

MOR EDR Number	Calendar Year UTC	Quarter UTC	Month Description UTC	Date UTC	Time UTC (DW) Time 24	Time Local (DW) Time 24	MOR Type	MOR Sub Type	Facility	Nearest Airport	Aircraft 1 Type	Aircraft 2 Type	Aircraft 1 Call Sign	Aircraft 2 Call Sign	Loss Event	Loss Separation Type	Loss Separation Type Description	Loss Separation Rule	Loss Separation Facility	Additional Loss Info	Separation Lateral Req	Separation Lateral Act	Separation Vertical Req	Separation Vertical Act	Summary	OC Summary	GA Findings	
PHX-M-20230916-0005	2023	2	2023-08	08/16/2023	19:18	12:18	Airborne Separation	Suspected loss involving	PHX	KPHX	A321	B737	AAL2133	UNQ49R	YES			7-4-4			3		0.63	10	2	AAL2133 inbound to PHX was on a left base for RWY 9. The controller missed up call signs and wanted to instruct and clear AAL2133 for the visual approach to RWY 8, but instructed and cleared AA 180 instead. AAL2133 did not have a clearance and flew through final and conflicted with UNQ49R on an opposite base/final at 040. Closest proximity: 83 miles and 200 feet.		GA reviewed Falcon data & RADAR v audio (b) (5)
ORD-M-20230911-0004	2023	2	2023-08	08/11/2023	14:34	9:34	Airborne Separation	Suspected loss involving	ORD	KORD	CRJ2	B737	90W5265	UAL2632	YES			5-6-4			3		0.68	10	0	SUCCESSIVE OR SIMULTANEOUS DEPARTURES FROM PARALLEL RUNWAYS W/AVR IN USE. SWIVS265 ADVISED LCN THEY WERE EXECUTING A MISSED APPROACH TO 4L OVER THE RUNWAY ENVIRONMENT. PRE-COORDINATED MISSED APPROACH PER SOP WAS 070021. SWIVS265 INSTRUCTED INITIALLY TO TRACK THE LOCALIZER OUTBOUND. SWIVS265 STATED THEY WERE ON THE INBOARD LCN AND SWIVS265 TO TURN LEFT 070 AND CLIMB TO 360. LCN NOTICED SWIVS265 CONTINUE TO DEPT ROUTE TO APPROXIMATELY HEADING 100. LCN INSTRUCTED SWIVS265 TO TURN LEFT TO 360 AND CLIMB TO 050. LCN ISSUED TRAFFIC ALERT TO SWIVS265 REF UAL2632 WITH A LEFT TURN TO 360. SWIVS265 COMPLIED AND DEPARTURE WITH UAL2632 WAS ESTABLISHED WITH DIVERGENCE. POSSIBLE DEVIATION FROM SUCCESSIVE OR SIMULTANEOUS DEPARTURES FROM PARALLEL RUNWAYS W/AVR AS A RESULT OF W/AVR DEPT.		GA reviewed (b) (5)
SFO-M-20230806-0004	2023	2	2023-05	05/25/2023	15:57	8:57	Airborne Separation	Suspected loss involving	SFO	KSFO	E75LUL	ORJ2	90W5872	90W5920	YES			5-8-3			1		0.5	0	0	SWIVS72 was cleared for takeoff RWY 1R and then SWIVS47 was cleared for takeoff RWY 1L on assigned departures. The two aircraft never established the 1000ft stagger nor the 15 degrees and 1 mile separation before being given common change to NCT.		Reviewed Falcon reply (b) (5)
SFO-M-20230807-0002	2023	2	2023-05	05/25/2023	15:59	8:59	Airborne Separation	Suspected loss involving	SFO	KSFO	A319L	E75LUL	UAL1986	90W5487	YES			5-8-3			1		0.5	0	0	UAL1986 was cleared for takeoff RWY 1R and then SWIVS47 was cleared for takeoff RWY 1L on assigned departures. The two aircraft never established the 1000ft stagger nor the 15 degrees and 1 mile separation before being given common change to NCT.		Reviewed Falcon reply (b) (5)
SFO-M-20230807-0006	2023	2	2023-05	05/25/2023	16:04	9:04	Airborne Separation	Suspected loss involving	SFO	KSFO	B738L	B738L	UAL2315	UAL2237	YES			5-8-3			1		0.75	0	0	UAL2315 was cleared for takeoff RWY 1R and then UAL2237 was cleared for takeoff RWY 1L on assigned departures. The two aircraft never established the 1000ft stagger nor the 15 degrees and 1 mile separation before being given common change to NCT.		Reviewed Falcon reply (b) (5)
SFO-M-20230808-0003	2023	2	2023-05	05/25/2023	16:13	9:13	Airborne Separation	Suspected loss involving	SFO	KSFO	B737L	A320L	UAL1936	UAL1189	YES			5-8-3			1		0.3	0	0	UAL1936 was cleared for takeoff RWY 1R and then UAL1189 was cleared for takeoff RWY 1L on assigned departures. The two aircraft never established the 1000ft stagger nor the 15 degrees and 1 mile separation before being given common change to NCT.		Reviewed Falcon reply (b) (5)
SFO-M-20230808-0004	2023	2	2023-05	05/25/2023	16:15	9:15	Airborne Separation	Suspected loss involving	SFO	KSFO	B737L	A320L	ASA1113	UAL2603	YES			5-8-3			1		0.33	0	0	ASA1113 was cleared for takeoff RWY 1R and then UAL2603 was cleared for takeoff RWY 1L on assigned departures. The two aircraft never established the 1000ft stagger nor the 15 degrees and 1 mile separation before being given common change to NCT.		GA reviewed Falcon data, LN audio, LS audio & RADAR v audio (b) (5)
PHX-M-20230519-0004	2023	2	2023-05	05/19/2023	19:25	12:25	Airborne Separation	Suspected loss involving	PHX	KPHX	A321	O414	AAL2240	N233JH	YES			7-0-4			1.5		0.92	5	0	N233JH O414 WENT THROUGH FINAL OF RWY26L TOWARDS AAL2240 A321. AAL2240 RESPONDED TO A TCAS RA. LCN CONTROLLER SENT AAL2240 AROUND.		Reviewed Falcon reply (b) (5)
SCT-M-20230501-0006	2023	2	2023-05	05/18/2023	20:58	13:58	Airborne Separation	Suspected loss involving	SCT	KLAX	B737	A320	WJA1100	NK9887	YES			5-0-7			1.5		1	0	0	SEPARATION LOST BETWEEN WJA100 AND NK9887. REQUIRED COMMUNICATION TRANSFER TO THE TOWER DID NOT OCCUR.		Reviewed Falcon reply (b) (5)
SCT-M-20230501-0008	2023	2	2023-05	05/18/2023	21:03	14:03	Airborne Separation	Suspected loss involving	SCT	KLAX	A320	B738	NK5706	ASA1444	YES			5-0-7			1.5		1	0	0	DELAYED ENTRY: SEPARATION LOST BETWEEN NK5706 AND ASA1444. NK5706 WAS NOT TRANSFERRED TO LAX TOWER AS REQUIRED.		Reviewed Falcon reply (b) (5)
SCT-M-20230501-0009	2023	2	2023-05	05/18/2023	21:04	14:04	Airborne Separation	Suspected loss involving	SCT	KLAX	B777	B739	BWA612B	UAL349	YES			5-0-7			1.5		1	0	0	DELAYED ENTRY: SEPARATION LOST BETWEEN BWA612B AND UAL349. BWA612B WAS NOT TRANSFERRED TO LAX TOWER AS REQUIRED.		Reviewed Falcon reply (b) (5)
DIA-M-20230515-0001	2023	2	2023-05	05/15/2023	5:32	0:32	Airborne Separation	Suspected loss involving	DIA	KDFW	A321	B737	AAL1082	FLC78	YES			7-0-4			1.5		0.29	0	0	AAL1082 WAS INBOUND TO 17R. FLC78 WAS VFR DOING A 10 MILE ARC AT DIA. AAL1082 WAS ISSUED TRAFFIC ON FLIGHT CHECK AND REPORTED THEM IN SIGHT AND INSTRUCTED TO MAINTAIN VISUAL. SEPARATION. FLC78 WAS ISSUED TRAFFIC ON AAL1082 AND REPORTED THEM IN SIGHT AND INSTRUCTED TO MAINTAIN VISUAL. SEPARATION. AAL1082 WAS CLEARED FOR THE APPROACH AND BARTONED TO DPW TOWER. DPW TOWER CALLED OVER AND SAID THEY DON'T HAVE AAL1082 BUT THEY WERE CLEARED TO LAND. AAL1082 WAS ISSUED A LANDING CLEARANCE BY THE CONTROLLER AND RESPONDED THEY WERE COMING AROUND. AAL1082 WAS ISSUED TRAFFIC ON FLC78 AND ISSUED A CLIMB AND A TURN TO 210 TO DIVERGE. FLC78 WAS ISSUED TRAFFIC ON AAL1082 AS WELL. NEITHER AIRCRAFT HAD EACH OTHER IN SIGHT. FLC78 RELAYED VIA THE TELEPHONE ONCE THEY HEARD AAL1082 GO AROUND. THEY STARTED AN EASTBOUND TURN. NEITHER AIRCRAFT REPORTED A TCAS RA.		GA reviewed (b) (5)
MA-M-20230508-0005	2023	2	2023-05	05/08/2023	16:01	12:01	Airborne Separation	Suspected loss involving	MA	KFLA	A321	A20N	DAL1043	NK5210	YES			7-4-4			3		1	10	3	This review is a result of an inquiry of service from DAL1043. As DAL1043 established straight in RWY 17R, FLN restricted to 3000. NK5210 was being vectored left base to final RWY 18L in front of DAL1043 at 3000. NK5210 was instructed to turn left heading 050 and maintain the elevation. NK5210 acknowledged and reported the airport in sight. NK5210 was cleared visual approach RWY 18R and frequency changed to FLL. DAL1043 was cleared RWY 17R approach as NK5210 was 2 miles ahead and 1 mile north of the RWY 10L final, no traffic was issued. DAL1043 had a 40 ft clearance on NK5210 as they descended on the approach. The conflict alert alerted and the F controller issued DAL1043 traffic 1 mile ahead and joining final to the south. The controller was then instructed them to contact FLL. At first DAL1043 acknowledged the frequency change, then questioned the controller about the operation. The controller remained in an appropriate manner and advised DAL1043 they could go around or continue the approach. DAL1043 reported the airport in sight and was cleared visual approach and frequency to FLL.		Linked MOR MA-M-20230508-0003
