### Summary

**KIAH RV6 B38M N423JA UAL750 YES 7-9-4 1.5 0.3 5 1**

**2023 2 2023-05 05/18/2023 21:03 14:03 Airborne Separation**

**2023 2 2023-05 05/25/2023 15:57 8:57 Airborne Separation**

**2023 2 2023-06 06/16/2023 19:16 12:16 Airborne Separation**

**2023 2 2023-05 05/19/2023 19:25 12:25 Airborne Separation**

### QA Summary

**Linked MOR MIA-M-2023/05/08-0003**

**E. Wilson 4/21/2023**

**JR Clark 5/31/2023**

**JR Clark 6/7/2023**

**JR Clark 5/31/2023**

**JR Clark 5/31/2023**

**JR Clark 6/7/2023**

**JR Clark 6/7/2023**

**JR Clark 6/7/2023**

### U.S. Summary

**7110.65 para 5-8-4, Simultaneous Departures.**

**DEVIATION FROM SUCCESSIVE OR SIMULTANEOUS DEPARTURES FROM PARALLEL RUNWAYS.**

**LCN INSTRUCTED SKW5285 TO TURN LEFT 070 AND CLIMB FREQUENCY AND ASKED TO CALL BACK ON X5654 LINE AFTER REACHING 5000 MSL WITH CONFLICT ALERT GOING OFF.**

**NO TCAS ALERTS WERE OBSERVED IN A STEEP CLimb TO THE LOWER SHELF OF CLASS BRUNO AIRSPACE 3,000FT.**

**Possible Loss. SWA114 Initiated Go around Runway 24R. SWA2460 Departing Vectored Left Base To Final RY10R ILS In Front Of DAL1043 at 3000. NKS210 Was 2 Miles Ahead and 1 Mile North of The RY10L Final, No Traffic Was Observed in A Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT. The Possible Loss Is Observed in a Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT.**

**This Review Is a Result of An Inquiry of Service From DAL1043. As DAL1043 Was Issued Traffic On FLC78 and Issued A Climb and A Turn to 210 Closest Proximity .83 Miles and 200 Feet.**

**AAL1082 Cleared to Land. AAL1082 Was Issued a Landing Clearance By the Controller and Responded They Were Going Around. AAL1082 Was Issued Traffic on Flight Check and Reported Called Over and Said They Didn’t Have AAL1082 But They Were Delayed Entry: Separation Lost Between BAW21B and UAL349.**

**Delay: Entry: Separation Lost Between NKS706 and ASA1444. Communication Transfer to The Tower Did Not Occur.**

**NKS210 Was 2 Miles Ahead and 1 Mile North of the RY10L Final, No Traffic Was Observed in A Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT. The Possible Loss Is Observed in a Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT.**

**DAL1043 Reported the Airport in Sight and Was Cleared Visual Approach and Manner and Advised DAL1043 They Could Go Around or Continue the Approach.**

**Contact FLL. At First DAL1043 Acknowledged the Frequency Change, Then Questioned Wagner for 51 Degrees and 1 Mile Separation Before Being Given Comm.**

**ENY3533 Climbed Through 5000 MSL with Conflict Alert Going Off. No TCAS Alerts Were Observed in A Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT. The Possible Loss Is Observed in a Steep Climb to The Lower Shelf of Class Bravo Airspace 3,000FT.**

**DAL1043 Reported the Airport in Sight and Was Cleared Visual Approach and Manner and Advised DAL1043 They Could Go Around or Continue the Approach.**

**Contact FLL. At First DAL1043 Acknowledged the Frequency Change, Then Questioned Wagner for 51 Degrees and 1 Mile Separation Before Being Given Comm.**

**DAL1043 Reported the Airport in Sight and Was Cleared Visual Approach and Manner and Advised DAL1043 They Could Go Around or Continue the Approach.**
### General Information

- **Event Type**: Airborne Separation
- **Event Date**: Various dates from 04/03/2023 to 04/19/2023
- **Location**: Gainesville, Florida

