

Specialist's Report – Attachment 5
Covered Event Review

AIR TRAFFIC CONTROL

ERA20FA020

Covered Event Review

N90-C-2019/10/29-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)								A3. Start Time UTC				A4. End Time UTC				A5. Position
N	9	0	1	0	2	9	2	0	1	9	1	4	3	5	1	5	0	5	ARD
A6. Aircraft #1										A7. Aircraft #2									
Aircraft ID			Aircraft Type/Suffix				IFR/VFR			Aircraft ID			Aircraft Type/Suffix				IFR/VFR		
N959MJ			C414				IFR												

Individual Performance		
B1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
B2. Employee #1		
Employee Tirado, William (TR)	Position ARD	ATSAP Filed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Explanation N959MJ crashed while established on the LDJ GPS A Approach. Multiple PIREPs were issued to N959MJ through the duration of the approach.		

Training	
C1. Were any training issues identified?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Weather	
D1. What were the prevailing weather conditions?	
<input checked="" type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> Other	
If yes, explain	
D2. Was any pertinent precipitation depicted on the radar?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
D3. Did LLWAS alert?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
D4. Were weather phenomena a factor?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> Turbulence <input type="checkbox"/> Icing <input type="checkbox"/> Thunderstorm <input checked="" type="checkbox"/> Low Ceilings <input type="checkbox"/> Break COnditions <input type="checkbox"/> Wind Shear <input type="checkbox"/> Other	If other, explain
D5. Were any SIGMETs or PIREPs in effect?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes, explain KLDJ 291355Z AUTO 0000KT 7SM OVC007 14/12 A3030 RMK AO2 T01370120 PIREPs were being actively solicited and disseminated.	

Airspace/Airport

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Airspace/Airport (continued)	
E1. Were any airspace/airport issues identified?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Procedures	
F1. Were any procedural issues identified?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Directives	
G1. Were any directive issues identified?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Equipment	
H1. Were any equipment issues identified?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
H2. Was all communications equipment functioning properly?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If No, explain	
H3. Was all airborne radar equipment functioning properly?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H4. Was all surface detection radar equipment functioning properly?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H5. Was all approach NAVAID equipment functioning properly?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H6. Was all airport lighting equipment functioning properly?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
H7. Was all operational automation radar equipment functioning properly? (i.e. HOST, STARS, ARTS, ASDE, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H8. Was all operational automation radar equipment configured correctly? (i.e. airspace combination, ASDE configuration, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H9. Was all inoperative equipment properly coordinated as out of service across ATO organizations? (i.e. En-Route, Terminal, Sys Ops, Tech Ops, etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
If No, explain	
H10. Was all inoperative equipment properly NoTAMed as out of service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

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Equipment (continued)	
	If No, explain
	H11. Were any potential systemic equipment issues identified? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	If Yes, explain The LA Alert indicated as the aircraft descended out 1400' at GEZSY to cross 3nm from BAUTZ at or above 740'. Though the aircraft was within the altitude structure for the approach, the approach itself is not aligned with the altitude filter, allowing the LA to indicate.

Resource Management	
	I1. Were any resource management issues identified? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Additional Comments	
	As the LDJ GPS A Approach is designed as an offset approach, aircraft do not enter into the airport's altitude filter until reaching closer to BAUTZ, the Missed Approach Point.

QC Comments	
	N90 QC concurs with the assessment. Additionally, N90 Tech Ops has offered that the LA Indicator is predictive and that the descent rate of the aircraft was such that it was predicted to descend through the approach's altitude structure, even though it did not, thus activating the LA Alert.

Review Team	
	TBD