

Air Traffic Mandatory Occurrence Report

FLG-M-2015/09/05-0001

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?	
F	L	G	0	5	0	9	2	0	1	5	1	7	1	2	<input type="radio"/> Yes <input checked="" type="radio"/> No
5. MOR reported by (select one):															
<input checked="" type="radio"/> Controller providing services				<input type="radio"/> FLM				<input type="radio"/> Internal Facility Review							
<input type="radio"/> CIC				<input type="radio"/> Aircraft Owner/Operator				<input type="radio"/> Electronically Detected							
<input type="radio"/> External Facility Referral				<input type="radio"/> Hotline (Describe in summary)				<input type="radio"/> Other (Describe in summary)							
Brasher warning given? <input checked="" type="radio"/> Yes <input type="radio"/> No								Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No							
AIRPORT ENVIRONMENT MORs															
11. MOR type - airport environment MORs involving aircraft on the airport surface:											11a. Occurrence location:				
<input checked="" type="radio"/> Aircraft on movement area/runway safety area other than expected/intended - Other aircraft within one-mile of landing threshold? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Canceled takeoff clearance or flight crew aborted takeoff after crossing hold-short line <input type="radio"/> Aircraft unintentionally maneuvered off runway or taxiway <input type="radio"/> Aircraft within ILS protected area other than expected/intended - Other aircraft on final approach – ID _____ Type/Suffix _____											FLG AIRPORT Describe where on the airport surface the occurrence occurred				
11b. Aircraft information:															
Aircraft ID N1099Q			Aircraft type/suffix C310			Facility communicating with A/C FLG			Position communicating with A/C LC			Frequency 134.55			
12. MOR type - airport environment MORs involving aircraft landing/departing/on low-approach:											12a. Occurrence location:				
<input type="radio"/> Aircraft landed/departed or attempted to land/depart runways/surface other than expected/intended <input type="radio"/> Aircraft landed/departed or executed low approach to closed runway (or closed portion thereof) <input type="radio"/> Turbojet go-around within 1/2 mile of arrival threshold (non-flight training)											Describe where on the airport surface the occurrence occurred				
12b. Aircraft information:															
Aircraft ID			Aircraft type/suffix			Facility communicating with A/C			Position communicating with A/C			Frequency			
13. MOR type - airport environment MORs involving vehicles on the airport surface:											13a. Occurrence location:				
<input type="radio"/> Vehicle on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Vehicle within ILS protected area other than expected/intended - Aircraft on final approach – ID _____ Type/Suffix _____											Describe where on the airport surface the occurrence occurred				
13b. Vehicle information:															
Vehicle type:		Vehicle ID		Facility communicating with vehicle		Position communicating with vehicle			Frequency						
<input type="radio"/> Airport Operator <input type="radio"/> Contractor <input type="radio"/> FAA <input type="radio"/> A/C not for flight <input type="radio"/> Tug <input type="radio"/> Tug with aircraft <input type="radio"/> Other (summary)															
14. MOR type - airport environment MORs involving pedestrian on the airport surface:											14a. Occurrence location:				
<input type="radio"/> Pedestrian on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? <input type="radio"/> Yes <input type="radio"/> No											Describe where on the airport surface the occurrence occurred				
14b. Pedestrian name (if known):															

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SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

SKW2992, A CRJ2/L ON THE ILS RY21 APPROACH, WAS CLEARED TO LAND ON RY21. N1099Q, A C310, WAS OBSERVED NORTHBOUND ON TWY A WITHOUT AUTHORIZATION FROM ATCT. N1099Q TURNED RIGHT ONTO THE CONNECTING TWY A2 CONTINUING TOWARD RWY21. AT THAT TIME THE TOWER CONTROLLER ISSUED GO AROUND INSTRUCTIONS TO SKW2992 ON ABOUT A MILE AND HALF FINAL AND COORDINATED MISSED APPROACH INSTRUCTIONS WITH PHX APPROACH. N1099Q CONTINUED ONTO RWY21 AND INITIATED TAKE-OFF ROLL AND THEN ESTABLISHED COMMUNICATION WITH THE TOWER. THE TOWER INSTRUCTED N1099Q TO CANCEL TAKE-OFF AND EXIT THE RWY AT THE A6 CONNECTOR. SKW2992 WAS VECTORED BACK TO THE ILS APPROACH COURSE AND LANDED AT 1730Z.

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SEPARATION		
Was this a loss of separation?		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____	
Separation Used:		
<input type="radio"/> Course Divergence <input type="radio"/> MARSAs <input type="radio"/> Mode C Interlace <input type="radio"/> Opposite Course (Report Passing) <input type="radio"/> Other Facility <input type="radio"/> Procedure/Waiver <input type="radio"/> Report/Observe Leaving Altitude <input type="radio"/> Terminal Transition <input type="radio"/> Tower Visual Separation <input type="radio"/> VFR Aircraft <input type="radio"/> Visual Approach <input type="radio"/> Visual Separation <input type="radio"/> Other		
RISK ANALYSIS		
Was this a Risk Analysis Event?		
<input type="radio"/> Yes <input checked="" type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
Was this a possible pilot deviation?		
<input type="radio"/> Yes <input checked="" type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
Was this a possible Surface Event?		
<input checked="" type="radio"/> Yes <input type="radio"/> No	Classification: <u> D </u>	
VEHICLE/PEDESTRIAN DEVIATION		
Was this a possible Vehicle/Pedestrian Deviation?		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
Was this a NMAC?		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	

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Runway Safety Findings

09/05/2015 RI 1012L (1712Z) Flagstaff Pulliam / Flagstaff, AZ (FLG) Runway Incursion

N1099Q/C310 was observed taxiing northbound on Taxiway Alpha without any communication with ATC. Local/Ground Control (LC) made several transmissions to C310 without a response. When C310 turned onto Taxiway Alpha 2 and continued towards the runway, LC instructed SKW2992/CRJ2, on a 1.5 mile final, to go around. C310 initiated takeoff roll and then advised they had just turned their radio on. LC instructed C310 to cancel their takeoff and exit the runway. METAR: KFLG 051657Z 23007KT 10SM BKN040 OVC050 16/13 A3026

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QA SUMMARY

N1099Q was observed taxiing northbound on Taxiway Alpha without any communication with ATC. Local/Ground Control made several transmissions to N1099Q without a response. When N1099Q turned onto Taxiway Alpha 2 and continued towards the runway, LC instructed SKW2992, on a 1.5 mile final, to go around. N1099Q initiated takeoff roll and then advised they had just turned their radio on. LC instructed N1099Q to cancel their takeoff and exit the runway. N1099Q was not consistently communicating so an Airport vehicle escorted them to the ramp. N1099Q later taxied out and departed. The flight terminated in a fatal accident. A pilot deviation will not be filed.