

DCA22LA133

OPERATIONAL FACTORS

Attachment 9

ATC Mandatory Occurrence Report

November 10, 2022

Air Traffic Mandatory Occurrence Report

PIT-M-2022/06/21-0002 - DRAFT

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)								3. Time UTC				4. Significant Occurrence?	
P	I	T	2	1	0	6	2	0	2	2	1	3	4	4	☒ Yes ☐ No	
5. MOR reported by (select one): ☐ Controller providing services ☒ FLM ☐ Internal Facility Review ☐ CIC ☐ Aircraft Owner/Operator ☐ Electronically Detected ☐ External Facility Referral ☐ Hotline (Describe in summary) ☐ Other (Describe in summary)														6. Did equipment outage potentially contribute to this event? ☐ Unknown ☐ Yes ☒ No		
Memory Aid Required? ☐ Yes ☒ No Memory Aid Used? ☐ Yes ☐ No																
Training in progress? ☐ Yes ☒ No ☐ Unknown Nearest Airport: PIT _____														Alert #: _____		
Airport Environment MORs																
MOR type - A/C landed/departed or attempted to land/depart other than expected/intended																
Aircraft information:																
Aircraft ID			Aircraft type/suffix			Facility communicating with A/C			Position communicating with A/C			Frequency				
UAL2627			B739			PIT			Local Control 1			128.3				
Additional Information																
Event Location			PIT													
METAR Observation																
KPIT 211251Z 23005KT 10SM FEW050 FEW130 SCT250 21/13 A3017 RMK AO2 SLP220 T02060133																
Pilot Deviation Information																
Brasher Warning Given? ☒ Yes ☐ No																
Brasher given by:			Position:						Frequency:							
PIT			LC1						128.3							
Pilot Information Available? ☒ Yes ☐ No																
Pilot Name:			Phone #:			Address:							Cert #:			
[REDACTED]			[REDACTED]													

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Pilot Deviation			
Was this a possible pilot deviation?			
☒ Yes ☐ No	Preliminary Number: _____	Phase of Flight: _____	
Airspace Class: _____	Aircraft #: _____	ORG Choices: _____	Office Number: _____
Type of Deviation: _____		Control Surface: _____	
Pilot Summary: _____			
Surface Event			
Was this a possible Surface Event?			
☐ Yes ☐ No	Classification: _____		
NMAC			
Was this a NMAC?			
☐ Yes ☐ No	NMAC Number: _____		
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. UAL2627 WAS INBOUND TO PIT FROM THE NORTHWEST AND WAS ASSIGNED, AND ACKNOWLEDGED, THE VISUAL APPROACH TO RUNWAY 28C. THE AIRCRAFT WAS CLEARED FOR THE VISUAL APPROACH TO RUNWAY 28C WHILE ON THE BASE LEG AND FREQUENCY CHANGED TO PIT TOWER. UAL2627 CHECKED IN ON THE VISUAL APPROACH TO RUNWAY 32, HOWEVER THE LOCAL CONTROLLER CORRECTED THE MISTAKE AND CLEARED THE AIRCRAFT TO LAND ON RUNWAY 28C. WHILE ON A THREE MILE FINAL THE PILOT REQUESTED VERIFICATION OF THEIR CLEARANCE AND THE LOCAL CONTROLLER ONCE AGAIN CLEARED UAL2627 TO LAND ON RUNWAY 28C, WHICH WAS CORRECTLY READ BACK. WHILE ON SHORT FINAL THE CONTROLLER OBSERVED THE AIRCRAFT LINED UP WITH 28L BUT DECIDED THAT IT WAS MORE APPROPRIATE TO ALLOW THE AIRCRAFT TO LAND GIVEN THEIR ALTITUDE. THE BRASHER WARNING WAS ISSUED. CAPT [REDACTED] CALLED THE TRACON ON THE [REDACTED] LINE AND REPORTED A FAILURE OF THE FMC WHICH CONTRIBUTED TO THEIR DISORIENTATION.			