



PRELIMINARY
PILOT DEVIATION REPORT (ATQA)

Incident Report Number

P N M C Z D V 0 9 0 1 2

Complete and distribute according to instructions on page 4. Complete items 1 to 4, 7 to 12, and 30 to 35 for all deviations; if surface deviation, also complete items 13 to 17; if air deviation, also complete items 5 to 6 and 18 to 27. Unless computer generated, complete the form by hand or typewriter.

1. Date, Time, and Location of Deviation: A. Date (Coordinated Universal Time-UTC) 1 1 0 6 0 9 M M D D Y Y B. UTC Time 0 4 3 4 C. Local Time 2 1 3 4 D. Nearest City or Town and State CORTEZ CO	2. Pilot Information (complete or mark box): ☐ All Information Unknown A. Name and Address BILL IRWIN Name (first, middle, last) [REDACTED] Address [REDACTED] City State or Country Zip B. Daytime Telephone No. [REDACTED] C. Pilot Certificate No. (or enter "MILITARY") [REDACTED]	3. Aircraft Information (complete or mark box): ☐ All Information Unknown A. Registration (N) Number A C A 7 9 5 B. Flight Number or Call Sign (if applicable) C. Make AIRBUS D. Model 320 E. Suffix Q
4. Type of Flight Rules at Time of Deviation (mark one): A. ☒ Instrumental Flight Rules (IFR) B. ☐ Visual Flight Rules (VFR) C. ☐ Special VFR D. ☐ Defense VFR E. ☐ Unknown	5. Aircraft Altitude When Deviation Detected: A. 3 6 0 0 0 Feet msl B. ☐ Unknown	6. If There Was Loss of Separation, Closest Proximity Was: ☒ No Loss of Separation A. Feet, Vertical [REDACTED] or ☐ Unknown B. Feet, Horizontal [REDACTED] or Miles (nautical), Horizontal [REDACTED] or ☐ Unknown C. Minutes Longitudinal [REDACTED] or ☐ Unknown

7. Brief Description of Deviation and Comments:

Notification Made To Pilot (mark one): ☒ Yes - ATC Frequency ☐ Yes - Other (provide explanation) ☐ No (provide explanation)

ACA795 WAS EN ROUTE FROM CYYZ TO KLAX AT FL360. ACA795 CHECKED ON THE SECTOR 37 FREQUENCY AT 0415. NO OTHER TRANSMISSIONS WERE MADE TO OR RECEIVED FROM ACA795 UNTIL THE SECTOR 37 RADAR CONTROLLER (37R) INSTRUCTED THE PILOT TO CONTACT THE NEXT SECTOR (SECTOR 24) AT 0434. ACA795 DID NOT ACKNOWLEDGE THE INSTRUCTION TO CONTACT SECTOR 24. 37R ATTEMPTED TO CALL ACA795 SEVERAL MORE TIMES OVER THE NEXT 20 MINUTES WITHOUT SUCCESS.

AT 0435, 37R CALLED SECTOR 30, A SECTOR THAT HAD PREVIOUSLY TALKED TO ACA795. 37R ASKED SECTOR 30 TO TRY TO CONTACT ACA795. SECTOR 30 ATTEMPTED TO CONTACT ACA795 WITHOUT SUCCESS.

THE AREA 4 OPERATIONS SUPERVISOR-IN-CHARGE (OSIC) ASKED SECTOR 25, ANOTHER SECTOR THAT HAD PREVIOUSLY TALKED TO ACA795, TO TRY TO CONTACT ACA795. OVER THE NEXT 36 MINUTES, THE SECTOR 25 RADAR CONTROLLER (25R) MADE NUMEROUS ATTEMPTS TO CONTACT ACA795. 25R ALSO ASKED FOUR DIFFERENT AIRCRAFT TO TRY TO CONTACT ACA795 ON SEVERAL FREQUENCIES. NONE OF THE AIRCRAFT WERE ABLE TO CONTACT ACA795.