OH-M-20230426-0006	2023	2	2023-04	04/26/2023	22:14	17:14	Airborne Separation	Suspected loss involving	OH	KORD	E175	C182	ENY3533	KOH4349	YES			7-0-4			1.5		0.8	5	0	ENY3533 DEPARTURE OFF KORD VIA THE ORD 7 SID WAS SUPPOSED TO CLIMB AND MAINTAIN 5000 MSL. TRAFFIC WAS ISSUED TO ENY3533 FOR NON-DEPARTING OPERATING RWY AT 5000 MSL. ENY3533 CLIMBED THROUGH 5000 MSL WITH CONFLICT ALERT SOUNDING OFF. NO TCAS ALERTS WERE RECEIVED. PILOT HAS ISSUED THE BRUSHER WARNING ON THE FREQUENCY AND ASKED TO CALL BACK ON X564 LINE AFTER REACHING XZBRA.		Reviewed MOR summary and Supporting Data (b) (5)
LAX-M-20230421-0005	2023	2	2023-04	04/21/2023	17:44	10:44	Airborne Separation	Suspected loss involving	LAX	KLAX	B738	B737	BWA114	BWA2460	YES			7-0-1			3		0.22	10	0	Possible Loss: BWA114 initiated go around runway 24R. BWA2460 departing runway 24L. Traffic not issued prior to realization of course divergence.		GA reviewed (b) (5)
90-M-20230419-0002	2023	2	2023-04	04/19/2023	23:42	18:42	Airborne Separation	Suspected loss involving	90	KJAH	RVR	B38M	N423JA	UAL750	YES			7-0-4			1.5		0.3	5	1	UAL750 was descending to 3000 for final RWY 08L. Shortly after receiving clearance for the visual approach. Unidentified aircraft N423JA was advised it was in a steep climb to the lower shelf of class bravo airspace 3000ft. The controller providing services to UAL750 issued a safety alert with instruction to climb and turn immediately. UAL750 advised they responded to RA and was observed climbing 3000. Closest proximity was observed at 1.07nm and 100 feet. Safety alert was issued at 2.17nm and 200 feet.		GA reviewed (b) (5)

P50-M-2023/04/19-0003	2023	2	2023-04	04/19/2023	14:29	7:28	Airborne Separation	Suspected loss in/within	P50	KFKK	B38M	SF22	SWA2206	N88PPT	YES		7.4-4		1.5	0.65	10	3	N88PPT was a VFR Cessna inbound to PHX from the south. SWA2206 was cleared for the visual approach to Runway 28L and was established on the final approach course. The Tower controller was busy tuning N88PPT from the base leg to the final approach course for Runway 28L which resulted in a LOSE. The controller did attempt to get pilot-traffic call but not before the LOSE occurred. Closest Proximity: 85 miles and 61 feet.	QA reviewed Falcon data & RADAR F audio (b) (5)
B01-M-2023/04/19-0001	2023	2	2023-04	04/17/2023	20:16	14:16	Airborne Separation	Suspected loss in/within	BOI	KBOI	E75L	P210	SWA132C	N6413P	YES		7.2-1		3	0.8	10	3	N6413P (P210) was cleared for takeoff RMY 28L and shipped to departure frequency just off the departure end. Shortly thereafter, SWA132C (E75L) broke off the approach to RMY 28L on short approach due to windblow. When SWA132C (at 3700') was over midfield, LC instructed them to turn right heading 310. At that time, N6413P was less than 2 miles ahead, at 4,000' heading a 2nd heading. When SWA132C was 85 miles in trail of N6413P, at 5,100', heading 300, LC issued them a right turn to 300. At that time, N6413P was still heading 300, clearing out of 4,800'. No traffic calls were made to SWA132C or LC in accordance with 7150.66A, para 7.2-1 VISUAL SEPARATION, 1.18.	An analysis of the event was completed by reviewing the MOR summary, Falcon playback, and voice data (b) (5)
M03-M-2023/04/11-0002	2023	2	2023-04	04/11/2023	9:45	0:45	Airborne Separation	Suspected loss in/within	M03	KMEM	A38R	A386	FDX1366	FDX1213	YES		5-5-4		3	0.58	10	3	Delayed entry. At 0304Z, FDX1366, A380/G, KSNL, N06M 20008, FDX1213, A380/G, N648, KMEM descending from 3000ft to 2000ft. FDX1366 was established on rwy 28L at 0305Z, cleared for the visual approach. FDX1213 was issued a 380 heading to join the localizer for rwy 38R. FDX1213 was issued a descent to 2000ft and went through the localizer. Initial aircraft received a TOSD RA. The event was not observed prior to it occurring. Traffic Advisory / Safety Alert was not issued initially. FDX1366 was issued traffic to FDX1213 after the aircraft went through the localizer. Airborne instructions were issued to FDX1213 a right turn to join the localizer after he passed the localizer. Another call was not issued. Conflict Alert did activate. The closest observed proximity between the two aircraft was 0.58 MILES / 500 FEET. The controller issued a right turn to FDX1213 to join the localizer and issued traffic to FDX1366 to reestablish separation. JSEN notified for potentially significant event.	Confair and Falcon reviewed (b) (5)
N00-M-2023/04/11-0001	2023	2	2023-04	04/11/2023	3:55	23:55	Airborne Separation	Suspected loss in/within	N60	KTEB	F450	A320	N66MM	LAL596	YES		5-5-4		3	0.60	10	1	POSSIBLE PILOT DEVIATION WITH A LOSS OF SEPARATION BETWEEN N66MM / F450 DEPARTING TEB RWY 24, AND LAL596, A320 INBOUND TO ENR RWY 22L. N66MM AUTOPILOT TURNED THE ACFT TOWARD THE FINAL BEHIND LAL596. PILOT THEN DISENGAGED THE AUTOPILOT AND MADE A TURN AWAY FROM LAL596. JSEN AND HCC ADVISED. PILOT INFORMATION FORWARDED TO H00 QA.	Nearest City: Teaneck, NJ Reviewed Falcon, weather, Departure SID, and MOR summary. (b) (5)
P50-M-2023/04/03-0003	2023	2	2023-04	04/03/2023	6:00	23:00	Airborne Separation	Suspected loss in/within	P50	KPHX	B738	B737	SWA2787	SWA352	YES		7.4-4		3	0.12	10	1	SWA2787 was inbound to PHX descending via the BRLEB arrival for Runway 07L. SWA352 was inbound to PHX descending via the WYD00 arrival for Runway 07R. Neither aircraft had each other in sight and there was a loss of standard separation as SWA352 joined the Runway 07L final approach course near to SWA352 on the Runway 07R final approach course. Closest proximity 0.12 miles and 61 feet.	QA reviewed Falcon data, RADAR N audio, & LRS audio (b) (5)
D01-M-2023/04/02-0002	2023	2	2023-04	04/02/2023	14:28	8:28	Airborne Separation	Suspected loss in/within	D01	KDEN	E75L	B737	SWA5475	LAL1782	YES		7.4-4		3	0.58	10	1	SWA5475, E75L, ON RNAV 2 RY18R APPROX CLEARANCE WAS CANCELLED TO ENSURE SEPARATION WITH LAL1212, B737, PRECEDING A/C ON VAL RY 18R. WHEN APPROX CLEARANCE WAS CANCELLED SWA5475 LOST SEPARATION WITH LAL1782, B737, ON VAL RY 18L. CLOSEST PROXIMITY WAS 888M / 1067'. TRAFFIC WAS CALLED TO SWA5475 TO LAL1212 BUT TRAFFIC WAS NOT ISSUED TO SWA5475 FOR LAL1782. JSENA/TM/DISTRICT NOTIFIED. IMN/F CONTROLLER FILED AT/AC.	Received Occurrence report and Falcon reply (b) (5)
D01-M-2023/04/06-0008	2023	1	2023-03	03/21/2023	22:27	16:27	Airborne Separation	Suspected loss in/within	D01	KDEN	A320	B737	LAL2156	SWA1502	YES		7.4-4		3	0.56	10	2	LAL2156 deviated from the RNAV Runway 16R approach procedure resulting in a loss of separation with traffic on parallel final.	QA reviewed Falcon data, RADAR N audio, & LRS audio (b) (5) B. Johnson 4/6/2023 BHR POREC RSLVD
D01-M-2023/04/06-0002	2023	1	2023-03	03/04/2023	22:51	15:51	Airborne Separation	Suspected loss in/within	D01	KDEN	A319	B79M	LAL674	LAL1795	YES		7.4-4		3	0.96	10	3	Aircraft deviated greater than 0.3NM from the assigned RNAV approach procedure resulting in a loss of separation with traffic on parallel final.	Received Occurrence report and Falcon reply (b) (5) B. Johnson 4/6/2023 NDREC BHR RSLVD Lansdale, PA Investigatory near miss case# 230001 report number: 2301-0001 Gainesville, Florida, Preliminary Pilot Deviation Report Number: CNU-M-2023-03-01-0001 Reviewed Falcon reply, including CNU Tower Voice Recordings, weather, and facility summary. (b) (5)
GNV-M-2023/03/01-0001	2023	1	2023-03	03/01/2023	17:52	12:52	Airborne Separation	Suspected loss in/within	GNV	KGNV	B712	C172	DAL905	N605RS	YES		7.7-3		0	0	5	1	DAL905 JOINED FINAL ON A VISUAL APPROACH RUNWAY 29 AT APPROXIMATELY 2.1 MILES FROM THE AIRPORT. ON A FIVE MILE FINAL DAL905 ASKED TOWER IF THEY WERE SPEAKING TO ANYONE IN THEIR MONITOR AND REPORTED A CESSNA JUST WENT OVER THE TOP OF THEM. THE TOWER CONTROLLER WAS NOT TALKING TO ANYONE AND DID NOT HAVE ANY RADAR RETURN ON THE CESSNA UNTIL IT CLIMBED AND IT WAS AFTER PASSING DAL905.	

