

**Factual Report – Attachment 2**  
**Mandatory Occurrence Report**

**AIR TRAFFIC CONTROL**

OPS17IA010

# Air Traffic Mandatory Occurrence Report

SCT-M-2016/12/16-0002

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>							<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>	
S	C	T	1	6	1	2	2	0	1	6	0	9	2	0	<input checked="" 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 checked="" type="radio"/> No                      Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No															
<b>TERRAIN/OBSTRUCTION MORs</b>															
<b>C1. MOR type - improper/unexpected operation of aircraft near terrain/obstruction involving (select one):</b> <input checked="" type="radio"/> MVA <input type="radio"/> MIA <input type="radio"/> MEA <input type="radio"/> MOCA <input type="radio"/> MCA <input type="radio"/> Other (describe in summary) <input type="radio"/> MRA															
<b>C2. Aircraft information:</b>															
Aircraft ID			Aircraft Type/Suffix			IFR/VFR		Facility communicating with A/C		Position communicating with A/C		Frequency			
EVA015			B77W			<input checked="" type="radio"/> IFR <input type="radio"/> VFR		SCT		MANRR					
<b>C3. Occurrence location:</b> <p style="text-align: center;"><b>LAX 035/021</b></p> <small>Describe where the occurrence occurred in relation to a navigational aid or fix (VOR, insersection, localizer, etc.)</small>						<b>C4. Required altitude:</b> <p style="text-align: center;">————— <b>7800</b> —————</p>				<b>C5. Observed altitude:</b> <p style="text-align: center;"><b>4900</b></p> <small>Only include observed altitude if provided by the reporting person</small>					

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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.

EVA015 DEPARTED LAX HDG 070. ATCS MISTAKENLY TURNED A/C 'LEFT HEADING 180' RATHER THAN RIGHT. A/C TURNED INTO POTENTIAL CONFLICT WITH ACA788 AND ATCS STOPPED A/C AT 050. FURTHER MISCOMMUNICATION OCCURRED AND A/C FLEW INTO HIGH TERRAIN AT 050.

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SEPARATION		
<b>Was this a loss of separation?</b>		
<input checked="" type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: <u>5-6-1</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 checked="" type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input checked="" type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____	
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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## QA SUMMARY

An analysis of the event was completed by reviewing the Voice Data and Falcon Playback. Separation was lost with MVA/terrain.

EVA015 departed LAX in an east flow configuration and contacted SCT MANR departure sector. SCT MANR controller issued EVA015 an initial turn to the right heading 090 followed by a left turn to a heading of 180. The pilot acknowledged the wrong direction turn and the readback was not caught by the controller.

An approval for a high speed climb was given by the SCT MANR controller. FALCON replay indicates the ground speed of the aircraft increased approximately 70 knots. It is unknown if the crew accelerated the aircraft above 250kts as strong winds were noted in the area.

The controller observed EVA015 tracking northbound and issued alternative heading and altitude instructions to prevent a loss with an Air Canada departure. The instructions were confusing to the EVA015 crew who made a number of attempts to clarify but went unanswered. The MSAW software triggered an alarm as EVA015 entered an area of high terrain well below the depicted MVA altitude. An adjacent sector made an effort to raise the MANR controllers attention to the higher MVA's without success. EVA015 entered a 7800 MVA at 5000 with the MSAW alarm triggered.

EVA015 eventually exited the 7800 MVA on a southerly heading and continued on course without further incident.

B. Johnson 12/22/2016