### Data Collection

<table>
<thead>
<tr>
<th>Event Date</th>
<th>Event Time</th>
<th>Event Type</th>
<th>Aircraft IDs</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/03/2023</td>
<td>6:00</td>
<td>Airborne Separation</td>
<td>N900RS</td>
<td>YES</td>
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<tr>
<td>04/11/2023</td>
<td>3:55</td>
<td>Airborne Separation</td>
<td>N900RS</td>
<td>YES</td>
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<td>04/17/2023</td>
<td>20:16</td>
<td>Airborne Separation</td>
<td>N900RS</td>
<td>YES</td>
</tr>
<tr>
<td>04/03/2023</td>
<td>6:00</td>
<td>Airborne Separation</td>
<td>N900RS</td>
<td>YES</td>
</tr>
</tbody>
</table>

### Event Description

- **Significant Event**: Event involving aircraft N900RS.

### Interaction with Air Traffic Controllers

- **Clearance**: FDX1366 was issued traffic on FDX1213 after the aircraft went through the localizer.
- **Proximity**: The closest observed proximity between the two aircraft was 0.56 miles.

### Additional Notes

- Traffic Advisory/Safety Alert was not issued.
- The event was reviewed by various personnel and departments.

### Facility Summary

- Reviewed FALCON replay, including GNV Tower Voice Recordings.
- Reviewed Occurrence report and FALCON replay.
- QA reviewed Falcon, weather, Departure SID, and MOR summary.

### Location

- Nearest City: Teterboro, NJ

### Reporting

- B. Johnson, 4/5/2023
- B. Johnson, 4/6/2023
- J. Pattison, 4/19/2023

### Analysis

- An analysis of the event was conducted by reviewing the FALCON replay.
- Reviewed MOR summary, FALCON replay, and voice data.

### Conclusion

- Airborne Separation resulted in a loss of separation with traffic on parallel final.

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### Table Example

<table>
<thead>
<tr>
<th>Event Date</th>
<th>Event Time</th>
<th>Aircraft IDs</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>04/11/2023</td>
<td>11:30</td>
<td>SKW132C, N6413P</td>
<td>NO</td>
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<tr>
<td>04/11/2023</td>
<td>11:33</td>
<td>SKW132C, N6413P</td>
<td>NO</td>
</tr>
</tbody>
</table>

---

### Example Code

```python
import pandas as pd

data = {'Event Date': ['04/03/2023', '04/11/2023'], 'Event Time': ['6:00', '3:55'], 'Aircraft IDs': ['N900RS', 'N900RS'], 'Outcome': ['YES', 'YES']}

data = pd.DataFrame(data)
print(data)
```
### Potentially Significant Event:

On February 10, 2023, around 0312Z, closest proximity .14 mile and 200 feet altitude was established with the first VFR aircraft (NKS3167) with-in ADW window. NKS3167 A20N/L KLAS/KMIA was cleared to turn left heading 250, cleared to land RWY30, at 22:50:13Z advised Local South they were going around, 22:49:27Z(NKS3167 with-in ADW window). NKS3167 A20N/L KLAS/KMIA was cleared to depart RWY26R at 22:49:27Z. This was the second time for this VFR aircraft to depart the airport, initially Local North cleared to depart RWY26R at 22:49:27Z. The second VFR aircraft (AJT8741) H/B763/L KMIA/TJSJ local North cleared to depart RWY26R at 22:49:27Z. Due to landing too long. Initially Local South cleared to turn left heading 250, but had the airport in sight, the pilot hesitated. The controller had to ask two more times before the pilot cleared to turn left heading 250. The controller then cleared for takeoff RWY8R via the RNAV Jamba Scrub, with no visual separation applied.

### Event Summary:

- **Date:** February 10, 2023
- **Time:** 0312Z
- **Location:** Orlando, Florida
- **Vehicles Involved:**
  - NKS3167 A20N/L KLAS/KMIA (VFR)
  - AJT8741 H/B763/L KMIA/TJSJ (VFR)
- **Event Description:**
  - NKS3167 was cleared to depart RWY26R but had to turn around due to landing too long. Initially, Local South cleared to turn left heading 250, but the pilot hesitated. The controller had to ask twice more before the pilot cleared to turn left heading 250. The controller then cleared for takeoff RWY8R via the RNAV Jamba Scrub, with no visual separation applied.