Case ID	Date	Month	Day	Year	Time	Category	Phase	Location	Altitude	Status	Priority	Level	Other											
FLL-M-2023/01/04-0001	2023	1	2023-01	01/04/2023	16:38	11:38	Airborne Separation	Suspected loss in/within	FL	KFLA	L305	E145	MT9011	WST102	YES	5-6-4		3	0.61	10	3	1	<p>MT9011 WAS CLEARED FOR TAKEOFF RWAY 10L AND TOLD TO RWAY TO LLEAW. WST111 READ BACK FLY DIRECT TO LLEAW. WST102 ON FINAL FOR RWAY 10L WAS BENT AROUND BY LON DUE TO MT9011 SLOW TO DEPART. LON ISSUED WST102 A HEADING OF 800 AND 2000 FT. WST102 READ IT BACK CORRECTLY. LON INSTRUCTED MT9011 TO FLY HEADING 090 AND MAINTAIN 4000. LON MISSED MT9011'S RESUBMIT WHICH WAS "CONTACT 120.05 MAINTAIN 4000". MT9011 THEN MADE A TURN TO WEST 1 MILE PRIOR TO LLEAW IN FRONT OF WST102.</p> <p>CLOSEST PROXIMITY: LAT: 0.0 LONG: 0.03 Altitude violated greater than 0.5NM from the assigned RWY approach procedure resulting in a loss of separation with traffic on parallel final.</p> <p>FLL ATM status - PILOT OF MT9011 CALLED FLL TOWER ON 01/05/23 AT 1500Z.</p> <p>BRAKHER WARNING WAS GIVEN OVER THE TELEPHONE. PILOT ADVISED OF EQUIPMENT ISSUE THAT BEGAN WHILE DEPARTING AT THE TIME OF THE</p>	(b) (5)
D01-M-2023/01/11-0008	2022	4	2022-12	12/26/2022	16:49	9:49	Airborne Separation	Suspected loss in/within	CO	KDEN	A319	B738	UAL3205	UAL1808	YES	7-4-4		3	0.83	10	2	<p>Reviewed Occurrence report and FALCON replay. B. Johnson. 1/11/2023</p>		
MIA-M-2022/12/16-0003	2022	4	2022-12	12/16/2022	21:04	16:04	Airborne Separation	Suspected loss in/within	MA	KFLA	A320X	A320NL	JBU1899	FFZ2682	YES	5-6-4		3	0.63	10	3	<p>FFZ2682 AD2M From FLL to BUF on ACERS1 departure, departed RWAY 10L cleared to hold, reported AD2M (waiting in front of rwy 1), issued a turn to 350 and to maintain visual separation and amend altitude to 320. JBU1899 AD3D From FLL to MIA on the MAYNRT departure, departed RWAY 10S and turned Northward (clear) have been Southwest bound. D controller issued a right turn to 150 immediately. Cleared promptly to west 45 mile and 300 feet. JBU1899 Braher by DMA received on freq. 132.2 at 215Z.</p> <p>GA reviewed MOR, FALCON, and audio data. Closest city - Fort Lauderdale, FL</p>	(b) (5)	
MIA-M-2022/12/09-0001	2022	4	2022-12	12/09/2022	23:10	18:10	Airborne Separation	Suspected loss in/within	MA	KHMA	L31	E170	N10VJ	ENV3433	YES	5-6-4		3	0.6	10	3	<p>GA reviewed MOR, FALCON, and audio data.</p> <p>N10VJ inbound MIA from the NE turned downwind and was instructed to descend from 8000 to 2000. While descending out of 7700 N10VJ reported the airport in sight. While descending out of 4100, N10VJ reported the tower. The tower instructed N10VJ to turn left heading 180 and cleared visual approach RWAY 10L. N10VJ readback turn left heading 180. While turning to a 180 heading and descending out of 2800 the tower instructed N10VJ to contact the tower again three times. N10VJ acknowledged the frequency change. N10VJ continued heading 180 at 2000 across the RWAY conflicting with ENV3433, established inbound RWAY 10L. As N10VJ attempted to contact the tower the tower controller was made aware of the conflict and issued N10VJ a traffic alert and an immediate turn to heading 070. N10VJ reported the traffic sight and turned toward RWAY 10L. The tower controller observed the conflict and issued traffic to ENV3433 and was reported height. In a phone conversation with the pilot of N10VJ, stated neither he nor the tower heard the visual approach clearance and did observe the R19 in traffic and attempted to contact the tower for further instructions but could not do so. Frequency congestion. N10VJ was not issued the required 30 degree intercept to final.</p> <p>Altitude violated greater than 0.3NM from the assigned RWY approach procedure.</p> <p>Reviewed Occurrence report and FALCON replay. B. Johnson. 1/11/2023</p> <p>Location and reason reviewed. Reason: 191 - Visual Separation - ICAO 191.12 - 191.12.2 as per OACFR 191.123</p>	(b) (5)	
D01-M-2022/01/13-0008	2022	4	2022-12	12/06/2022	6:16	23:16	Airborne Separation	Suspected loss in/within	CO	KDEN	A319	B737	DAL1429	BWA3778	YES	7-4-4		3	0.8	10	1	<p>Reviewed Occurrence report and FALCON replay. B. Johnson. 1/11/2023</p>		
PCT-M-2022/11/30-0003	2022	4	2022-11	11/30/2022	16:23	11:23	Airborne Separation	Suspected loss in/within	PCT	KDCA	F16	A321			YES	5-6-4		3	0.36	10	0	<p>(b) (3) (10 USC 1306)</p> <p>Nearest City: Newark, NJ.</p> <p>Reviewed Falcon, separation details and facility summary.</p>	(b) (5)	
EWR-M-2022/11/20-0001	2022	4	2022-11	11/20/2022	12:44	7:44	Airborne Separation	Suspected loss in/within	EWR	KEWR	B77W	B739	UAL3059	UAL1387	YES	5-6-4		3	0	10	0	<p>UAL3059 A B77W WENT AROUND AFTER BOUNCING ON RWAY 22L AND WAS ISSUED A LEFT TURN HEADING 170 AND THE DEPARTURE UAL1387 A B739 OFF OF RWAY 22R WAS ISSUED RUNWAY HEADING. UAL3059 NEVER TURNED AND STAYED ON RUNWAY HEADING AND THE DEPARTURE 1387 ISSUED A RIGHT TURN 270 TOWER APPLIED VISUAL SEPERATION WAS USED. THE PILOT CALLED AND STATED HE WAS BUSY FLYING THE AIRPLANE.</p> <p>Reviewed Falcon Replays, Facility Summary and VRSST 3 Departure Procedure.</p>	(b) (5)	
ATL-M-2022/10/31-0005	2022	4	2022-10	10/31/2022	15:24	11:24	Airborne Separation	Suspected loss in/within	ATL	KATL	B752	A321	DAL1725	DAL1214	YES	5-6-4		3	0.22	10	3	<p>DAL1725(B752)KATL - KAAK entered airspace other than intended 100 on departure of RWAY 27R. DAL1725 conflicted with DAL1214(A321) departure of RWAY 26L. DAL1725 departed RWAY 27R with a good read back "RWAY to SLOWRY, upon airborne DAL1725 turned RW and conflicted with DAL1214 off RWAY 26L. DAL1214(RWAW to SNFY) was approximately 1 mile off departure end of RWAY 26L. DAL1725 responded to TCAS RA with a good climb rate. LC 3112.85 turned DAL1725 to 250 heading and called traffic. DAL1214 also responded to TCAS RA and leveled off at 4500. DAL1725 turned eastward bound and DAL1214 continued on course to SNFY. Braher warning given to DAL1725. The operator of DAL1725 called ATCT and stated they had an error on the FMS. RWAY 26L, SNFY was causing the RW turn off RWAY 27R.</p> <p>Reviewed Occurrence report.</p>	(b) (5)	

S&M-2022/1028-0002	2022	4	2022-10	10/28/2022	19:23	12:23	Airborne Separation	Suspected loss in altitude	S&M	KSEA	BE33	DH8D	N6560M	QNE204	YES			5-5.4		3		1	10	2	N6560M was vectored to the ILS 14R at BFI. N6560M attempted to join the localizer several times at 021. N6560M was still level at 021 at the FAF (GS intercept at 015). F controller recognized the potential conflict and stopped QNE254 at 020. N6560M reported going around to BFI. S&M ARM controller advised F controller that N6560M was going around. N6560M was instructed to execute the published missed approach (descend and maintain 015 over the runway). N6560M began climbing after multiple instructions to execute the published missed approach. BFI tower advised N6560M to descend to 015 and over fly the runway. N6560M acknowledged the instruction and began descending. BFI then advised N6560M to correct departure on 119.2. F controller advised QNE254 traffic was going missed at BFI. F controller instructed QNE254 to turn left heading 090 for traffic. N6560M descended below 015 about 2 miles southwest of BFI. A controller tried to contact N6560M but received no response. A controller issued a safety alert for altitude and instructed N6560M to climb immediately to 030. N6560M climbed to 030 and received vectors for the ILS 14R again. N6560M landed at BFI without further incident.	An analysis of the event was completed by reviewing the MOR summary, Falcon playback, and supporting data. (b) (5)
AFW-M-2022/1019-0002	2022	4	2022-10	10/26/2022	2:08	21:08	Airborne Separation	Suspected loss in altitude	AFW	KAPW	B738	PA28A	SKC0309	N6064W	YES			7-0.4		1.5		0.87	5	3	IC30924 4 MILES NORTHEAST OF AFW AT 3,000 FT AGL WAS GIVEN OPPOSITE DIRECTION TRAFFIC ON N6560M 4 MILES SOUTH OF THEIR POSITION AT 1,900. BUT NOT ON TOWERS FREQUENCY. IC30924 REPORTED THE OPPOSITE DIRECTION TRAFFIC IN SIGHT. SHORTLY AFTER IC30924 REPORTED THEY WERE RESPONDING TO A "RA" ON THE AFOREMENTIONED INSIGHT TRAFFIC. 019 WAS NOTIFIED AND REPLIED SAYING N6064W HAD SCISSORS IN SIGHT.	QA reviewed (b) (5)
CD-M-2022/1022-0001	2022	4	2022-10	10/22/2022	10:58	5:58	Airborne Separation	Suspected loss in altitude	CD	KCID	B757	C172	FDX1500	CAP1303	YES			5-8.3		1		0.84	10	1	CAP1303 departed KCID direct KSLX. Subsequently FDX1500 departed RWY 27 about 03M VOR. Required degree divergence, lateral and vertical separation were not observed.	QA reviewed (b) (5)
HBV-M-2022/1019-0001	2022	4	2022-10	10/19/2022	15:29	10:29	Airborne Separation	Suspected loss in altitude	HBV	KHBV	C182	ORJ9	(b) (5)	JAS581	YES			7-0.1		3		0.66	10	3	LC CLEARED (b) (5) FOR TAKEOFF RWY9R AND TURNED THE AIRCRAFT TO HEADING 010. LC THEN CLEARED JAS581 (RWY) FOR TAKEOFF RWY HEADING AND WAS ISSUED TRAFFIC ON THE C182. ONCE THE C182 WAS APPROX 0.8 MILES WEST LC TURNED THE AIRCRAFT BACK TO A 360 HEADING AND GAVE TRAFFIC ON THE C182 THAT WAS GOING TO PASS OVER THE RIGHT SIDE. JAS581 WAS GIVEN TRAFFIC ON THE C182 OFF THEIR LEFT SIDE SAME ALTITUDE THEN BOTH AIRCRAFT WERE SWITCHED TO DEPARTURE. CONTROLLER STATED VISUAL SEPARATION WAS BEING USED, BUT IT WAS MISAPPLIED.	Facility summary and Falcon reviewed (b) (5); (b) (7)(C)
