

 [Back to Results Page](#)

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ACN: 1195847 (1 of 1)

Time / Day

Date : 201408
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SQL.Airport
State Reference : CA
Relative Position.Distance.Nautical Miles : 0.5
Altitude.MSL.Single Value : 700

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 1100

Aircraft

Reference : X
ATC / Advisory.TRACON : NCT
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Initial Climb
Route In Use : Vectors
Airspace.Class D : SQL

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2435.9
Experience.Flight Crew.Last 90 Days : 13.7
Experience.Flight Crew.Type : 184.3
ASRS Report Number.Accession Number : 1195847
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 1200
Miss Distance.Vertical : 200
When Detected : In-flight

Result.Flight Crew : Became Reoriented
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

During the VMC portion of an IFR departure from San Carlos Airport's Runway 30, I became confused about what course I was supposed to be flying. As a result, a traffic conflict developed. The situation came about as follows: This was the first time I had made an IFR departure from San Carlos Airport, and the departure instructions were more complex than I had experienced before, due to the proximity of the SFO final approach course. I was unable to write fast enough to get the instructions written down clearly. Although I was able to read them back correctly with the exception of a few words, what I had written down turned out to be insufficient once I was airborne. After being switched to Norcal Departure, the frequency was busy, and while I was waiting for an opportunity to check in, I became uncertain of my assigned direction of flight, and erroneously concluded that I was supposed to be flying direct to Woodside VORTAC. After turning in that direction, I saw another airplane ahead, apparently on final approach to the runway I had just taken off from, so I turned away from it. In reviewing my notes later, I realized that I was supposed to be on a heading of 120.

Here is the clearance as it was read to me (transcribed later from the internet): "Cherokee ABCD, San Carlos Ground, cleared to the Half Moon Bay Airport. On departure, fly runway heading until past the diamond-shaped waterway. Then turn right heading 120. Keep your turn within two miles of the airport, for radar vectors to Woodside, direct TAILS, direct. Maintain VFR conditions at or below 1,100 until crossing the Oakland 165 radial. Then climb and maintain 2,100. Expect 5,000 five minutes after departure. Norcal Departure Control frequency 135.65. Squawk XYYZ. "The Controller tried to read it slowly, but it was a long and unusual clearance. Here is all I was able to write down: "ABCD CLR HAF RW DIA R 120 WITHIN 2 MI RV OSI TAILS -->At or below 1,100 OAK 165 2,100 x 5,000 5 135.65 XYYZ". The part of the readback that I missed was the "Maintain VFR conditions" before "at or below 1,100." Other than that, these cryptic notes were apparently sufficient for the readback right after the clearance was read to me, but not when I was flying the departure eighteen minutes later. In retrospect, it's obvious that because of the complexity and unfamiliarity of the departure instructions, before calling ready for takeoff I should have carefully read through them, clarified anything that was ambiguous and requested repeats if needed.

Synopsis

PA28 pilot reports copying and IFR clearance from SQL with complicated initial departure instructions, that is successfully read back with one omission that is corrected by SQL Ground. Eighteen minutes later after takeoff, the notes cannot be deciphered and a turn in the wrong direction is initiated then corrected by Norcal.