THE AREA 4 OSIC INSTRUCTED THE CONTROLLERS ON SECTOR 24 TO TRY TO CONTACT ACA795. AFTER TALKING TO SECTOR 24, THE AREA 4 OSIC CONTACTED AIR CANADA OPERATIONS. THEY STATED THEY WOULD SEND AN ACARS MESSAGE TO THE FLIGHT.

SECTOR 24 MADE NUMEROUS ATTEMPTS TO CONTACT ACA795. THE SECTOR 24 RADAR CONTROLLER (24R) ASKED THREE DIFFERENT AIRCRAFT TO TRY TO CALL ACA795 ON DIFFERENT FREQUENCIES. AT 0511, N613WF WAS ABLE TO CONTACT ACA795 ON SECTOR 37'S FREQUENCY AND INSTRUCTED ACA795 TO CONTACT LOS ANGELES ARTCC.

AFTER LANDING, THE PILOT OF ACA795 CALLED THE DENVER ARTCC OPERATIONS MANAGER-IN-CHARGE (OMIC). THE PILOT EXPLAINED THEY WERE RECEIVING STATIC ON 121.5 AND HAD TURNED THE VOLUME DOWN. THE PILOT ALSO STATED THAT THEY RECEIVED THE ACARS MESSAGES AFTER THEY HAD CONTACTED LOS ANGELES ARTCC.



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8. Deviation First Detected by (mark one):

- A. ☐ Error Detection Program (EDP)
B. ☐ Radar Observation (excludes EDP)
C. ☐ Visual Observation (tower)
D. ☐ AFSS or FSS
E. ☐ Public, including Pilots
F. ☒ Other, Specify
ATC WAS UNABLE TO
CONTACT

9. Type of Operation at Time of Deviation
(mark one)

- A. ☐ U.S. Air Carrier (14 CFR 121 or 125)
B. ☒ Foreign Air Carrier (14 CFR 129)
C. ☐ Commuter (14 CFR 135)
D. ☐ Air Taxi (14 CFR 135)
E. ☐ General Aviation (14 CFR 91)
F. ☐ Public (Governmental)
G. ☐ U.S. Military, Specify Service
H. ☐ Unknown
I. ☐ Others, Specify

10. Phases of Flight When Deviation Occurred
(mark appropriate boxes)

- A. ☐ Taxi
B. ☐ Takeoff
C. ☐ Climb
D. ☒ Level Flight or Cruise
E. ☐ Turning or Maneuvering
F. ☐ Descent
G. ☐ Approach
H. ☐ Landing
I. ☐ Unknown
J. ☐ Other, Specify

11. Number of Aircraft Involved (provide data on any aircraft not listed in Item 3):

- A. ☒ One
B. ☐ Two
C. ☐ Three
D. ☐ Four or More
E. ☐ Unknown

Aircraft No.	Flight No. or Call Sign (if applicable)	Make	Model
F. ☐			
G. ☐			
H. ☐			
I. ☐			

12. Type of Deviation(s).
(mark appropriate boxes):

- A. ☐ Surface (complete Items 7, 13 to 17, and 30 to 35)
B. ☒ Air and RNP/RNAV Procedures (complete Items 5, 6, and 18 to 35)

13. Type of Control at Surface Deviation Location
(mark one)

- A. ☐ Operating Control Tower
B. ☐ Non operating Control Tower
C. ☐ None, Nontowered Public Airport
D. ☐ None, Private Airport
E. ☐ Unknown

14. Airport ID at
Surface Deviation Location:

☐ ☐ ☐ ☐ ☐

15. Surface Deviation Type(s) (mark appropriate boxes):

- A. ☐ Takeoff without Clearance
B. ☐ Takeoff on Wrong Runway or Taxiway
C. ☐ Landed Without Clearance
D. ☐ Landed or Takeoff Below Weather Minimums
E. ☐ Landed on Wrong Runway, Taxiway, or Airport
F. ☐ Entered Runway or Taxiway Without Clearance
G. ☐ Careless or Reckless Aircraft Operation
H. ☐ Did Not Close Flight Plan
I. ☐ Others, Specify