MA-M-2022/1018-0003	2022	4	2022-10	10/18/2022	16:09	12:09	Airborne Separation	Suspected loss in altitude	MA	KMA	B734	B752	SWG281	UP378	YES			3-9.9		3		0.19	10	3	SWG281 on approach RW30 touched down on the runway then executed a missed approach as UP378 had begun a takeoff roll RW28R. The LGS position instructed SWG281 to fly heading 240 when able and issued no traffic ahead of the FTD, becoming airborne RW28R. The LGS issued traffic to UP378 and assigned a 270 heading. SWG281 did not begin a turn to the left until they crossed the departure course of UP378. At that point LGS instructed UP378 to make an immediate right turn heading 300. UP378 then reported 540 heading. Even though the Tower could provide visual separation, converging runway minimums were not adhered to. Cleared proximity, 15 lateral 300 vertical.	QA reviewed MOR, Falcon, and audio data. (b) (5)
PH-M-2022/1017-0002	2022	4	2022-10	10/15/2022	21:17	17:17	Airborne Separation	Suspected loss in altitude	PH	KPH	E145	A321	POT3968	F7518	YES			7-0.1		3		0	10	1	F7518 on final approach for RWY27L, crossed in front of POT3968 going around on RWY17 with .003 vertical and 100 ft vertical separation.	Reviewed Falcon, separation details and facility summary. (b) (5)
ORF-M-2022/1024-0001	2022	4	2022-10	10/14/2022	12:38	8:38	Airborne Separation	Suspected loss in altitude	ORF	KORF	CRJ9	C29B	JAS988	N615CG	YES			5-5.4		3		0.76	10	10	Discovered while reviewing ORF-M-2022/1019-0001 - JAS988/CRJ9 departed ORF runway 05 and was switched to departure. The data tag did not auto acquire, and tower did not inform departure control (SOP 4.4.4.10). CRF departure radar identified the aircraft without verifying Mode C altitude and issued a climb to FL210. JAS988 was a primary entry with no data tag. STARS was tracking the aircraft without the transponder, which displays 0000 beacon code and 000 altitude. CRF departure did not take action to remove the substitution from data tag until the right plan (SOP 3.8.10). A Position Radar Briefing was conducted at the departure radar position. Nothing was tracked reference JAS988. N615CG/CRJ9 was southbound bound at 10,000 feet. There was less than 3 miles lateral separation with JAS988, but altitude separation could not be validated. JAS988 entered ZDC airspace with no heading or coordination. At approximately 1242Z, the radar stopped tracking the JAS988 target. At that time, N615CG/CRJ9 was approach direction, descending through FL213 with less than a projected 3 mile offset. N615CG/CRJ9 was on the same route as N615CG/CRJ9 and was tracking 14,500 feet descending. Altitude separation could not be validated. Another Position Radar Briefing was conducted. No mention of JAS988, who was already in ZDC airspace. Approximately 8 minutes after entering ZDC airspace, JAS988 called ORF approach and asked if they were still supposed to be with them. The ORF controller instructed JAS988 to descend and say position. JAS988 said they were over RADOS, which is well into ZDC airspace. ORF issued a frequency change to ZDC 25. JAS988 called ZDC 25. The controller replied with say position. JAS988 said they passed RADOS. JAS988 acquired and ZDC provided normal services from that point on.	CDAR and Falcon reviewed (b) (5)
LEX-M-2022/1013-0002	2022	4	2022-10	10/13/2022	22:00	18:00	Airborne Separation	Suspected loss in altitude	LEX	KLEX	CRJ2	B655	90W5440	N123DD	YES			7-8.3		0		0.74	5	1	N123DD was trying to transition through the LEX Class C surface area at 023 enroute to FFT. The local controller denied the port out of the aircraft to cross the departure corridor due to departure of RWY 02 with enroute aircraft times. The trainer working Radar East put N123DD on a heading to deconflict with LEX departure. After the training banner observed the departure, they called the Tower and asked if they could go back on course to FFT with N123DD. In which the Tower controller replied "approved". Radar team immediately instructed N123DD to an left on course. The tower then called back and asked if they had the strip on 90W5440. As they were preparing 90W5440 target was being acquired of the departure end of RWY 02 giving to 055. Both aircraft were in conflict alert with one another. The trainer on Radar took over, called traffic and put N123DD on a 180 heading. The tower controller called traffic to 90W5440 and trained them to a 270 heading. After reviewing the Falcon report 90W5440 and N123DD was separated by 0.7 NM laterally and 100 ft vertically.	QA reviewed the OC summary and the Falcon report (b) (5)
LAX-M-2022/1056-0004	2022	4	2022-10	10/06/2022	4:40	21:40	Airborne Separation	Suspected loss in altitude	LAX	KLAX	B39M	B38M	UAL1238	SWA2592	YES			5-8.3		1		0.13	10	1	POSSIBLE LASS: UAL 1238/39M EXECUTES MISSED APPROACH, 18 FT PRIOR TO THRESHOLD RY24R. SWA2592/38M WAS DEPARTING RY24L. L23 MADE NO IMMEDIATE ATTEMPT TO TURN LAL 038 ON DIVERGING COURSE. DIVERGING COURSES WERE NOT ISSUED UNTIL THE DES AND COURSES DID NOT DIVERGE UNTIL 1.2 MILES WEST OF THE DES. AFTER DIVERGING COURSE WERE ISSUED, UAL 1238 ADVISED THEY WERE RESPONDING TO AN "TRA" IN L23 FAILED TO ISSUE TRAFFIC TO OTHER AIRCRAFT. TRAFFIC WAS 700 FEET APART LATERAL, 100 FEET VERTICAL, AND IN THE CLOUDS.	Reviewed Falcon report (b) (5)
SFO-M-2022/1007-0004	2022	4	2022-10	10/03/2022	16:58	9:58	Airborne Separation	Suspected loss in altitude	SFO	KSFO	CRJ2L	E75L	90W4691	90W4649	YES			5-8.3		1		0.46	0	0	A random OC review revealed a loss of separation between 90W4691 and 90W4649. Aircraft stopped to NCT prior to having 15 degree divergence and 10M separation. LHM	Reviewed Falcon report (b) (5)
D1M-M-2022/0930-0003	2022	3	2022-09	09/30/2022	20:40	15:40	Airborne Separation	Suspected loss in altitude	D10	KDFW	E75B	B789	JDA879	AAL60	YES			5-5.4		3		1	10	3	SUSPECTED LOSS INVOLVING IFR AIRCRAFT AT 2040Z. 10 M NORTH OF DFW AIRPORT. JDA879/89B DFW RWY 17R ARR FROM THE NORTHWEST WAS DESCENDING TO 800 FT IN COMMS WITH ARL. ARL INSTRUCTED JDA879 TO FLY HEADING 230, MAINTAIN 500 FT, AND DID NOT INSTRUCT JDA879 TO JOIN RWY 17C FAC. AAL60/879 DFW RWY 17R ARR FROM THE NORTHWEST WAS DESCENDING TO 800 FT IN COMMS WITH ARL AND INSTRUCTED AAL60 TO MAINTAIN 1600 FT. CLEARED FOR THE VIA TO RWY 17R, AND THEN ISSUED HEADING 150 TO JOIN RWY 17C FAC. JDA879 QUESTIONED ARL FOR CLEARANCE TO JOIN RWY 17C LOCALIZER. JDA879 OVERROSE RWY 17C FINAL AND PENETRATED RWY 17R FINAL. ARL INSTRUCTED JDA879 TO FLY HEADING 150 TO JOIN THE LOCALIZER. JDA879 JOINED RWY 17C FAC, CONTINUED APPROACH AND LANDED WITHOUT INCIDENT. ARL ISSUED TRAFFIC AND THEN INSTRUCTED AAL60 TO FLY HEADING 270 TO AVOID THE CONFLICT. AAL60 REQUESTED TO RETURN TO THE FAC. CONTINUED APPROACH AND LANDED WITHOUT INCIDENT. CLOSEST PROXIMITY: LAT 1.03 VERT 003.	QA reviewed (b) (5)

ORD-M-2022/0925-0007	2022	3	2022-09	09/26/2022	0.12	19.12	Airborne Separation	Suspected loss inholding	ORD	KORD	BR00	E75L	N128FA	BK05994	YES				7.0-4		1.5		5	3	AT APPX 0200Z, A BRASHER WARNING WAS ISSUED BY C06 POS 1S.	QA reviewed. Data findings/pilot deviation contained in brief PAR.
D10-M-2022/0911-0003	2022	3	2022-09	09/11/2022	18.37	13.37	Airborne Separation	Suspected loss inholding	D10	KDFW	C172	B738	N651MC	AAL564	YES				7.0-4		1.5	0.96	5	2	CLASS BRAVO LOSS/PILOT DEVIATION AT 1837 UTC, 8 MILES SOUTH OF DFW ARTF. N651MC/7R DEPARTED DFW RWY 35R TO TYW ARTF. N651MC CLIMBED NORTHWARD AND CLIMBED TO 2600 FEET AND ENTERED THE 20-110 AND THE CLASS BRAVO SURFACE AREA WITHOUT ATC AUTHORIZATION. D0 OBSERVED THE VIOLATION AND INQUIRED OF THE READING, ASSIGNED A DESCENT TO 2000 FEET AND ISSUED N651MC TO FLV EAST. TRAFFIC WAS ALLOCATED TO THE WEST AND N651MC APPROVED. N651MC EXITED THE CLASS B TO THE SOUTHEAST WITHOUT FURTHER INCIDENT.	QA reviewed (b) (5)
ATL-M-2022/0912-0012	2022	3	2022-09	09/10/2022	12.25	8.25	Airborne Separation	Suspected loss inholding	ATL	KATL	CRJ9	B753	BK0451Z	DAL715	YES				5-8-3		3	0.98	10	0	BK0451Z(CRJ9/KATL_KSH/ departed RWY 8R and drifted south. L2C controller named SWR 8r 470 heading. SWR872 was issued brasher warning and called the tower. Pilot stated they drifted south due to the wake turbulence from the previous departure (757).	Reviewed Falcon, Facility Summary, Audio from pilot phone call and MSGA2 Departure (b) (5)
IHM-M-2022/0817-0001	2022	3	2022-08	08/17/2022	12.35	7.35	Airborne Separation	Suspected loss inholding	IHM	KJAH	B38M	A320	UAL144Z	UAL792	YES				5-8-3		3	0.43	10	3	UAL144Z B38M IHM to EWR. UAL792 was issued a right turn to heading 020 in conjunction with takeoff clearance. Simultaneous departure off runway 15L was UAL792 A320 IAH to MSY issued PNR to TRAFFIC in conjunction with takeoff clearance. Both UAL144Z and UAL792 were observed in takeoff roll simultaneously on runway 15L and 15R, after departure. UAL144Z was observed to a left turn to heading 020. No TCAS RA was reported. No STARS generated collision alert was observed. ATC did not issue a traffic call or traffic alert. ATC when recognizing the conflict issued a 360 heading to UAL144Z to avoid a secondary conflict. Closest proximity between UAL144Z and UAL792 was 30 lateral separation and 200 feet vertical separation. Brasher warning was issued to UAL144Z by DFW ATIS on ground control frequency 121.8 at 10:42. Captain [REDACTED] called SWR tower at 10:52 corrected phrase line 060. [REDACTED] [REDACTED]	QA reviewed (b) (5)
