

# Air Traffic Mandatory Occurrence Report

ORD-M-2015/02/17-0007

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>							<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>	
O	R	D	1	8	0	2	2	0	1	5	0	3	4	6	<input type="radio"/> Yes <input type="radio"/> No
<b>5. MOR reported by (select one):</b>															
<input 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 type="radio"/> Yes <input type="radio"/> No								Training in progress? <input type="radio"/> Yes <input type="radio"/> No							
<b>SURFACE SEPARATION MORs</b>															
<b>D1. MOR type - suspected surface loss involving (select one):</b>										<b>D2. Occurrence location:</b>					
<input type="radio"/> Two aircraft			<input type="radio"/> Ground surveillance alert between two aircraft							<b>RUNWAY 28R / TAXIWAY F</b> <small>Describe where on the airport surface the occurrence occurred</small>					
<input type="radio"/> Aircraft and vehicle			<input type="radio"/> Ground surveillance alert between aircraft/vehicle												
<input type="radio"/> Aircraft and pedestrian															
<b>D3. Aircraft #1 information:</b>															
Aircraft ID			Aircraft Type/Suffix			Facility communicating with A/C				Position communicating with A/C			Frequency		
ENY3084			E145			ORD				3LC			132.7		
<b>D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable):</b>															
<b>D4a. Aircraft:</b>															
Aircraft ID			Aircraft Type/Suffix			Facility communicating with A/C				Position communicating with A/C			Frequency		
GJS3710			CRJ7			ORD				Outbound Ground Control			121.75		
<b>D4b. Vehicle:</b>															
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"/> Other (summary)															
<input type="radio"/> Tug with aircraft															
<b>D4c. Pedestrian:</b>															
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.

GJS3710 TAXIED FROM GATE B18 TO RUNWAY 28R INTERSECTION EE VIA H, U, A, F, N. GJS3710 TOLD TO SQUAWK CORRECT TRANSPONDER CODE AND TOLD TO MONITOR TOWER 132.7

ENY3084 GIVEN TAKEOFF CLEARANCE AT RUNWAY 28R AT INTERSECTION EE BY THIRD LOCAL CONTROLLER. ASDE-X ALERT WARNING GOES OFF AS GJS3710 ENTERS RUNWAY 28R FROM TAXIWAY F. ENY3084 CONTINUES HIS TAKEOFF ROLL AND DEPARTS RUNWAY 28R. GJS3710 EXITS RUNWAY 28R VIA TAXIWAY F THEN LEFT TURN ON TAXIWAY P SHORT OF GG.

AFTER DISCUSSING THE EVENT WITH CAPTAIN SANCHEZ, HE DECIDED TO CONTINUE AND DEPART TO HIS DESTINATION(YYZ)

GJS3710 (N154GJ)  
CAPTAIN - EDUARDO SANCHEZ  
CELL PHONE [REDACTED]

ENY3084 (N698CB)  
CAPTAIN - RICHARD HILBRICH  
[REDACTED]

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SEPARATION		
<b>Was this a loss of separation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: <u>3-9-6</u>	
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		
<b>Was this a Risk Analysis Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	RAE Score: <u>2/2</u>	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: <u>P-GL-T-ORD-15-004</u>	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: <u>A</u>	
VEHICLE/PEDESTRIAN DEVIATION		
<b>Was this a possible Vehicle/Pedestrian Deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
<b>Was this a NMAC?</b>		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	

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## Runway Safety Findings

Service Area Runway Safety Summary: PD Runway Incursion with conflict. 02/17/15 2146L (02/18/15 0346Z) Chicago O'Hare International Airport, IL (ORD) GJS3710, CRJ7, entered Runway 28R without ATC authorization, resulting in a loss of separation with ENY3084, E145 departing Runway 28R from Echo Echo. Ground Control issued the CRJ7 taxi to Runway 28R at Echo Echo via Taxiways Hotel, Uniform, Alpha, Foxtrot, November. The CRJ7 pilot reported he had become distracted and did not make the turn onto Taxiway November. He did not see the Wig Wag lights, which were operating. The CRJ7 entered the runway as the departing E145 was passing the intersection. The E145 nose wheel was off the ground and the mains were about to lift. The CRJ turned left on the runway. The E145 pilot reported that he had enough rudder control to maneuver left. Estimated closest proximity was undetermined. KORD 180351Z 29013KT 10SM FEW040 SCT120 BKN150 M12/M18 A2989 RMK AO2 SLP134 T11171183 (PGLTORD15004)

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## QA SUMMARY

QA reviewed. SRT conducted on 02/18/15 and event coded yellow with launch. PD RAE loss of surface separation. Form 8020-17 filed. ASDE-X analysis unable to determine closest proximity. Closest proximity between the center of each aircraft based on a the Sensis program was estimated at 94 feet, giving a closest proximty of 20 to 30 feet between the wingtips.