

Reno ATCT Quality Assurance Review (QAR)

Date: 6-30-06 Time: Local/UTC 2311Z

QAR Investigator: LE (Initials)

Facility/Position or Sector: RNO / SR

Aircraft ID/Make/Model Skw 4080 / CRJ7

Reason for QAR:

☐ Aircraft Accident

☐ Air Traffic Incident other than OE/OD's (i.e. aircraft/medical emergency, military spill out, etc). Advise pilot when investigating a possible PD.

☒ TCAS Resolution Advisory Reports

☐ Other miscellaneous incidents or reports that involve a loss of separation (i.e. OEDP report from another facility)

☐ Inter-facility TMI's that cause a "No Notice Airborne Holding/Ground Stop"

☐ Public inquiries regarding ATC services provided during a specific operation; e.g. crewmember, passenger, media inquiries.

NOTE: Notify the ATD within 2 hours of the occurrence, all Surface Pilot Deviations, Vehicle Runway Deviations, No Notice Ground Stop/Airborne holding and any other safety related incident, regardless of whether standard separation was lost. Additionally, report any item, which might bring attention to the facility or FAA. When there is a Pilot complaint about the proximity of another aircraft, have them call the facility and ask if they plan to file a formal NMAC. If pilot indicates they will file a NMAC notify the ATM then the RDO.

Tape Reviewed by: LF 7/12/06

Initials/Date

Second Level Review: LF 7/12/06

(required for any separation issues) Initials/Date

Were Controller actions a factor in this QAR?

CPC/OS notified of controller involvement. Initials LE/LE

Was equipment a factor in this QAR?

Were procedures a factor in this QAR?

Was there a loss of separation?

Notified ATM. Initials of person notified _____

Notified RDO (1st call ATM) Initials _____

<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	

Brief Description of Incident (Personnel Involved/Cause and Effect to the Facility) with corrective action taken:

Skw 4080 was given glider traffic and he then advised
he was responding to a RA. Skw 4080 was at 12,000,
non-identified glider had intermittent transponder mode C indicating
13,000. Closest proximity about 1 mile, 1,000 feet.

NOTE: Make "Q" entry on the 7230-4 with separate opening and closing times. Attach QAR Form to the 7230-4.

LF 7/12/06

Initial and Date only when Closed

Referred For Action

Routing: ATM

ATM

QA for Number/filing

QAR Number: 06-042

RNO 7210-6 (4/05)

See reverse side for continued "description of incident"

Reno ATCT Quality Assurance Review (QAR)

Date: 8-04-06 Time: Local/UTC 1450/2150Z

QAR Investigator: HL (Initials) Facility/Position or Sector: SR

Aircraft ID/Make/Model AAL2012/MD80

Reason for QAR:

☐ Aircraft Accident

☒ TCAS Resolution Advisory Reports

☐ Inter-facility TMI's that cause a "No Notice Airborne Holding/Ground Stop"

☐ Air Traffic Incident other than OE/OD's (i.e. aircraft/medical emergency, military spill out, etc). Advise pilot when investigating a possible PD.

☐ Other miscellaneous incidents or reports that involve a loss of separation (i.e. OEDP report from another facility)

☐ Public inquiries regarding ATC services provided during a specific operation; e.g. crewmember, passenger, media inquiries.

NOTE: Notify the ATD within 2 hours of the occurrence, all Surface Pilot Deviations, Vehicle Runway Deviations, No Notice Ground Stop/Airborne holding and any other safety related incident, regardless of whether standard separation was lost. Additionally, report any item, which might bring attention to the facility or FAA. When there is a Pilot complaint about the proximity of another aircraft, have them call the facility and ask if they plan to file a formal NMAC. If pilot indicates they will file a NMAC notify the ATM then the RDO.

Tape Reviewed by: HL Second Level Review: LF 8/16/06 Initials/Date
(required for any separation issues) Initials/Date

Were Controller actions a factor in this QAR?

CPC/OS notified of controller involvement. Initials HL/HL

Was equipment a factor in this QAR?

Were procedures a factor in this QAR?

Was there a loss of separation?

Notified ATM. Initials of person notified _____

Notified RDO (1st call ATM) Initials _____

<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	N/A
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK

Brief Description of incident (Personnel Involved/Cause and Effect to the Facility) with corrective action taken:

AAL2012 RESPONDED TO A TCAS RA WITH GLIDER TRAFFIC. AAL2012 WAS ASSIGNED HEADING 120 AND CLIMBING TO FL190, WAS ISSUED TRAFFIC AT 10 O'CLOCK 2 MILES, GLIDER, MODE C INDICATING 13, 500. AT THE TIME AAL2012 ALTITUDE WAS 13,000, AND THE PILOT RESPONDED THAT THEY WERE RESPONDING TO A TCAS RA BY DISCONTINUING CLIMB. AFTER THE TRAFFIC PASSED, THE PILOT OF AAL2012 ADVISED THE CLIMB WAS CONTINUING.

NOTE: Make "Q" entry on the 7230-4 with separate opening and closing times. Attach QAR Form to the 7230-4.

