



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

November 28, 2016

**Group Chairman's Factual Report Addendum**

# **AIR TRAFFIC CONTROL**

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## Table Of Contents

|                                      |   |
|--------------------------------------|---|
| A. INCIDENT.....                     | 2 |
| B. AIR TRAFFIC CONTROL GROUP.....    | 2 |
| B. SUMMARY.....                      | 2 |
| C. DETAILS OF THE INVESTIGATION..... | 2 |

### A. INCIDENT

**Location:** Chicago, Illinois

**Date:** February 17, 2015

**Time:** 2145 central standard time (CST) / 0345 Coordinated Universal  
Time (UTC) February 18, 2015

**Aircraft:** Envoy flight 3084 (ENY3084), an Embraer E145  
GoJet flight 3710 (GJS3710), a Canadair Regional Jet CRJ-700

### B. AIR TRAFFIC CONTROL GROUP

None Required

### B. SUMMARY

On Tuesday, February 17, 2015, at 2145 central standard time, an Embraer E145, N698CB, operated by American Airlines Group as ENY3084, was on takeoff roll on runway 28R from intersection EE at the Chicago O'Hare International Airport (ORD), Chicago, Illinois. A Canadair Regional Jet CRJ-700, N154GJ, operated by GoJet Airlines as GJS3710 was taxiing to runway 28R via taxiways F and N. GJS3710 did not turn left at taxiway N as instructed. GJS3710 instead entered runway 28R and made a left turn toward the departing ENY3084. According to the pilot of ENY3084, he maneuvered to avoid GJS3710, and continued his departure. ENY3084 was a regularly scheduled flight from ORD to Port Columbus International Airport (CMH), Columbus, Ohio. GJS3710 was a regularly scheduled flight from ORD to the Lester B. Pearson International Airport (YYZ), Toronto, Ontario, Canada. Both flights were operating under the provisions of Title 14 *Code of Federal Regulations* Part 121. Night visual meteorological conditions prevailed and no injuries were reported on either flight. The air traffic control (ATC) front-line manager (FLM) on duty in the tower stated that the airport surface detection equipment, model X (ASDE-X) alarmed; however, there was insufficient time to cancel ENY3084's takeoff clearance. The distance between taxiways EE and F was approximately 1,900 feet.

### C. DETAILS OF THE INVESTIGATION

This addendum is provided to clarify the summary of the event and address air traffic control requirements related to the incident.

According to the Federal Aviation Administration Order JO 7110.65, *Air Traffic Control*, Paragraph 2-1-1, *ATC Service*, states in part:

- a. *The primary purpose of the ATC system is to prevent a collision involving aircraft operating in the system.*
- b. *In addition to its primary purpose, the ATC system also:*
  1. *Provides a safe orderly and expeditious flow of air traffic.*

Paragraph 2-1-2, *Duty Priority*, states in part:

- a. *Give first priority to separating aircraft and issuing safety alerts as required in this order. Good judgment must be used in prioritizing all other provisions of this order based on the requirements of the situation at hand.*

Paragraph 2-10-3, *Tower Team Position Responsibilities*, states in part:

- c 1. *Tower Position(s) (LC or GC):*
  - (a) *Ensure separation*
  - (b) *Initiate control instructions*
  - (c) *Monitor and operate communications equipment*

Submitted by:

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