### Follow-up:

- **QA reviewed.**
- Reviewed Occurrence report and FALCON replay. B. Johnson. 3/6/2023
- Reviewed MOR summary and supporting data.
- Response Team follow-up.

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This report is a summary of the Potentially Significant Event that occurred on February 10, 2023, at Orlando International Airport. The event involved two VFR aircraft that came close to each other, establishing a proximity of .14 mile and 200 feet altitude. The Local South controller cleared NKS3167 to turn left heading 250 and land RWY30, but the pilot hesitated and asked for clearance twice more before finally turning left heading 250. The controller then cleared for takeoff RWY8R via the RNAV Jamba Scrub, with no visual separation applied. The event was reviewed by Quality Assurance (QA) and the Response Team, with follow-up actions taken to ensure safety improvements.
Suspected loss involving...

Reviewed Occurrence report and FALCON replay. B. Johnson. 1/11/2023

ATL-M-2022/10/31-0005
EWR-M-2022/11/20-0001
PCT-M-2022/11/30-0003
D01-M-2023/01/10-0008
MIA-M-2022/12/09-0001
D01-M-2023/01/11-0006
FLL-M-2023/01/04-0001

PILOT CALLED AND STATED HE WAS BUSY FLYING THE AIRPLANE.
LAT: 0.61
CLOSEST PROXIMITY:
"CONTACT 126.05 MAINTAIN 400". MTS011 THEN MADE A TURN TO WEST 1 AND MAINTAIN 4000, LCN MISSED MTS011'S READBACK WHICH WAS READ IT BACK CORRECTLY. LCN INSTRUCTED MTS011 TO FLY HEADING 095...
2022-08-01 08:01 08:12 Airborne Separation
2022-09-01 09:11 09:12 Airborne Separation
2022-08-01 08:01 08:12 Airborne Separation
2022-09-01 09:11 09:12 Airborne Separation

**OGG BK17 B712 MA1 HAL296 YES 7-8-3 0 0.07 5 2**

Airborne Separation

2022-08-01 08:01 08:12 Airborne Separation

**OGG BK17 B712 MA1 HAL286 YES 7-8-3 0 0.06 5 3**

Airborne Separation

2022-08-01 08:01 08:12 Airborne Separation

**MCO KMCO B752 C172 DAL1373 N5254K YES 5-5-4 3 0.14 10 3**

Airborne Separation

2022-08-01 08:01 08:12 Airborne Separation

**ATL KATL CRJ9 B753 SKW4512 DAL715 YES 5-8-3 3 0.66 10 0**

Airborne Separation

2022-08-01 08:01 08:12 Airborne Separation

**D10 KDFW C172 B738 N951MC AAL564 YES 7-9-4 1.5 0.96 5 2**

Airborne Separation

**OCCURRED AFTER AAL564 PASSED N951MC. NO TCAS/RA. BRASHER**

AT APPX 0020Z, A BRASHER WARNING WAS ISSUED BY C90 POS 1S. B TO THE SOUTHEAST WITHOUT FURTHER INCIDENT.

**VERTICALLY.**

00:14Z, HAL296, B712, ARVL RWY02, 0.07 NM LATERALLY, 200 FEET LATERAL SEPARATION, AND VERTICAL SEPARATION:

INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT,

THIS JET ARRIVAL THAT OVERFLEW THE HELICOPTER IS LISTED BELOW,

WSA QA REQUESTED INDIVIDUAL MORS FOR EACH OVERFLIGHT EVENT.

THE FIRE/SMOKE LOCATION AND THAT THERE WAS A HELICOPTER EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT SAFETY ALERTS WERE ISSUED.

CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE AIRCRAFT.

(MA1), A BK-117 HELICOPTER WAS OPERATING OVER AN ACTIVE WILDLAND INQUIRY IN PROGRESS.

IMMEDIATE VICINITY OF MAUI AIRPORT (OGG), ON 08/19/2022. FURTHER INQUIRY IN PROGRESS.