MCO-M-2022/0817-0003	2022	3	2022-08	08/17/2022	17.35	13.35	Airborne Separation	Suspected loss inholding	MCO	KMCO	B752	C172	DAL1373	N625AK	YES				5-5-4		3	0.14	10	3	N625AK was a C172 departure off RWY 36L. N625AK was coordinated and released on the 090 by CLE 17:35:31Z. N646 began departure roll at 17:32. N646 was switched to upstate when established on the 090 heading at 17:32. N646 was west of the extended centerline of RWY 35L. DAL1373 was cleared for takeoff. PNR to BROWF at 17:33:30 by the CLE controller. At 17:35:02 the CLE assigned DAL1373 heading 350 and called traffic on N646. It appears that N646 turned south on its own just as the 350 heading was assigned. CLE instructed DAL1373 to make a hard left turn heading 270. At that time DAL1373 did report the traffic in sight and remained on the 350 heading. No Safety Alert was issued and no instruction to maintain visual separation was issued. CLE coordinated with DRE at F11 for the DAL1373 roll on the RWY 35L heading 350. The closest proximity is estimated, 18 miles and 400 feet.	Reviewed Falcon replay, weather, and facility summary (b) (5)
OGG-M-2022/0931-0004	2022	3	2022-08	08/15/2022	0.01	14.01	Airborne Separation	Suspected loss inholding	OGG	POGG	BK17	B712	MA1	HAL286	YES				7-8-3		0	0.08	5	3	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 08/15/2022. FURTHER INQUIRY IN PROGRESS. 08/30/2022 UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE (MA1), A BK-17 HELICOPTER WAS OPERATING OVER AN ACTIVE HILLSLAND FIRE ON 34 MA FINAL TO OGG RWY102 A08 300 FEET FROM 21:10Z UNTIL 01:41Z. THIS HELICOPTER WAS OVERFLOW BY 11 JET AIRCRAFT. GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER NO SPECIFIC TRAFFIC WAS GIVEN TO MA1. CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO SAFETY ALERTS WERE ISSUED. EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT THE FIRE/SMOKE LOCATION AND THAT THERE WAS A HELICOPTER OPERATING THERE AT OR BELOW 300 FEET. 08/31/2022 WFO QA REQUESTED INDIVIDUAL MORFS FOR EACH OVERFLIGHT EVENT. THIS JET ARRIVAL THAT OVERFLEW THE HELICOPTER IS LISTED BELOW, INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT, LATERAL SEPARATION, AND VERTICAL SEPARATION. 00:01Z, HAL286, B712, ARVL RWY102, 0.08 NM LATERALLY, 300 FEET VERTICALLY.	An analysis of the event was completed by reviewing the MOR summary, supporting data and voice clip (b) (5)
OGG-M-2022/0931-0005	2022	3	2022-08	08/15/2022	0.14	14.14	Airborne Separation	Suspected loss inholding	OGG	POGG	BK17	B712	MA1	HAL286	YES				7-8-3		0	0.07	5	2	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 08/15/2022. FURTHER INQUIRY IN PROGRESS. 08/30/2022 UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE (MA1), A BK-17 HELICOPTER WAS OPERATING OVER AN ACTIVE HILLSLAND FIRE ON 34 MA FINAL TO OGG RWY102 A08 300 FEET FROM 21:10Z UNTIL 01:41Z. THIS HELICOPTER WAS OVERFLOW BY 11 JET AIRCRAFT. GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER NO SPECIFIC TRAFFIC WAS GIVEN TO MA1. CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO SAFETY ALERTS WERE ISSUED. EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT THE FIRE/SMOKE LOCATION AND THAT THERE WAS A HELICOPTER OPERATING THERE AT OR BELOW 300 FEET. 08/31/2022 WFO QA REQUESTED INDIVIDUAL MORFS FOR EACH OVERFLIGHT EVENT. THIS JET ARRIVAL THAT OVERFLEW THE HELICOPTER IS LISTED BELOW, INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT, LATERAL SEPARATION, AND VERTICAL SEPARATION. 00:14Z, HAL286, B712, ARVL RWY102, 0.07 NM LATERALLY, 300 FEET VERTICALLY.	An analysis of the event was completed by reviewing the MOR summary, supporting data and voice clip (b) (5)

OGG-M-20220819-0003	2022	3	2022-08	08/14/2022	23.10	13.10	Airborne Separation	Suspected loss in/within	OGG	POGG	HELO	AZIN	MA1	HU42	YES		7-8-3	0	0.2	5	1	<p>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 08/14/2022. FURTHER INQUIRY IN PROGRESS.</p> <p>08/26/2022 UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE (MA1) A BK-17 HELICOPTER WAS OPERATING OVER AN ACTIVE WILDLAND FIRE ON 3/4 NM FINAL TO OGG RWY02 A06 300 FEET FROM 23.10Z UNTIL 04.4Z. THIS HELICOPTER WAS OVERFLOW BY 11 JET AIRCRAFT. GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER NO SPECIFIC TRAFFIC WAS GIVEN TO MA1. CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO SAFETY ALERTS WERE ISSUED. EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT THE FIRE-SMoke LOCATION AND THAT THERE WAS A HELICOPTER OPERATING THERE AT OR BELOW 300 FEET. THE JET ARRIVAL THAT OVERFLOW THE HELICOPTER ARE LISTED BELOW, INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT, LATERAL SEPARATION, AND VERTICAL SEPARATION. 23.18Z, HU42, A21N DEPT RWY02, 0.20 NM LATERALLY, 1.10 FEET VERTICALLY. 23.33Z, UAL2023, B39M, ARVL RWY02, 0.06 NM LATERALLY, 200 FEET VERTICALLY. 23.43Z, BWA248, B39M, ARVL RWY02, 0.11 NM LATERALLY, 200 FEET VERTICALLY. 23.53Z, N48H, G550, ARVL RWY02, 0.08 NM LATERALLY, 300 FEET VERTICALLY. 00:01Z, HUL286, B712, ARVL RWY02, 0.08 NM LATERALLY, 300 FEET VERTICALLY. 00:04Z, HUL286, B712, ARVL RWY02, 0.07 NM LATERALLY, 200 FEET VERTICALLY. 00:06Z, AAL110, H5789, ARVL RWY02, 0.07 NM LATERALLY, 200 FEET VERTICALLY.</p>	<p>Referenced MOR for audio information. O. Hart 8/30/2022</p> <p>An analysis of the event was completed by reviewing the MOR summary, supporting data and voice data (b) (5)</p>
OGG-M-20220819-0001	2022	3	2022-08	08/14/2022	23.33	13.33	Airborne Separation	Suspected loss in/within	OGG	POGG	BK17	B39M	MA1	UAL203	YES		7-8-3	0	0.06	5	2	<p>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 08/15/2022. FURTHER INQUIRY IN PROGRESS.</p> <p>08/30/2022 UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE (MA1) A BK-17 HELICOPTER WAS OPERATING OVER AN ACTIVE WILDLAND FIRE ON 3/4 NM FINAL TO OGG RWY02 A06 300 FEET FROM 23.10Z UNTIL 04.4Z. THIS HELICOPTER WAS OVERFLOW BY 11 JET AIRCRAFT. GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER NO SPECIFIC TRAFFIC WAS GIVEN TO MA1. CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO SAFETY ALERTS WERE ISSUED. EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT THE FIRE-SMoke LOCATION AND THAT THERE WAS A HELICOPTER OPERATING THERE AT OR BELOW 300 FEET. THE JET ARRIVAL THAT OVERFLOW THE HELICOPTER IS LISTED BELOW, INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT, LATERAL SEPARATION, AND VERTICAL SEPARATION. 23.33Z, UAL2023, B39M, ARVL RWY02, 0.06 NM LATERALLY, 200 FEET VERTICALLY.</p>	<p>An analysis of the event was completed by reviewing the MOR summary, supporting data and voice data (b) (5)</p>
OGG-M-20220819-0002	2022	3	2022-08	08/14/2022	23.43	13.43	Airborne Separation	Suspected loss in/within	OGG	POGG	BK17	B39M	MA1	BWA246	YES		7-8-3	0	0.11	5	2	<p>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 08/15/2022. FURTHER INQUIRY IN PROGRESS.</p> <p>08/30/2022 UPON FURTHER INVESTIGATION, IT WAS DETERMINED THAT MAUI AIR ONE (MA1) A BK-17 HELICOPTER WAS OPERATING OVER AN ACTIVE WILDLAND FIRE ON 3/4 NM FINAL TO OGG RWY02 A06 300 FEET FROM 23.10Z UNTIL 04.4Z. THIS HELICOPTER WAS OVERFLOW BY 11 JET AIRCRAFT. GENERAL BROADCASTS ABOUT THE LOCATION, TYPE, AND CAUTION WAKE TURBULENCE WERE MADE ABOUT THE ARRIVING JET AIRCRAFT, HOWEVER NO SPECIFIC TRAFFIC WAS GIVEN TO MA1. CONFLICT ALERT ALARMED WITH EACH OVERFLIGHT, HOWEVER NO SAFETY ALERTS WERE ISSUED. EACH OF THE ARRIVING JET AIRCRAFT WERE SPECIFICALLY TOLD ABOUT THE FIRE-SMoke LOCATION AND THAT THERE WAS A HELICOPTER OPERATING THERE AT OR BELOW 300 FEET. THE JET ARRIVAL THAT OVERFLOW THE HELICOPTER IS LISTED BELOW, INCLUDING TIME OF OVERFLIGHT, CALLSIGN, TYPE OF JET AIRCRAFT, LATERAL SEPARATION, AND VERTICAL SEPARATION. 23.43Z, BWA246, B39M, ARVL RWY02, 0.11 NM LATERALLY, 200 FEET VERTICALLY.</p>	<p>An analysis of the event was completed by reviewing the MOR summary, supporting data and voice data (b) (5)</p>
ATL-M-20220807-0001	2022	3	2022-08	08/07/2022	0.12	20.12	Airborne Separation	Suspected loss in/within	ATL	KATL	A510	B739	DAL2476	DAL2883	YES		5-5-4	3	1	10	0	<p>DAL2476 (A319) REWYVW, KATL, and DAL2883 (B739) @BHM. KATL, both pilot initiated go around RWY 28 due to windshield debris. Possible loss of separation between A/C. DAL2476 was the first go around and given a heading of 350 and climb to 3000. DAL2883 then went around and given a 270 heading and climb to 3000. The controller gave DAL2883 traffic call on DAL2476 but never responded to tower controller. Cleared promptly appeared to be 37 lateral and 5 feet vertical upon follow review. T-tail had developed over the approach end of RWY 28 extending to middle.</p>	<p>Summary: Falcon Bookmark and Separation details reviewed. Wrong data initially 8/8/2022 on report corrected to 8/7/2022.</p> <p>(b) (5)</p>