16. Loss of Separation With
(mark appropriate boxes):

- A. ☐ Ground Vehicle
B. ☐ Personnel
C. ☐ Another Aircraft, on Ground
D. ☐ Another Aircraft, in Air
E. ☐ Obstruction
F. ☐ Not Applicable
G. ☐ Unknown

17. Closest Proximity Was (mark one)

- A. ☐ Under 100 Feet
B. ☐ 100-499 Feet
C. ☐ 500-1,000 Feet
D. ☐ Over 1,000 Feet
E. ☐ Not Applicable
F. ☐ Unknown

18. Transponder (mark one):

- A. ☒ Operating, With Altitude Reporting
B. ☐ Operating, Without Altitude Reporting
C. ☐ Not Functioning (broken or off)
D. ☐ No Transponder
E. ☐ Unknown

19. Was the Aircraft Equipped with TCAS?

- A. (1) ☐ Yes 2) ☐ No 3) ☒ Unknown
B. If Yes, Was TCAS Operating During Deviation?
(1) ☐ Yes 2) ☐ No 3) ☐ Unknown
C. If Yes, Was TCAS Involved in Deviation?
(1) ☐ Yes 2) ☐ No 3) ☐ Unknown
D. If Yes, Describe Involvement:

20. Fix or Facility Nearest Deviation
(complete one):

- A. ☐ ☐ ☐ ☐ VOR, TACAN, or NDB ID
B. ☐ ☐ ☐ ☐ Airport ID
C. ☐ ☐ ☐ ☐ Airway Intersection ID
D. ☐ Waypoint (area Navigation, GPS, Loran, etc.)
E. ☐ Oceanic

21. Deviation Location in Respect to Item 20
(complete A&B or C&D)

- A. ☐ ☐ Miles (nautical)
B. ☐ ☐ ☐ ☐ Degrees (magnetic)
For Area Navigation Only (RNAV):
C. ☐ ☐ ☐ ☐ Latitude
D. ☐ ☐ ☐ ☐ Longitude

