

Air Traffic Mandatory Occurrence Report

TMB-M-2017/12/01-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?											
T	M	B	0	1	1	2	2	0	1	7	0	4	0	1	☒ Yes ☐ No										
5. MOR reported by (select one): ☐ Controller providing services ☐ CIC ☐ External Facility Referral ☐ FLM ☐ Aircraft Owner/Operator ☐ Hotline (Describe in summary) ☐ Internal Facility Review ☐ Electronically Detected ☒ Other (Describe in summary)																									
Brasher warning given? ☐ Yes ☒ No Training in progress? ☐ Yes ☒ No																									
AIRPORT ENVIRONMENT MORs																									
11. MOR type - airport environment MORs involving aircraft on the airport surface: ☐ Aircraft on movement area/runway safety area other than expected/intended - Other aircraft within one-mile of landing threshold? ☐ Yes ☐ No ☐ Canceled takeoff clearance or flight crew aborted takeoff after crossing hold-short line ☐ Aircraft unintentionally maneuvered off runway or taxiway ☐ Aircraft within ILS protected area other than expected/intended - Other aircraft on final approach - ID _____ Type/Suffix _____												11a. Occurrence location: Describe where on the airport surface the occurrence occurred													
11b. Aircraft information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; border: 1px solid black;">Aircraft ID</td> <td style="width: 20%; border: 1px solid black;">Aircraft type/suffix</td> <td style="width: 20%; border: 1px solid black;">Facility communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Position communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Frequency</td> </tr> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> </tr> </table>																Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency					
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12. MOR type - airport environment MORs involving aircraft landing/departing/on low-approach: ☐ Aircraft landed/departed or attempted to land/depart runways/surface other than expected/intended ☒ Aircraft landed/departed or executed low approach to closed runway (or closed portion thereof) ☐ Turbojet go-around within 1/2 mile of arrival threshold (non-flight training)												12a. Occurrence location: Miami, FL. Describe where on the airport surface the occurrence occurred													
11b. Aircraft information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; border: 1px solid black;">Aircraft ID</td> <td style="width: 20%; border: 1px solid black;">Aircraft type/suffix</td> <td style="width: 20%; border: 1px solid black;">Facility communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Position communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Frequency</td> </tr> <tr> <td style="text-align: center;">N537HF</td> <td style="text-align: center;">C172</td> <td style="text-align: center;">TMB</td> <td style="text-align: center;">LS</td> <td style="text-align: center;">118.9</td> </tr> </table>																Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency	N537HF	C172	TMB	LS	118.9
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13. MOR type - airport environment MORs involving vehicles on the airport surface: ☐ Vehicle on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? ☐ Yes ☐ No ☐ Vehicle within ILS protected area other than expected/intended - Aircraft on final approach - ID _____ Type/Suffix _____												13a. Occurrence location: Describe where on the airport surface the occurrence occurred													
13b. Vehicle information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; border: 1px solid black;"> Vehicle type: ☐ Airport Operator ☐ Contractor ☐ FAA ☐ A/C not for flight ☐ Tug ☐ Tug with aircraft ☐ Other (summary) </td> <td style="width: 15%; border: 1px solid black;">Vehicle ID</td> <td style="width: 15%; border: 1px solid black;">Facility communicating with vehicle</td> <td style="width: 20%; border: 1px solid black;">Position communicating with vehicle</td> <td style="width: 20%; border: 1px solid black;">Frequency</td> </tr> <tr> <td style="height: 40px;"> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>																Vehicle type: ☐ Airport Operator ☐ Contractor ☐ FAA ☐ A/C not for flight ☐ Tug ☐ Tug with aircraft ☐ Other (summary)	Vehicle ID	Facility communicating with vehicle	Position communicating with vehicle	Frequency					
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14. MOR type - airport environment MORs involving pedestrian on the airport surface: ☐ Pedestrian on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? ☐ Yes ☐ No												14a. Occurrence location: Describe where on the airport surface the occurrence occurred													
14b. Pedestrian name (if known):																									

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SUMMARY

J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

I received a phone call this morning on my way to work from John Spicer, Airport Manager, informing me of an accident that Miami Dade Aviation Department became aware of at 0515Z. He said that the pilot stated that he was given a clearance to land runway 9L and then the runway lights were turned off. The procedure here is that after closing, the lights need to be switched from tower controller lighting to pilot controlled lighting. When this occurs, the only runway that remains lit, is runway 9R.

After reviewing the DALR and the FALCON. N537HF made initial contact with the tower 10 miles east of TMB and the controller instructed them to enter left traffic for runway 9L and cleared them to land runway 9L. N537HF responded "cleared to land runway 9L. The closing statement begins to be broadcasted at 0359:55 and when it is finished at 0400:23, the FALCON indicates that the aircraft is on a 1 mile final. Unfortunately, it cannot be determined when the runway lights were switched to pilot control lighting.

N537HF landed on the grass area south of runway 9L and struck a taxiway sign east of the A1 intersection. Substantial damage was determined by FSDO.

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SEPARATION		
Was this a loss of separation?		
☐ Yes ☐ No	Applicable Separation Rule: _____	
Separation Used: ☐ Course Divergence ☐ MARSAS ☐ Mode C Interlace ☐ Opposite Course (Report Passing) ☐ Other Facility ☐ Procedure/Waiver ☐ Report/Observe Leaving Altitude ☐ Terminal Transition ☐ Tower Visual Separation ☐ VFR Aircraft ☐ Visual Approach ☐ Visual Separation ☐ Other		
RISK ANALYSIS		
Was this a Risk Analysis Event?		
☐ Yes ☒ No	RAE Score: _____	
PILOT DEVIATION		
Was this a possible pilot deviation?		
☐ Yes ☒ No	Preliminary Number: _____	
SURFACE EVENT		
Was this a possible Surface Event?		
☐ Yes ☒ No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
Was this a possible Vehicle/Pedestrian Deviation?		
☐ Yes ☐ No	Preliminary Number: _____	
NMAC		
Was this a NMAC?		
☐ Yes ☐ No	NMAC Number: _____	

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QA SUMMARY

Falcon, facility summary and LC audio reviewed. At 0353Z N537HF was cleared to land on Rwy09L. A broadcast was issued that the tower would be closing at 0400Z. At 0400Z tower made a closing broadcast and turned the lighting to pilot controlled. That resulted in the light being turned off on Rwy09L when N537HF was within 1 mile of the airport. N537HF continued to land and landed to the right of the runway resulting in an aircraft accident. Facility completing 8020-9.