D01-M-20220721-0002	2022	3	2022-07	07/21/2022	15.05	9.05	Airborne Separation	Suspected loss in/within	D01	KDEN	B738	B7387	UAL2461	BWA2751	YES		5-5-4	3	0.7	10	0	<p>BWA2751 was vectored for and cleared visual RWY 35L. The controller gave him a restriction to cross CHICKA at 100. The pilot missed the instructions and asked the controller to repeat. The controller repeated BWA2751, which caused him to be late turning UAL2461 on a heading to join 35R localizer. UAL2461 flew through the localizer for 35R, but appears to have captured the localizer for 35L, noting that he flew directly over 35L final approach course for approximately 4NM. The controller issued UAL2461 a 200 heading to join 35R, but the pilot never turned. The controller then issued UAL2461 770 to keep him below BWA2751. UAL2461 never descended. A safety alert was never issued, nor were instructions for BWA2751 to maintain an altitude above UAL2461, and which time UAL2461 could be corrected back to the assigned localizer/final approach course for 35R. BWA2751 continued descending for RWY35L, and eventually descended through UAL2461 who never left 90'. A second turn to 020 to join 35R was issued, and there a third turn to 020 when UAL2461 finally made the turn to join 35R and was cleared for the visual to RWY35R.</p>	<p>B. Johnson, 7/26/2022</p>
SLC-M-20220720-0002	2022	3	2022-07	07/20/2022	15.58	9.58	Airborne Separation	Suspected loss in/within	SLC	KSLC	PC12	B738	N758PM	DAL776	YES		7-8-4	1.5	0.27	5	0	<p>N758PM/PC12 VFR North over 4-15 came into close proximity with N689RAC182 VFR before taking west towards canyon 17. N758PM reported on the phone on the 860 line at 1625 that he responded to TCAS/RA with N689R. While west bound N758PM did not turn south as instructed and instead turned back for canyon 17 conflicting with DAL776 on a straight in for canyon 17. Brasher warning was given to N758PM upon heading at 1640 on 121.9. Pilot (b) (5) called the 860 number in the tower cab at 1625.</p>	<p>B. Johnson 7/21/2022</p>

Report Number	Date	Time	City	Type	Class	Operator	Status	Location	Altitude	Speed	Direction	Remarks	Outcome									
MCO-M-20220707-0002	2022	3	2022-07	07/07/2022	14:19	10:19	Airborne Separation	Suspected loss (inholding)	MCO	KMCO	A320	C172	FF11010	NI1240	YES	5-6.4	3	0.76	10	3	<p>FF11010 (A320) was on a VA for RWY 18R and frequency changed to MCO. FF11010 pilot related a gear-problem due to an unstable approach and diverted from 2000 ft. Tower and came in close contact with an F11 overflight at 4000FT. NI1240 (C172) MCO issued a traffic alert to FF11010 and descended the aircraft 3000FT. This gave the aircraft a 270 heading. Min Separation .53 miles and 200'. Possible pilot deviation. No trailer issued by MCO.</p>	Orlando, FL Falcon, facility summary and Radar W audio released (b) (5)
ABO-M-20220629-0003	2022	2	2022-06	06/29/2022	18:58	14:58	Airborne Separation	Suspected loss (inholding)	ABO	KATL	B712	B739	DAL2730	DAL2935	YES	5-6.4	3	0.9	10	0	<p>DAL2730 departed runway 8R, did not join the RWYV track but deviated south into the south RWYV track and into DAL2935 when first departed 8R. DAL2730 stated they had deviated south due to wake turbulence from the A321 traffic ahead. The SDEPT controller issued clear DAL2935 southbound after initial check into avoid DAL2730. DAL2730 did not check in with the NDEPT controller until the aircraft was 0.9 miles from the RWYV track about 4 miles north of ATR.</p> <p>BFY8666 WAS ISSUED A CPDL CLEARANCE. THE CLEARANCE WAS THE REDDY DEPARTURE, CLIMB VIA THE SID. BFY8666 CLIMBED TO 2,800 AND THE BRUSH WAS AT 7,200 WITHIN 1 MILE. THE PILOT WAS SWITCHED TO NDC ON THE DEPARTURE END. THE PILOT STATED ON 128.55 THAT HE MISSED UP. ENTERED AT 8R.</p>	Revised Falcon Replay, KAJIND Departure, Facility Summary and Separation Details (b) (5)
TEB-M-20220628-0001	2022	2	2022-06	06/27/2022	2:15	22:15	Airborne Separation	Suspected loss (inholding)	TEB	KTBB	DLF5	A320	BFY8666	JBU2604	YES	5-6.4	3	1	10	3	<p>POSSIBLE LAGB LCL CLEARANCE NOTSIXM INTO BRAVO AIRSPACE SOUTH TO NORTH MAY 147 TAD30 ESTABLISHED ON FINAL RWYSL. TRAFFIC NOT EXCHANGED AND SEPARATION NOT ENGAGED. OBSERVED LATERAL SEPARATION = 1.3 MILES. OBSERVED VERTICAL SEPARATION = 400 FT.</p>	Updated on linked MOR: N60-M-20220705-0004 (b) (5)
LAX-M-20220621-0003	2022	2	2022-06	06/17/2022	4:06	21:06	Airborne Separation	Suspected loss (inholding)	LAX	KLAX	R44	A320	N7530M	AAV1471	YES	7-6.4	1.5	0.76	5	2	<p>During Facility validation of a performance assessment it was noted that these enroute departures were not 1 mile apart when the second aircraft was transferred to the departure controller.</p>	Revised Falcon reply (b) (5)
SFO-M-20220608-0002	2022	2	2022-05	05/28/2022	18:01	11:01	Airborne Separation	Suspected loss (inholding)	SFO	KSFO	E75L	A320	BK03491	UAL753	YES	5-8.3	1	0.39	10	1	<p>During Facility validation of a performance assessment it was noted that these enroute departures were not 1 mile apart when the second aircraft was transferred to the departure controller.</p>	Revised Falcon reply (b) (5)
SFO-M-20220608-0004	2022	2	2022-05	05/28/2022	18:05	11:05	Airborne Separation	Suspected loss (inholding)	SFO	KSFO	CRJ2	N739	BK05405	UAL2051	YES	5-8.3	1	0.33	10	1	<p>During Facility validation of a performance assessment it was noted that these enroute departures were not 1 mile apart when the second aircraft was transferred to the departure controller.</p>	Revised Falcon reply (b) (5)
SFO-M-20220608-0005	2022	2	2022-05	05/28/2022	18:10	11:10	Airborne Separation	Suspected loss (inholding)	SFO	KSFO	ASJ1	B37M	AAL2887	UAL1999	YES	5-8.3	1	0.74	10	2	<p>During Facility validation of a performance assessment it was noted that these enroute departures were not 1 mile apart when the second aircraft was transferred to the departure controller.</p>	Revised Falcon reply (b) (5)
SFO-M-20220608-0006	2022	2	2022-05	05/28/2022	18:13	11:13	Airborne Separation	Suspected loss (inholding)	SFO	KSFO	E75L	A320	BK03587	UAL1883	YES	5-8.3	1	0.6	10	3	<p>During Facility validation of a performance assessment it was noted that these enroute departures were not 1 mile apart when the second aircraft was transferred to the departure controller.</p>	Revised Falcon reply (b) (5)
HCF-M-20220517-0001	2022	2	2022-05	05/18/2022	0:05	14:05	Airborne Separation	Suspected loss (inholding)	HCF	PHNL	B38M	BEJL	SWA3413	N726AK	YES	7-8.4	1.5	0.6	5	2	<p>SATOR UNLOADED SWA3413 NMAC 051822. SWA3413 WAS HEADING 310 EXPECTING TO JOIN THE L/S/R LOCALIZER AT THE VFR AIRPORT SQUAWKING 1000 WAS OBSERVED SOUTHBOUND FROM AT 2000 VFR AIRPORT CONTINUED SOUTHBOUND AND ENTERED HONOLULU CLASS B AIRSPACE WITHOUT A CLEARANCE. CONFLICT ALERT ACTIVATED ON SWA3413. TRAFFIC WAS ISSUED TO SWA3413. 12 O'CLOCK. 2 MILES. 2000 UNREPLIED AND SWA3413 WAS VECTORED 15 TO JOIN THE LOCALIZER. SWA3413. 3000 WAS ISSUED TO SWA3413 THAT THEY HAD THE TRAFFIC. SWA3413 WAS OBSERVED DESCENDING TO 800 ON FINAL. HOLE'S END. CLOSEST PROXIMITY 0.98 MILES AND 200' SWA3413 LANDED RWY 4R. HCF APPROACH CALLED JPF TOWER AND WAS ADVISED THAT THE VFR AIRPORT CALLSIGN WAS N3036K. HCF APPROACH ADVISED JPF THAT THE AIRCRAFT ENTERED HONOLULU CLASS B AIRSPACE WITHOUT A CLEARANCE. HCF APPROACH REQUESTED THAT JPF ISSUE THE BRASSIER WARNINGS AND HAVE THE AIRCRAFT CONTACT HCF OPERATIONS MANAGER VIA THE TELEPHONE. SWA3413 CALLED THE FACILITY ON THE PHONE AFTER LANDING AND REPORTED NMAC.</p>	An analysis of the event was completed by reviewing the MOR summary, Cambala, and video data. (b) (5)
N60-M-20220518-0005	2022	2	2022-05	05/18/2022	21:53	17:53	Airborne Separation	Suspected loss (inholding)	N60	KEWR	BE58	B739	NS8TF	UAL1131	YES	5-6.4	1.5	1	5	2	<p>NS8TF deviated his departure procedure off of TEB which resulted in a separation loss. NS8TF departed TEB VFR enroute to KRJL and erroneously from the departure procedure and encroached on the protected airspace of UAL1131 (B730). Traffic alert/annunciation was exchanged. The closest proximity between aircraft was 300 feet and 0.9 miles (NMAC: 50). No evasive action or injuries reported. NS8TF and UAL1131 both continued into destination without further incident.</p>	Revised Falcon, separation details and facility summary. (b) (5)
N60-M-20220515-0001	2022	2	2022-05	05/15/2022	13:39	9:39	Airborne Separation	Suspected loss (inholding)	N60	KTBB	L80	B38M	N0868M	UAL674	YES	5-6.4	3	0.66	10	2	<p>NS868M L80 VFR ARRIVAL RWY V RWY 10 TEB EXECUTED MISSED APPROACH AND WAS INSTRUCTED BY TEB TOWER TO FLY THE PUBLISH MISSED APPROACH. UAL674 RUMBLE ON THE RWY 22 APPROACH. THE PUBLISH MISSED APPROACH TEB RWY 10 INCREASED SEPARATION WITH THE EWR L5 22 APPROACH. NS868M L80 DID NOT IN THE PUBLISH MISSED APPROACH AND INSTEAD CLIMBED UP TO 3000 FT INTO THE FLIGHT PATH OF UAL674. UAL674 ALSO ADVISED RESPONDING TO CLAS. LOSS OF SEPARATION OCCURRED. CLOSEST LOSS 58 MILES LATERAL. 000 FT VERTICAL. MDC 1181.</p> <p>PILOT OF NS868M CALLED 516-683-2964 11 00 AM 5/15/22 AND IN DISCUSSION ADVISED HE WAS RESPONDING TO A TCR RA WHICH HE BELIEVES WAS CAUSED BY HIS AIRCRAFT'S CLIMB RATE.</p>	Revised Falcon, separation details and facility summary. (b) (5)
N60-M-20220513-0002	2022	2	2022-05	05/13/2022	11:57	7:57	Airborne Separation	Suspected loss (inholding)	N60	KEWR	CRJ9	A320	EDV5035	JBU1915	YES	5-6.4	3	0.77	10	3	<p>LGA ARRIVAL EDV5035 WAS INADVERTENTLY DESCENDED FROM 10,600 TO 4,000, RESULTING IN A LOSS OF STANDARD SEPARATION WITH CROSSING EWR DEPARTURE JBU1915. LEVEL AT 4,000'</p>	Revised Falcon reply (b) (5)
SCT-M-20220513-0003	2022	2	2022-05	05/13/2022	21:00	14:00	Airborne Separation	Suspected loss (inholding)	SCT	KEMT	E75L	C172	BK03444	N14WP	YES	7-6.4	1.5	0.29	5	2	<p>VFR VECTOR PROVIDED N14WP C172 (BVT) VFR DEPARTURE. A DISCRETE BEACON CODE AND FLIGHT FOLLOWING TO (BVT) WAS POINTED ON N14WP TO STAR VECTOR AND HANDLED OFF TO (BVT). N14WP CLIMBED AND TURNED INTO LAX CLASS B AIRSPACE WITHOUT APPROVAL. AS BK03444 E75L WAS DESCENDING ON LAX DOWNWIND, CONTROLLER CLIMBED BK03444 TO AVOID N14WP AND ISSUED TRAFFIC. BK03444 REPORTED TRAFFIC IN SIGHT. N14WP LANDED BVT W/DI. BK03444 LANDED LAX W/DI.</p>	Revised Falcon reply (b) (5)
