

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

August 11, 2011

Operations Report

OPERATIONAL FACTORS

OPS11IA819AB

A. INCIDENT

Location: Chicago, Illinois

Date: August 8, 2011

Time: 1100 A.M. CDT

Airplanes: Embraer EMB-135KL, N377SK, MSN 145579 and;
Embraer EMB-145LR, N845HK, MSN 14500842

B. OPERATIONS INVESTIGATOR

David L. Helson
Operational Factors Division (AS-30)
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594

C. SUMMARY

On Monday, August 8, at approximately 1100 central daylight time, an air traffic control operational error occurred at Chicago O'Hare International Airport (ORD) involving Chautauqua Airlines flight 5021 (CHQ5021), an ERJ-135 regional jet, and Trans States Airlines flight 3367 (LOF3369), an ERJ-145 regional jet. LOF3369 was cleared for takeoff on runway 32L by the Third Local controller and CHQ5021 was cleared to land on runway 9R by the North Local controller. The final approach course for runway 9R crosses runway 32L, and LOF3369 had just become airborne when CHQ5021 passed over runway 32L. The controllers instructed CHQ5021

to go around, and told the pilot of LOF3369 to “stay as low as you can.” Separation as the aircraft crossed flight paths was estimated by the FAA as 125 feet vertically and 350 feet laterally.

This incident was very similar to an ATC error occurring at ORD in May (also investigated by the NTSB) where two regional jets passed within approximately 300 feet vertically and 300 to 500 feet laterally at the same location on the airport. Investigators are concerned that the corrective actions taken by the FAA following that event do not appear to have been effective.

D. SUMMARY OF FLIGHT CREW STATEMENTS

1.0 Chautauqua 5021

1.1 Chautauqua 5021 Captain Statement

On Monday August 8, 2011 I was the Captain and flying pilot on flight 5021 from LSE to ORD. Chicago Approach control cleared us for the ILS 9R and we were instructed to contact tower crossing LANSE. Upon initial contact with tower the controller cleared us to land and we continued inbound. On short final we were instructed to initiate a missed approach at which time we noticed an airplane attempting to take off from runway 32L. The subsequent approach and landing on 9R was without further incident.

1.2 Chautauqua 5021 First Officer Statement

O'Hare Approach cleared us for the ILS 09R Approach and we were instructed to report crossing LANSE on O'Hare tower's frequency. When calling tower crossing LANSE, O'Hare tower cleared us to land on runway 09R. On short-final I noticed an aircraft on 32L attempting a takeoff and at the same time O'Hare tower issued a "Go-Around." The go around and subsequent approach and landing to 09R were uneventful.

2.0 Trans States 3367

2.1 Trans States 3367 Captain Statement

Departing 32L at T10 at Chicago O'Hare we began the takeoff roll normally. I called 80 knots and continued to scan inside and out. At about 115 knots I looked down to check for v1 speed and noticed an amber target 200 above us on the TCAS. I moved forward to look around the window post and noticed an Eagle E145 on short final for 9R. I quickly put my hand on the yoke to delay the rotation and pointed out the target to my FO. He asked if we should abort but we were past v1 and running out of pavement, I said no just keep rolling and rotate past his arrival path. ATC then gave us a traffic alert and told us to stay low, that advice may have been too late

if we didn't see him first. He may have cleared the aircraft by 150 ft at the point he crossed over. We continued our climb and the flight without incident.

2.2 Trans States 3367 First Officer Statement

After being cleared for Take Off from ORD Tower, during Take Off Roll from Rwy 32L@T10 intersection just below 'V1', Pilot Monitoring pointed out an aircraft approaching to land on short final for the crossing Rwy 09R. At this point, our aircraft is well above 'Vr', initiating a normal take off profile would have more than likely flown us right into the descent path of the landing aircraft. Moreover, with limited runway remaining (considering the intersection take-off to begin with!), we then quickly, decided to stay on the runway a little longer to build up enough speed, then initiated take off in ground effect staying as low as possible until the crossing traffic passed overhead. A sharp 10 degree turn to the left above 50 feet AGL was also initiated to facilitate a quick clearance from the landing traffic. The aircraft was returned back to the original runway heading after traffic was clear of conflict.

ATC however, did come on the radio when we had initiated the evasive take off maneuver and advised " Waterski 3367, low altitude alert!, landing traffic overhead, stay as low as possible" PNF then replied "Yes, we are doing that." Once the aircraft was clear of conflict, we were then passed on to ORD departure and the flight continued to the destination with no disruption.