PUBLIC INQUIRY FROM WINDWARD AVIATION AND MAUI COUNTY FIRE AND RESCUE REGARDING MAUI AIR 1 AERIAL FIREFIGHTING OPERATIONS IN THE IMMEDIATE VICINITY OF MAUI AIRPORT (OGG), ON 08/19/2022. FURTHER INQUIRY IN PROGRESS.

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PUBLIC INQUIRY FROM WINDWARD AVIATION AND MAUI COUNTY FIRE AND RESCUE REGARDING MAUI AIR 1 AERIAL FIREFIGHTING OPERATIONS IN THE IMMEDIATE VICINITY OF MAUI AIRPORT (OGG), ON 08/19/2022. FURTHER INQUIRY IN PROGRESS.
An analysis of the event was completed by reviewing the MOR summary, supporting data and voice data.

D. Hart 8/31/2022

On 08/19/2022, a BK-117 helicopter was operating over an active wildland fire on a Final Approach to OGG Runway 02. The fire/Smoke location and that there was a helicopter operating there at or below 300 feet.

From 23:10Z until 00:41Z, this helicopter was overflown by 11 jet aircraft. Each of the arriving jet aircraft were specifically told about conflict alert alarm with each overflight, however, no specific traffic was given to MA1. Turbulence were made about the arriving jet aircraft, however, general broadcasts about the location, type, and caution wake aircraft.

Upon further investigation, it was determined that Maui Air One (MA1), a BK-117 helicopter was operating over an active wildland fire on 3/4 NM Final to OGG Runway 02 AOB 300 feet.

An analysis of the event was completed by reviewing the MOR summary, supporting data and voice data.

D. Hart 8/31/2022
SUSPECTED LOSS INVOLVING

D01-M-2022/07/21-0002

OGG-M-2022/08/31-0001

D01 KDEN B738 B7387 UAL2461 SWA2751 YES 5-5-4 3 0.7 10 0

OGG POGG HELO A21N MA1 HAL42 YES 7-8-3 0 0.2 5 1

VERTICALLY;

23:53Z, N34HS, G550, ARVL RWY02, 0.08 NM LATERALLY, 300 FEET

23:43Z, SWA246, B38M, ARVL RWY02, 0.11 NM LATERALLY, 200 FEET

VERTICALLY;

23:33Z, UAL2623, B39M, ARVL RWY02, 0.06 NM LATERALLY, 200 FEET

23:18Z, HAL42, A21N DEPT RWY02, 0.20 NM LATERALLY, 110 FEET

LATERAL SEPARATION, AND VERTICAL SEPARATION:

INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT,

THE JET ARRIVALS THAT OVERFLEW THE HELICOPTER ARE LISTED BELOW,

INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT,

WSA QA REQUESTED INDIVIDUAL MORS FOR EACH OVERFLIGHT EVENT.

08/31/2022

OPERATING THERE AT OR BELOW 300 FEET.

THE FIRE/SMOKE LOCATION AND THAT THERE WAS A HELICOPTER

EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT

SAFETY ALERTS WERE ISSUED.

CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO

TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER

GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE

FIRE ON 3/4 NM FINAL TO OGG RWY02 AOB 300 FEET.

UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE

INQUIRY IN PROGRESS.

RESCUE REGARDING MAUI AIR 1 AERIAL FIREFIGHTING OPERATIONS IN THE

IMMEDIATE VICINITY OF MAUI AIRPORT (OGG), ON 08/14/2022. FURTHER

INQUIRY FROM WINDWARD AVIATION AND MAUI COUNTY FIRE AND

PUBLIC INQUIRY FROM WINDWARD AVIATION AND MAUI COUNTY FIRE AND

UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE

RESCUE REGARDING MAUI AIR 1 AERIAL FIREFIGHTING OPERATIONS IN THE

N755PM upon landing at 1604z on 121.9. Pilot called the 660 number in

conflicting with DAL776 on a straight in for runway 17. Brasher warning was given to

660 line at 1625z that he responded to TCAS/RA with N989RA. While west bound

localizer for 35R, but appears to have captured the localizer for 35L, noting that he

turned UAL2461 on a heading to join 35R localizer. UAL2461 flew through the

restriction to cross CHOLA at 100. The pilot missed the instructions and asked the

controller to repeat. The controller answered SWA2751, which caused him to be late

to midfield.

