

Specialist's Report – Attachment 5
Y90 Mandatory Occurrence Report

AIR TRAFFIC CONTROL

ERA21LA122

Air Traffic Mandatory Occurrence Report

Y90-M-2021/02/02-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)								3. Time UTC				4. Significant Occurrence?	
Y	9	0	0	2	0	2	2	0	2	1	2	1	5	6	☒ 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			Nearest Airport: <u>ORH</u>				Alert #: _____						
COMMUNICATION MORs																
F1. MOR type - aircraft communications not:												F2. Resulting actions:				
☒ Established as expected/intended and ATC/flight crew actions or ATC notifications required - Last contact: Facility ID: <u>ORH</u> Position: _____ Frequency: <u>120.5</u>												☐ Alternate action by ATC ☐ Alternative action by flight crew ☒ Additional notification by ATC ☐ Landing without clearance				
F3. Aircraft information:																
Aircraft ID			Aircraft type/suffix			IFR/VFR		Facility communicating with A/C			Position communicating with A/C			Frequency		
N221ST			PA46			☒ IFR ☐ VFR		Y90			WD			119.0		
METAR Observation																
KORH 022154Z 03013G20KT 5SM -FZRA OVC010 M01/M03 A2932 RMK AO2 UPE36FZRAB36 CIG 008V013 SLP942 P0000 I1001 T10061033																

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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. N221ST INBOUND FOR ORH VIA THE RNAV 11 APPROACH. THE WIND WAS PUSHING HIM SOUTH AND HE HAD TROUBLE PICKING UP THE FINAL APPROACH COURSE. CONTROLLER ASKED IF N221ST WANTED TO BE VECTORED BACK AROUND AND THE PILOT RESPONDED HE DID NOT NEED TO BE VECTORED BACK AROUND. HE WAS THEN SWITCHED TO ORH TOWER. SOON AFTER, THE LOW ALTITUDE ALERT SOUNDED AND THE CONTROLLER ADVISED ORH TOWER. SHORTLY AFTER THAT, ORH REPORTED THEY WERE NO LONGER TALKING TO HIM AND DECLARING AN EMERGENCY. ORH TOLD US THAT AT SOME POINT THE PILOT MENTIONED ICING TO THEM.			
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: _____			

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QA SUMMARY	
	MOR reviewed ATC service satisfactory.