RDU-M-20220519-0002	2022	2	2022-05	05/12/2022	20:20	16:20	Airborne Separation	Suspected loss (inholding)	RDU	KRDU	B32T	B739	NS4TJ1	DAL1071	YES	5-6.4	3	0.69	10	3	<p>NS4TJ1 was cleared for takeoff Runway 5R and issued Runway heading. DAL1071 was on a 5 mile final to Runway 5L and issued a hold. Once NS4TJ1 was airborne the tower controller issued a left turn heading 360 and the pilot of NS4TJ1 read it back correctly. The tower controller observed NS4TJ1 making the left turn to a 360 and told the aircraft to correct departure. During this time NS4TJ1 continued his left turn until he appeared to be opposite direction and the tower controller told it to go around instructions and traffic called. DAL1071 was issued a vector (360) to descender with the B522. Both departed and the tower controller stated to make contact with NS4TJ1 with no word. Prior to DAL1071 making the turn to 360 he got NS4TJ1 right and was 180 to the other. DAL1071 stated that the 360 heading would not work as NS4TJ1 had turned back westbound. Closest observed separation was below 100 and 020. NS4TJ1 then checked in with departure (observed westbound) and was issued a 360 heading again. The aircraft stated he is correcting and made a mistake. He tried to get a heading now given to NS4TJ1. DAL1071 was vectored back around and landed runway 5L.</p> <p>"Amendment"</p> <p>After speaking to the pilot after landing. The pilot stated he heard the heading dialled into the heading bug. However the aircraft was in the wrong mode. This mode is what took him through his assigned heading and by the time he had realized it he was heading south west bound. In conjunction, the pilot stated he had 1500 speed in the comma panel for departure. So in addition to correcting a avionics issue, he was also tried to dial in the correct frequency of 132.35.</p> <p>Pilot Name: (b) (6) Phone Number: (b) (7) Flight Number: (b) (7)</p>	Revised Falcon, separation details and facility summary. (b) (5)

MCO-M-2022/010-0001	2022	2	2022-05	05/09/2022	2:19	22:19	Airborne Separation	Suspected loss inholding	MCO	KMCO	A520	BK17	ROU678	C1	YES						<p>ROU678 A520 Go Around (pilot initiated) on 2 mile final to RWY35L. Pilot later advised receiving a RA from VFR traffic. (Aircrew 1 helicopter departing out of Newton Hospital).</p> <p>OC updated summary. MCO OC reviewed/ amended MOR to a Potentially Significant Event with a Suspected Loss involving VFR vs. Aircrew 1 called Local East at 021 to alter departing Newton Hospital, VFR, westbound, climbing to 1,000 approximately 2 miles SE of MCO. The controller issued a Class B clearance and instructed the VFR aircraft to proceed westbound at or below 1,000. Aircrew 1 crossed the runway extended centerline for RWY35L, a Class B clearance and RWY678 was inbound RWY 35L @1300' and descending along the final. At no point were traffic advisories/altitude alerts exchanged between Aircrew 1 and RWY678. At closest proximity the two aircraft had 60 feet and 200 feet separation within the Class B airspace. RWY678 did not clearly advise the reason for Go Around. AT 0216 RWY678 advised LCN reason for Go Around TCASRA.</p>	<p>Reviewed Falcon, Facility Summary and Separation Details. (b) (5)</p>
LAS-M-2022/05/02-0003	2022	2	2022-05	05/01/2022	16:59	9:59	Airborne Separation	Suspected loss inholding	LAS	KLAS	8737	HELO	SWA2667	MV042	YES						<p>SWA2667 was a go-around on RWY 18. MV042 reported over Mandatory Bay at 020 for an unclassified departure. LCI voice identified MV042 and cleared MV042 to proceed westbound. MV042 began to proceed east bound while SWA2667 was climbing in the go-around. Closest proximity was 87 feet and 200 feet. Traffic was not issued by either controller.</p>	<p>Reviewed FALCON video (b) (5) (b) (5)</p>
CLT-M-2022/04/29-0004	2022	2	2022-04	04/29/2022	15:54	11:54	Airborne Separation	Suspected loss inholding	CLT	KOLT	8712	G280	DAL2476	NBSICE	YES						<p>On initial contact, the U controller assigned Runway 36C to DAL2476/8712, which the pilot read back. The U controller transferred communications to the F controller. The F controller instructed DAL2476 to join the Runway 36L, however, DAL2476 read back the instruction, but did not read back the runway. The F controller independently cleared DAL2476 for a visual approach Runway 36L, which the pilot read back. DAL2476 lined up on Runway 36C in conflict with NBSICE/0280. The F controller issued traffic and another clearance for Runway 36L.</p>	<p>Reviewed Falcon, voice recording and MOR summary. Heard City, Charlotte, NC. (b) (5)</p>
TPA-M-2022/04/25-0001	2022	2	2022-04	04/25/2022	4:57	0:57	Airborne Separation	Suspected loss inholding	TPA	KTPA	A20N	BE58	FFT2435	NP220J	YES						<p>FFT2435 WAS INBOUND FROM THE NORTH ON DOWNWIND FOR TPA RUNWAY 09R. NP220J A BE58 WAS VFR ALSO INBOUND TO RUNWAY 09R FROM THE EAST. BOTH AIRCRAFT WERE DESCENDING TO 3000 FEET AT 04:27:11. THE CONTROLLER ISSUED A VECTOR FOR J78 AND DESCEND TO NP220J AND MADE TWO TRAFFIC CALLS TO FFT2435. AT 04:27:42, FFT2435 ADVISED THAT THEY WERE RESPONDING TO THE TCAS RESOLUTION ADVISORY AND WAS OBSERVED CLIMBING TO 3500 FEET. AFTER PASSING, BOTH AIRCRAFT LANDED SAFELY AND WITHOUT FURTHER INCIDENT ON TPA RUNWAY 09R.</p>	<p>Falcon, TPA LCC audio, and facility summary reviewed. (b) (5)</p>
SAB-M-2022/04/24-0002	2022	2	2022-04	04/24/2022	23:18	16:18	Airborne Separation	Suspected loss inholding	SAB	KSEA	8730	DW8D	ASA1056	QXEZ160	YES						<p>ASA1056 departed SEA south bound on the MONTN departure climbing to 070. A controller had additional traffic in the area for ASA1056, NP220J, DAL2476 and departed BFI which had been climbing out of 080. Once NP220J was clear of conflict A controller re-cleared ASA1056 to 080 for BFI traffic descending to the CHWS arrival to 100 for SEA, DAL1430. A controller cleared ASA1056 direct to NORMAY not recognizing the conflict.</p> <p>QXEZ160 departed SEA on a 140 heading climbing to 030, on initial contact the A controller cleared QXEZ160 to 060 and cleared them direct TAMPS.</p> <p>After clearing ASA1056 the A controller becomes occupied with another aircraft requiring a post-PR clearance to BFI, NP220J. Once the A controller completes leaving the PR clearance to NP220J, he recognizes the conflict and immediately clears ASA1056 to 150 to ensure buffer. ASA1056 advises they have traffic in sight, and the A controller instructs ASA1056 to maintain visual separation from the DW8D. Then issues traffic to QXEZ160. QXEZ160 advises they are responding to an RA from the ASA. Both aircraft report clear of conflict and continue to their preassigned altitudes.</p>	<p>An analysis of the event was completed by reviewing the MOR Summary, Falcon playback and video file (b) (5) (b) (5)</p>
N00-M-2022/04/20-0001	2022	2	2022-04	04/15/2022	21:13	17:13	Airborne Separation	Suspected loss inholding	N00	KLGA	8738	BE33	AAL1348	N008MH	YES						<p>AAL1348 was northwest bound, level at 4,000 feet. N008MH was northeast bound in the Class B Airspace, descending out of 5,500 to 4,500 feet. N008MH descended through 4,500 to 4,300 feet and had separation to AAL1348. LCN/VY descended AAL1348 to 3,000 feet. AAL1348 advised that he was responding to a TCAS RA on N008MH and descended to 3,000 feet.</p>	<p>Reviewed Occurrence report and FALCON replay (b) (5)</p>
D01-M-2022/04/11-0002	2022	2	2022-04	04/11/2022	19:36	12:36	Airborne Separation	Suspected loss inholding	D01	KDEN	A533	8738	DAL382	SWA696	YES						<p>DAL382 INBOUND TO DEN IS ISSUED A TURN 200 TO JOIN FINAL AND VISUAL APPROACH CLEARANCE FOR RWY 16L. SWA696 INBOUND TO DEN IS CLEARED ON THE RWY 2 APPROACH TO RWY 16R. TRAFFIC IS ISSUED TO BOTH AIRCRAFT. BOTH AIRCRAFT REPORT EACH OTHER IN SIGHT. DAL382 OVERFLIES THE RWY 16L LOCALIZER AND CONFLICTS WITH SWA696. FINAL CONTROLLER ISSUES UNABLE AN IMMEDIATE LEFT TURN TO RE-INTERCEPT RWY 16L. NO TRAFFIC ALERT ISSUED. VISUAL SEPARATION IS NOT ATTAINED.</p>	<p>B. Johnson 4/12/2022 KOVERSHOOT (b) (5)</p>
L30-M-2022/04/08-0001	2022	2	2022-04	04/07/2022	21:31	14:31	Airborne Separation	Suspected loss inholding	L30	KLAS	8738	8738	SWA659	SWA603	YES						<p>SWA659 was inbound on the COKLT transition to RWY 09R at 85 and issued traffic on SWA603 as a vector across the final to RWY 09L. SWA603 reported the traffic in sight but was not told to maintain visual separation. Closest proximity before tower reported visual separation per LCA was 50m and 100 feet.</p>	<p>Reviewed Falcon, Facility Summary and Separation Details. (b) (5)</p>
