

Factual Report – Attachment 2
Mandatory Occurrence Report

AIR TRAFFIC CONTROL

OPS17IA014

Air Traffic Mandatory Occurrence Report

SFO-M-2017/02/15-0007 - DRAFT

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?	
S	F	O	1	6	0	2	2	0	1	7	0	3	5	7	<input checked="" type="radio"/> Yes <input type="radio"/> No
5. MOR reported by (select one):															
<input type="radio"/> Controller providing services					<input checked="" 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 checked="" type="radio"/> No							
AIRPORT ENVIRONMENT MORs															
I1. MOR type - airport environment MORs involving aircraft on the airport surface:											I1a. Occurrence location:				
<input 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 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 _____											Describe where on the airport surface the occurrence occurred				
I1b. Aircraft information:															
Aircraft ID			Aircraft type/suffix			Facility communicating with A/C			Position communicating with A/C			Frequency			
I2. MOR type - airport environment MORs involving aircraft landing/departing/on low-approach:											I2a. 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 checked="" type="radio"/> Turbojet go-around within 1/2 mile of arrival threshold (non-flight training)											SFO Describe where on the airport surface the occurrence occurred				
I2b. Aircraft information:															
Aircraft ID			Aircraft type/suffix			Facility communicating with A/C			Position communicating with A/C			Frequency			
CPZ6081			E175			SFO			LC			120.5			
I3. MOR type - airport environment MORs involving vehicles on the airport surface:											I3a. 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				
I3b. 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)															
I4. MOR type - airport environment MORs involving pedestrian on the airport surface:											I4a. 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				
I4b. 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.

Missed approach controller initiated. CPZ6081 checked in for runway 28L with the data tag indicating the pilot was cleared visual for runway 28R. Local control cleared CPZ6081 to land runway 28L. On short final ASSC alerted indicating to send CPZ6081 around runway 28L. Local control immediately sent CPZ6081 around runway 28L. No loss of separation.

0544Z NCT review indicated that CPZ6081 was cleared for approach to Rwy28R with a good readback. - BD

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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 checked="" type="radio"/> Yes <input 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: _____	
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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QA SUMMARY

CPZ6081 called LC on a visual approach to Runway 28L and was cleared to land 28L. VRD920 was holding in position 28L and the ASDE alerted. CPZ6081 was sent around on a one-third mile final. dross