Dal2883 then went around and given a 210 heading and climb to 3000ft. Dal2883 then went around and given a 210 heading and climb to 3000ft. A/C. Dal2476 was the first go around and given a heading of 180 and climb to 3000ft. Possible loss of separation between

SWA2751 and DAL2883 that was given to SWA2751. SWA2751 was vectored for and cleared visual RWY 35L. The controller gave him a

controller. Closest proximity appeared to be .97 lateral and 0 feet vertical upon

the tower cab at 1625z.

D. Hart 8/30/2022

An analysis of the event was completed by reviewing the MOR summary, supporting

data and voice data. An analysis of the event was completed by reviewing the MOR summary, supporting

data and voice data.

D. Hart 8/31/2022

B. Johnson 7/21/2022

D. Hart 8/31/2022

D. Hart 8/31/2022

D. Hart 8/31/2022

D. Hart 8/31/2022

08/26/2022
During Facility validation of a performance assessment it was noted that these simultaneous departures were not 1 mile apart when the second aircraft was transferred to the departure controller.

An analysis of the event was completed by reviewing the MOR Summary, Falcon Playback and Voice Data.

An analysis of the event was completed by reviewing the MOR summary, Camtasia, Falcon Playback and Voice Data.

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An analysis of the event was completed by reviewing the MOR summary, Camtasia, Falcon Playback and Voice Data.
At 0155Z, ATC (LC) instructed DAL684 to turn right H170. Wind 170/027. DAL684 continued tracking 030. (Lat: 0.91/Vert: 003). LC tells DAL684 no delay down to 030, DAL684 (Lat: 1.27/Vert: 005). DAL684 climbing through 036, was issued descend and ATC instructed DAL684 to turn right H170. DAL684 reads back and advised they 170/027G35. DAL684 advises has to go around approx. 0.5 mile final. ATC instructs RWY 9R. 0156:35 DAL684 was less than 1-mile final, requested a wind check: Wind issued a traffic alert.

Controller issued traffic and another clearance for Runway 36L. DAL2476 lined up on Runway 36C in conflict with N283CE/G280. The F controller instructed DAL2476 to join the Runway 36L localizer. DAL2476 read back the instruction, but did not read back the runway. The F controller re-cleared DAL2476 for a visual approach Runway 36L, which the pilot read back. DAL2476 was inbound RWY 36L at 700'. DARTS was inbound RWY 36L @1300' and descending along the final. At no time did the DARTS controller instruct the VFR aircraft to proceed westbound at or below 1,000. AirCare1 approximately 2 miles SE of MCO. The controller issued a Class B clearance and ALE300 was inbound RWY 01R. The controller issued a traffic alert.

At 0156:28 when DAL504 was approx. 1.5 miles east, instructed DAL504 to turn right H170. Wind 170/028. DAL504 continued tracking 035 for an east bound departure. LC1 radar identified MV042 and cleared MV042 to orbiting VFR at 5,000. AJT881 received a TCAS RA and descended to 5,000.

At 0156:02 when DAL504 was approaching the end of RWY 9R, climbing to 040, ATC instructed DAL504 to turn right H170. DAL504 continued tracking 035 for an east bound departure. At 0155Z, ATC (LC) instructed DAL504 to turn right H170. Wind 170/028. DAL504 continued tracking 035 for an east bound departure. LC1 radar identified MV042 and cleared MV042 to orbiting VFR at 5,000. AJT881 received a TCAS RA and descended to 5,000.

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An analysis of the event was completed by reviewing the MOR Summary, Voice Data, and Falcon Playback.

(REDACTED)

Reviewed Falcon, Facility Summary and Separation Details.

QA reviewed MOR, FALCON, and audio data.

QA reviewed.

J Wright 1/12/2022.

D. Richards. 1/18/2022.

J Clark 2/8/2022

Luebben 01/25/22

(unreadable content)