ATL-M-2022/03/31-0003	2022	1	2022-03	03/31/2022	1:57	21:57	Airborne Separation	Suspected loss inholding	ATL	KATL	A521	8730	DAL504	DAL694	YES						<p>DAL504, A521 and DAL694, 8739 (LC3, 119.3, Runway 9R). Suspected loss of separation as both aircraft were conducting missed approaches. At 0152Z, ATC (LC 3) initiated go-around RWY 9R, DAL504, the previous arrival, DAL1217 missed the high speed and was still on the runway. ATC instructed DAL504 to maintain 500. At 0156:02 when DAL504 was approaching the end of RWY 9R, climbing to 540. ATC instructed DAL504 to turn right into: "turn TOSSER. DAL504 continued tracking east and north of centerline. At 0158:20 when DAL504 was approx. 1.5 miles east, climbing through 031. ATC instructed DAL504 to turn right 150AS. DAL504 turned of DAL504 on final for Runway 9R, at the time DAL694 was approx. 1.1 mile final RWY 9R. 0159:33 DAL694 was less than 1 mile final, reported a wind check. West 070207035. DAL694 advises he is go-around approx. 0.5 mile final. ATC instructs DAL694 to descend maintain 040. At 0157 DAL694 was notified climbing through 021. ATC instructed DAL694 to turn right 170. DAL694 reads back and advised they have to divert to AGS. DAL504 was west of the final centerline by turn west to 1450 at 040. 0157:33 DAL694 climbing at 0157:33 LC attempts to issue DAL694 H440 (L4, 1,270WS) 050. DAL694 climbing through 035, was issued descend and maintain 030. (L4, 0.81VW- 003). LC tells DAL694 no delay down to 030. DAL694 advises he has a TOSSER. Closest proximity at 0157:57 (L4, 0.50VW- 001)</p>	<p>Reviewed Falcon and MOR summary. (b) (5)</p>
CLT-M-2022/04/01-0002	2022	1	2022-03	03/31/2022	16:08	12:08	Airborne Separation	Suspected loss inholding	CLT	KCLT	A521	E145	AAL1778	FD7082	YES						<p>FD7082/0145 went around Runway 18L and was climbing southbound. AAL1778/0217 went around Runway 18R. The LCC controller instructed AAL1778 to be heading 270. AAL1778 read back correctly, however, AAL1778 turned southbound in conflict with FD7082. The LCC controller issued traffic and a heading to resolve the conflict. The LCC controller issued the westbound turn again and issued a 300S, clear.</p>	<p>QA reviewed Falcon data & RADAR P1 audio (b) (5)</p>
P50-M-2022/03/25-0011	2022	1	2022-03	03/25/2022	23:55	16:55	Airborne Separation	Suspected loss inholding	P50	KPHX	A520	TEX2	AAL502	RN205	YES						<p>AAL502, A 520 INBOUND TO PHX ON THE RUNWAY 25L FINAL, REPORTED RESPONDING TO A TCAS RA WITH RN205, A TEXT INTERCEPTING THE RUNWAY 25 FINAL. RN205 FLOW EASTWARD THROUGH THE FINAL APPROACH COURSE BEFORE CORRECTING BACK TO THE RIGHT. TRAFFIC WAS ISSUED TO BOTH AIRCRAFT BEFORE THE TCAS RA, ALTHOUGH THEY REPORTED GOING AROUND.</p>	<p>Reviewed falcon, separation details and facility summary (b) (5); (b) (7)(E)</p>
N00-M-2022/03/18-0004	2022	1	2022-03	03/18/2022	18:50	12:50	Airborne Separation	Suspected loss inholding	N00	KEWR	8763	C182	AJ7881	(b) (5)	YES						<p>AJ7881 (8763) departed EWR and was assigned 4,000 while (b) (5) (b) (5) orbiting VFR at 5,500. AJ7881 received a TCAS RA and desc (b) (5) (b) (5)</p>	<p>Reviewed Falcon and MOR summary. (b) (5)</p>

EW-M-20220225-001	2022	1	2022-02	02/25/2022	18:15	11:15	Airborne Separation	Suspected loss (inhibit)	EWR	KEWR	B737	L201	UAL1536	UN103L	YES	5-5-4	3	0.14	10	1	UAL1536 B737 EXECUTED A MISSED APPROACH FOR RYWR WITH UN103L. MISSED OFF THE DEPARTURE END OF RY. LCI ISSUED A 180° HEADING TO UAL1536 BUT IT APPEARED THEY WERE CONTINUING ON RUNWAY HEADING. LCI WAS ABLE TO GET UAL1536 EAST BOUND AND SWITCHED TO DEPARTURE.	Reviewed Falcon, separation details and facility summary (b) (5)
MIA-M-20220228-007	2022	1	2022-02	02/24/2022	23:59	18:59	Airborne Separation	Suspected loss (inhibit)	MIA	KMA	B738	C560	AAL1511	N660N	YES	7-2-1	3	1	10	2	Reference MOR M-20220224-009 in which AAL1511 reported an RA with N660N. N660N reported RY RW, cleared direct. CSM7 immediately followed by AAL1511 cleared take-off RY RW direct. JABBA, N660N was frequency changed to 236.54 heading 088 and AAL1511 frequency changed to departures 8 seconds later not established on a course 15 degrees divergent from N660N.	GA reviewed MOR, Falcon, and audio data (b) (5)
D10-M-20220215-0001	2022	1	2022-02	02/15/2022	13:13	7:13	Airborne Separation	Suspected loss (inhibit)	D10	KDAL	C68A	E170	EJA513	ENY3073	YES	5-5-4	3	0.44	10	3	SUSPECTED LOSS- AT 1313 UTC, 10 MILES NORTHWEST OF DAL ARPT, EJA513/C68A IFR W-BOUND ADS TO DAL. AIRPORT ARRIVAL. ON ISLEAD A 260 HEADING TO EJA513 AT 2000 FEET. ON ISSUED A SPEED REDUCTION OF 170 KNOTS TO EJA513. THE DN CONTROLLER MISSED THE SOUTH TURN FOR EJA513 AND EJA513 CONTINUED ON THE 260 HEADING. TRAFFIC WAS ENY3074/ETW IFR S-BOUND DFVW RY RW. ARRIVAL AT 2260 FEET, ON DFW TOWER FREQUENCY AT 11.1 MILES, ON DETECTED THE MISSED TURN AND ISSUED AN IMMEDIATE LEFT TURN TO HEADING 100 TO EJA513. FOLLOWED BY A TRAFFIC ALERT AND ISSUED TRAFFIC VISUAL SEPARATION. ESTABLISHED AT 131817. LOSS 0.84 MILES AND 300 FEET. NOT A TCASRA EVENT. BEEN NOTICED.	GA reviewed (b) (5)
LAX-M-20220204-0008	2022	1	2022-02	02/04/2022	19:19	11:19	Airborne Separation	Suspected loss (inhibit)	LAX	KLAX	B738	AZ1N	ASAS	HAL61	YES	5-5-4	3	0.04	10	0	Reference MOR M-20220204-0008 in which ASAS reported a loss of separation with HAL61. ASAS reported HAL61 was on a heading of 100 degrees and HAL61 was on a heading of 180 degrees. ASAS reported HAL61 was on a heading of 100 degrees and HAL61 was on a heading of 180 degrees. ASAS reported HAL61 was on a heading of 100 degrees and HAL61 was on a heading of 180 degrees.	Reviewed Falcon replay (b) (5)
ORD-M-20220205-0002	2022	1	2022-02	02/03/2022	1:24	19:24	Airborne Separation	Suspected loss (inhibit)	ORD	KORD	B77W	B738	ANNE56	AAL1052	YES	5-5-4	5	0.75	10	0	ORD LSC received a email regarding the operation on the night of FEB 2nd specifically between the hours of 2pm-6am local time. For data purposes this would be FEB 3rd 0100z-0105z. During the incident review we discovered a possible loss of separation that occurred between DAL1052 and ANNE56 on runway 05. ANNE56 a departure of runway 05. AAL1052 appears to operate directly behind ANNE56 at similar altitude resulting in a possible loss of altitude/buffer separation. The controller landing 05 initially issues AAL1052 runway heading and a climb to Q25. The controller subsequently turns AAL1052 further left to reestablish separation.	GA reviewed (b) (5)
IAM-M-20220101-02-0001	2022	1	2022-01	01/22/2022	23:40	17:40	Airborne Separation	Suspected loss (inhibit)	IAH	KIAH	EC45	E175	NW72X	ASH249	YES	7-9-4	1.5	0.78	5	3	ASH249 E175 TCAS RA WITH VFR HELICOPTER NW72X. ASH249 ON FINAL RY 26L ON DESCENT AT 1,800 FEET. HELICOPTER WITH TRANSITIONED THROUGH FINAL AT 1,300 ISSUED TRAFFIC. PILOT OBSERVED TRAFFIC, TOOK TO MAINTAIN VISUAL AND PAVED BEHIND TRAFFIC. ASH249 OBSERVED CLIMB FROM 1,800 TO 2,000 FEET. ASH249 DESCENDED BACK TO GLEDEPHTH AND LANDED RY26L WITHOUT INCIDENT.	Falcon, facility summary and NEX Solar 2W, SFO LOW audio reviewed (b) (5)
SFO-M-20220121-0002	2022	1	2022-01	01/21/2022	16:37	8:37	Airborne Separation	Suspected loss (inhibit)	SFO	KSFO	B789	A319	UAL2	UAL500	YES	7-4-4	5	0.02	10	1	B789 overtook the A319 as that as the B789 checked on from approach, suspected loss due to wake turbulence requirements.	An analysis of the event was completed by reviewing the MOR Summary, Voice Data, and Falcon Playback (b) (5)
SAB-M-20220111-0001	2022	1	2022-01	01/11/2022	16:44	8:44	Airborne Separation	Suspected loss (inhibit)	SAB	KBFI	PC12	B739	KEN75	ASA178	YES	5-5-4	3	1	10	1	KEN75 DEPARTED IFR FROM BR1 RWY 14R TO LMT ON THE BRVNA1 DEPARTURE CLIMBING TO 2000'. JUST AFTER KEN75 CONTACTS S48 DEPARTURE. BR1 ACT CALLS S48 TO ADVISE KEN75 APPEARS TO BE RIGHT OF COURSE. S48 TURNS KEN75 TO HEADING 110 TO AVOID ASA178 ON FINAL TO RWY 18R AT SEA. CLOSEST PROXIMITY TO ASA178 WAS 1 MILE AND 100'. S48 ISSUED KEN75 BRASHER WARNING WITH FACILITY CONTACT NUMBER.	(b) (5)
A80-M-20220107-0003	2022	1	2022-01	01/07/2022	18:54	13:54	Airborne Separation	Suspected loss (inhibit)	A80	KATL	B763	A359	DAL1115	DAL441	YES	5-5-4	3	1	10	0	ATL was on a west operation conducting Visual Approaches to Runway 26R and 28L. DAL1115 was on the right demand for Runway 26R descending to 5,000. DAL441 was on a right base to Runway 26R, descending to 5,000, being vectored to follow DAL1115. The final controller believed he had turned DAL1115 southbound, as he later stated on frequency, but had not when just these two aircraft in conflict. Final instructed DAL1115 to turn southbound, then issued the traffic (DAL1115) to DAL441. DAL441 reported the traffic in sight (a loss of standard separation had already occurred) and was instructed to maintain visual separation with the traffic. DAL441 did not reply with a call sign. In fact the response was unintelligible, therefore visual separation was not correctly applied. DAL1115 advised they were responding to a TCAS RA and climbed to 5,000 before descending back to 5,000. Turns issued to both aircraft re-established separation and each continued their approaches, landing without incident. A previous MOR was entered for the TCAS event but Falcon was not operational at the time for a review of services.	Reviewed Falcon, Facility Summary and Separation Details (b) (5)
SCT-M-20220101-0007	2022	1	2022-01	01/01/2022	23:47	15:47	Airborne Separation	Suspected loss (inhibit)	SCT	KLAX	GLEX	B737	EAV200	BVA2060	YES	5-5-4	3	0.68	10	0	EAV200 was cleared for the ILS RWY25L, into LAX. LAXT closed RWY25L due to arrival on the RWY. DNVT switched EAV200 to 25R and issued traffic (BVA2060) landing the north ops. EAV200 used back 25R but had appeared to start to set up for the northside. Traffic alert issued by both DNVT and STAR. Both aircraft reported each other in sight however a suspected LOS had already occurred.	An analysis of the event was completed by reviewing the MOR Summary and Falcon Playback (b) (5)