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		P	N	M	C	Z	D	V	D	9	0	1	2																																								
22. Location in Traffic Pattern During Deviation (mark one): ☐ Upwind ☐ Crosswind ☐ Entry or Downward Leg ☐ Base Leg ☐ Final Approach ☐ Departure Leg or Exit ☒ Not in Traffic Pattern ☐ Fix/waypoint ☐ Unknown ☐ Others, Specify _____	23. Operational Control Area of Aircraft (mark a maximum of three): A. ☒ Class A Airspace B. ☐ Class B Airspace C. ☐ Class C Airspace D. ☐ Class D Airspace E. ☐ Class E Airspace F. ☐ Class G Airspace G. ☐ Special Use Airspace, Specify _____ H. ☐ Within Terminal Radar Service Area I. ☐ Towered Airport J. ☐ Nontowered Airport K. ☐ Unknown L. ☐ Others, Specify _____	24. Location ID of Facility(ies) Providing Air Traffic Service During Deviation (complete appropriate boxes) <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">A.</td> <td style="width: 10%; text-align: center;">Z</td> <td style="width: 10%; text-align: center;">D</td> <td style="width: 10%; text-align: center;">V</td> <td style="width: 15%;">ARTCC</td> </tr> <tr> <td style="text-align: center;">B.</td> <td></td> <td></td> <td></td> <td>TRACON</td> </tr> <tr> <td style="text-align: center;">C.</td> <td></td> <td></td> <td></td> <td>RAPCON, RATCF, or ARAC</td> </tr> <tr> <td style="text-align: center;">D.</td> <td></td> <td></td> <td></td> <td>ATCT</td> </tr> <tr> <td style="text-align: center;">E.</td> <td></td> <td></td> <td></td> <td>AFSS or FSS</td> </tr> <tr> <td style="text-align: center;">F.</td> <td></td> <td></td> <td></td> <td>None</td> </tr> <tr> <td style="text-align: center;">G.</td> <td></td> <td></td> <td></td> <td>Unknown</td> </tr> <tr> <td style="text-align: center;">H.</td> <td></td> <td></td> <td></td> <td>Others, Specify _____</td> </tr> </table>												A.	Z	D	V	ARTCC	B.				TRACON	C.				RAPCON, RATCF, or ARAC	D.				ATCT	E.				AFSS or FSS	F.				None	G.				Unknown	H.				Others, Specify _____
A.	Z	D	V	ARTCC																																																	
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F.				None																																																	
G.				Unknown																																																	
H.				Others, Specify _____																																																	
25. Preliminary Information Indicates the Air Deviation Type Was (mark appropriate boxes): A. ☐ ATC Altitude Clearance Deviation B. ☐ ATC Course Clearance Deviation C. ☐ Airspeed Clearance Violation D. ☐ Airspace Clearance Violation E. ☐ Flying VFR when IFR Required F. ☐ Pilot Unqualified for Aircraft or Conditions G. ☐ Required Aircraft Equipment Not Operating H. ☐ Careless or Reckless Aircraft Operation I. ☐ Unauthorized Low Level Flying J. ☐ Missed Compulsory Reporting Point K. ☐ Lateral Track Conformity (RNP/RNAV) L. ☐ Vertical Track Conformity (RNP/RNAV) M. ☐ Phraseology (RNP/RNAV) N. ☐ ATC Automation (RNP/RNAV) O. ☐ Charting Issues (RNP/RNAV) P. ☐ Database Issues (RNP/RNAV) Q. ☒ Other, Specify NO COMMUNICATIONS R. ☐ Noncompliance with Other Regulations (specify FAR numbers [2]): (1) _____ (2) _____		26. Preliminary Information Indicates the Airspace Violation Was of (mark one): A. ☐ Class A Airspace B. ☐ Class B Airspace C. ☐ Class C Airspace D. ☐ Class D Airspace E. ☐ Class E Airspace F. ☐ Special Use Airspace, Specify _____ G. ☒ None H. ☐ Unknown I. ☐ Other, Specify _____																																																			
27. If ATC Altitude or Course Clearance Deviation, Maximum Deviation Was: A. ☐ _____ Feet, Vertical or ☐ Unknown B. ☐ _____ Feet, Horizontal or ☐ _____ Miles (nautical), Horizontal or ☐ Unknown		28. RNP/RNAV Procedure Type (mark one): A. ☐ Standard Instrument Departure (SID) B. ☐ Standard Terminal Arrival (STAR) C. ☐ Other, Specify _____																																																			
29. RNP/RNAV Procedure Name in Respect to Item 28 A. ☐ SID Name _____ B. ☐ STAR Name _____ C. ☐ Other, Specify _____		30. Other Reports Filed or To Be Filed (mark appropriate boxes and complete): A. ☐ Incident Report (FAA Form 8020-11). Specify No(s) _____ B. ☐ Preliminary Near Midair Collision Report (FAA Form 8020-21). Specify No(s) _____ C. ☐ Preliminary Operational Error/Deviation Report (FAA Form 7210-2). Specify No(s) _____ D. ☐ Other (including TCAS). Specify _____ E. ☒ None																																																			
31. Attachments (specify, e.g., pilot statement or flight progress strip, or mark box): ☐ No Attachments VIDEO REPLAY																																																					
32. Reporting Office: A. ☐ ANM FAA Region B. ☐ ZDV Location ID C. ☐ 303, 651, 4505 Telephone No.						33. Name of Individual Completing Form: RICHARD AUSTIN Type or Print																																															
34. Facility Manager Approving Form: A. Signature _____ B. Name (Type or Print) KEVIN W. STARK C. Date 11/19/09 M M D D Y Y						35. Report Distributed to: A. FAA Region ☐ ANM Flight Standards ID ☐ 017 B. Others, Specify ANM-200, AJO1-W																																															