HL 8-04-06

Initial and Date only when Closed

Referred For Action

Routing: HL
ATM

HL
QA for Number/filing

QAR Number: 06-061

RNO 7210-6 (4/05)

See reverse side for continued "description of incident"

Reno ATCT Quality Assurance Review (QAR)

Date: 8-6-06 Time: Local/UTC 1427 / 2127

QAR Investigator: DM (Initials) Facility/Position or Sector: RNO / TACCON

Aircraft ID/Make/Model AW576 / A320/5

Reason for QAR:

- ☐ Aircraft Accident ☐ Air Traffic Incident other than OE/OD's (i.e. aircraft/medical emergency, military spill out, etc). Advise pilot when investigating a possible PD.
- ☒ TCAS Resolution Advisory Reports ☐ Other miscellaneous incidents or reports that involve a loss of separation (i.e. OEDP report from another facility)
- ☐ Inter-facility TMI's that cause a "No Notice Airborne Holding/Ground Stop" ☐ Public inquiries regarding ATC services provided during a specific operation; e.g. crewmember, passenger, media inquiries.

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Tape Reviewed by: DM / 8-6-06
Initials/Date

Second Level Review: UF 8/16/06
(required for any separation issues) Initials/Date

Were Controller actions a factor in this QAR?

CPC/OS notified of controller involvement. Initials MB / DM

Was equipment a factor in this QAR?

Were procedures a factor in this QAR?

Was there a loss of separation?

Notified ATM. Initials of person notified DM for

Notified RDO (1" call ATM) Initials OK / LB

<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input checked="" type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK

Brief Description of incident (Personnel Involved/Cause and Effect to the Facility) with corrective action taken:

DASENED VFR GLIDER (Cah 0440) TPE over WAGGS CANT IN GMA. 4/AT
INTERSECTION - TPE GIVEN TO AW576 DEPARTING RAD
SOUTH Course - Controller STOPPED AW576 @ 10,000 FT,
GLIDER initiated 10,800. Controller turned AW576 around
from Glider - Glider turned back towards AW576 -
AW576 descended for RPT, then continued RT -
never saw Glider -

NOTE: Make "Q" entry on the 7230-4 with separate opening and closing times. Attach QAR Form to the 7230-4.

DM - 8-6-06

Initial and Date only when Closed

Referred For Action

Routing: ATM

QA for Number/filing

QAR Number: DLA-062

RNO 7210-6 (4/05)

See reverse side for continued "description of incident"

Reno ATCT Quality Assurance Review (QAR)

Date: 8-20-06 Time: Local/UTC 1510 / 2210
2210 / 1510

QAR Investigator: DM (Initials) Facility/Position or Sector: RNO / T/ACW

Aircraft ID/Make/Model SWA2748 / B737

Reason for QAR:

☐ Aircraft Accident

☒ TCAS Resolution Advisory Reports

☐ Inter-facility TMI's that cause a "No Notice Airborne Holding/Ground Stop"

☐ Air Traffic Incident other than OE/OD's (i.e. aircraft/medical emergency, military spill out, etc). Advise pilot when investigating a possible PD.

☐ Other miscellaneous incidents or reports that involve a loss of separation (i.e. OEDP report from another facility)

☐ Public inquiries regarding ATC services provided during a specific operation; e.g. crewmember, passenger, media inquiries.

NOTE: Notify the ATD within 2 hours of the occurrence, all Surface Pilot Deviations, Vehicle Runway Deviations, No Notice Ground Stop/Airborne holding and any other safety related incident, regardless of whether standard separation was lost. Additionally, report any item, which might bring attention to the facility or FAA. When there is a Pilot complaint about the proximity of another aircraft, have them call the facility and ask if they plan to file a formal NMAC. If pilot indicates they will file a NMAC notify the ATM then the RDO.

Tape Reviewed by: DM/8-20-06
 Initials/Date

Second Level Review: UF 8/23/06
 (required for any separation issues) Initials/Date

Were Controller actions a factor in this QAR?

CPC/OS notified of controller involvement. Initials ML/DM

Was equipment a factor in this QAR?

Were procedures a factor in this QAR?

Was there a loss of separation?

Notified ATM. Initials of person notified DM

Notified RDO (1" call ATM) Initials _____

<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/A
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	UNK
<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	

Brief Description of incident (Personnel Involved/Cause and Effect to the Facility) with corrective action taken:

SWA2748 WAS ADVISED OF OBSERVED GLIDER TRF INVOLENT

15,500 - SWA2748 WAS LEVEL @ 16,000 - SWA2748 SAW

THE GLIDER, WAS TOLD TO ADV VISUAL SEP - SWA2748

ACKNOWLEDGED - SWA2748 GOT AN R.A. + GLIMBED ANYWAY.

NO SEP WAS LOST.

NOTE: Make "Q" entry on the 7230-4 with separate opening and closing times. Attach QAR Form to the 7230-4.

DM/8-20-06
 Initial and Date only when Closed

No
 Referred For Action

Routing: ATM

QA for Number/filing

QAR Number: 06-056

RNO 7210-6 (4/05)

See reverse side for continued "description of incident"