ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7110.112

9/1/95

SUBJ: **SIMULTANEOUS ILS/MLS BLUNDER DATA COLLECTION**

1. **PURPOSE**. This order prescribes procedures to be used to collect data on aircraft blunders during simultaneous instrument landing system (ILS)/microwave landing system (MLS) approaches to parallel runways.

2. **DISTRIBUTION**. This order is distributed to division level Air Traffic offices in Washington and regions, to the System Simulation Support Branch at the FAA Technical Center, and to selected Air Traffic facilities. (TRACON's: Atlanta, Baltimore-Washington, Charlotte, Chicago, Cincinnati, Dallas-Fort Worth, Denver, Detroit, Dulles, Houston, John F. Kennedy, Miami, Minneapolis, Nashville, Orlando, Pittsburgh, Raleigh-Durham, St. Louis, Southern California, Tampa, Tulsa)

3. **BACKGROUND**. At the present time there is no record of the number of actual simultaneous approaches being run, nor is there a record of blunders that happen during these approaches. Since 1988 the Multiple Parallel Approach Program (MPAP) has been developing recommendations for site-specific and national standards associated with conducting simultaneous ILS/MLS approaches to closely spaced dual, triple, and quadruple parallel runways. The primary tool used in the development of standards has been real-time simulations conducted at the Federal Aviation Administration Technical Center (FAATC) in Atlantic City, NJ. In order to enhance the quality of the simulations conducted at the FAATC and develop a historical database for risk assessment, the MPAP is requesting assistance in collecting aircraft blunder real-time data. Data on blunders during simultaneous ILS approaches will be used to document deviation occurrence and characteristics of blunders for use in simulations, and to identify any recurring causes of incidents so that simultaneous ILS procedures can be adjusted to enhance safety. The results of this data collection effort will be entered into a database for analysis. After the analysis is complete, the data will be purged of any identifying information. The impact on field facilities should be minimal because the expected rate of blunders is very low.

4. **DEFINITION**. For the purpose of this dedicated data collection the definition of a blunder is:

"An unexpected penetration of the No Transgression Zone (NTZ) by an aircraft during simultaneous parallel ILS/MLS approaches where action must be taken by the controller/s to correct the situation."

When in doubt, consider the event as a blunder and process accordingly. This does not pertain to aircraft overtaking or being overtaken by another aircraft.

"An unexpected penetration of the No Transgression Zone (NTZ) by an aircraft during simultaneous parallel ILS/MLS approaches where action must be taken by the controller/s to correct the situation"

Distribution: A-W(AT/TM/TP/TR/TH/TZ)-2;
A-X(AT)-2; ACT-510;
Selected AT Facilities

Initiated By: ATP-120

5. **PROCEDURES**.

a. Each region affected by this order shall designate a branch or person (data collection designee) as the collector of all blunder data information. Each region shall inform all Air Traffic facilities covered by this order of the designee's identification.

b. Appendix 1, Sample Memorandum to Report Blunder Data, contains the required blunder data information to be reported by affected Air Traffic Facilities. Upon signature by the Air Traffic Manager, the memorandum shall be forwarded to the appropriate regional Air Traffic data collection designee within seven days of the event.

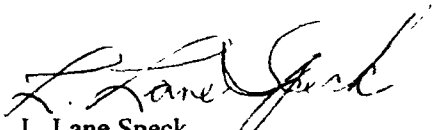
c. The following blunder data information shall also be collected from affected Air Traffic facilities and forwarded to the appropriate regional Air Traffic data collection designee within seven days of the event:

(1) Track data (Beacon Target Reports) of aircraft involved in the blunder incident, extracted from the ARTS, 3 minutes before to 1 minute after the blunder incident. Track data information shall be recorded via TTY emulation or IMT emulation, if available, or by Medium Speed Printer (MSP) output. Send data to the FAATC via 3 1/2" disk (ASCII format) or MSP print out.

(2) A cassette recording of the master voice tape of the blunder incident, including 3 minutes before to 1 minute after the blunder. Include, as a minimum, all monitor positions.

d. The data collection designee shall ensure the collection and dissemination of this data. The data collection designee shall forward all blunder data information to the System Simulation Support Branch, ACT-510, at the following address:

System Simulation Support Branch ACT-510
FAA Technical Center
Atlantic City Airport, NJ 08405



L. Lane Speck
Program Director for Air Traffic
Rules and Procedures

APPENDIX 1. SAMPLE MEMORANDUM TO REPORT BLUNDER DATA

Memorandum

U.S. Department
of Transportation

**Federal Aviation
Administration**

Subject INFORMATION: Blunder Data Report **Date:**

From Air Traffic Manager,
(Facility Name) **Reply to
Attn. of:**

To Regional Data Collection Designee

The following information concerns the blunder involving _____ ,
(A/C Call Sign)

a _____ on the final approach course for _____
(A/C Type) (Runway)

on _____ at approximately _____ UTC.
(UTC Date) (Time)

Number of aircraft being monitored by blunder aircraft controller: _____

Number of aircraft being monitored by adjacent controller: _____

Last weather observation at time of blunder:

Brief description of the blunder including observation of significant factors such as pilot reaction time, corrective action (if any), other aircraft involved (if any) including call sign, type, and assigned runway, etc.

/s/ Signature of Air Traffic Manager