY OF ACFT Y AND ACFT X. THIS IS A REAL PROB FOR OUR ACR. YOU MAY HAVE 6 CALL SIGNS IN AS MANY HRS AND ALL OUR FLTS ON FREQ ARE SIMILAR. I'M SURPRISED THIS DOESN'T HAPPEN MORE OFTEN.

Synopsis :

B737 CREW HAD CTLR, PLT FLT NUMBER MIX-UP.

ACN: 445700

Time

Date : 199908
Day : Tue
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Make Model : B757-200

Component / 1

Aircraft Component : Trailing Edge Flap
Aircraft Reference : X
Problem : Malfunctioning

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 16000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 3000
ASRS Report : 445700

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Aircraft

Narrative :

ON APCH (AFTER ALL NIGHT FLT FROM LAS-JFK), WHEN LOWERING FLAPS TO 1 DEG, WE HAD A TRAILING EDGE FLAP DISAGREEMENT FAULT LIGHT, WHICH PREVENTED THE FLAPS FROM COMING OUT. WE WERE ON A 10 MI FINAL APCH TO RWY 4L AT JFK, AND REQUESTED VECTORS BACK OUT TO GIVE US TIME TO RUN THROUGH THE ALTERNATE FLAP CHKLIST. DURING VECTORS, WE WERE ABLE TO LOWER THE FLAPS TO 20 DEGS (AS CALLED FOR BY THE ABNORMAL CHKLIST), AND LANDED ON RWY 4L UNEVENTFULLY. WE DID NOT DECLARE AN EMER, BUT THE PORT AUTH CALLED OUT THE TRUCKS ANYWAY, AS PER THEIR PROCS. I DID NOT SEE THE NEED, HOWEVER. DURING THE VECTORING, THERE WAS SOME CONFUSION AS WE WERE HAVING TROUBLE EXECUTING ALL PHASES OF ALL CHKLISTS EFFICIENTLY AS WE WERE BOTH FATIGUED FROM HAVING FLOWN ALL NIGHT. ALL OPS WERE SAFE, BUT THE WORKLOAD WAS HIGH.

Synopsis :

B757 CREW HAD FLAPS LOCKOUT WITH ASYMMETRY PROTECTION.

ACN: 445845

Time

Date : 199908
Day : Mon
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : A90.TRACON
Controlling Facilities.Tower : BOS.Tower
Make Model : B767 Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 445845

Person / 2

Function.Flight Crew : First Officer
ASRS Report : 445690

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Incursion : Landing Without Clearance
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

AFTER AN ALL NIGHT FLT THAT STARTED WITH A CHANGE OF EQUIP AND A DELAYED DEP, WE RECEIVED THE CLRNC. WE WERE CLRED FOR THE VISUAL APCH FROM APCH CTL. WE WERE NEVER GIVEN, 'CONTACT TWR.' AFTER LNDG WE REALIZED WE WERE STILL LISTENING TO APCH CTL. WE SWITCHED TO TWR FREQ AND WERE TOLD TO CROSS INTERSECTING RWY AND CONTACT GND. NO MENTION OF LNDG WITHOUT PROPER CLRNC OR ANYTHING ELSE OUT OF THE ORDINARY.

Synopsis :

B767 CAPT AND FO SUBMITTED RPTS DESCRIBING THEIR HAVING LANDED AT BOS WITHOUT CLRNC.