

CYZX Occurrence Reporting List

Flight Safety reports are produced under the authority of the Minister of National Defence (MND), pursuant to Section 4.2 of the Aeronautics Act (AA) and in accordance with A-GA-135-001/AA-001, Flight Safety for Canadian Armed Forces. They are prepared solely for the purpose of accident prevention and shall not be used for legal, administrative or disciplinary action.

<u>Date</u>	<u>Aircraft</u>	<u>Number</u>	<u>Occurrence description</u>	<u>Status</u>	<u>Preventative Measure</u>
30-Aug-17	Jump Plane	174640	Aircraft was cleared for an approach to runway 26 not to go below 200AGL feet. When the approach was executed the aircraft went to 200 feetASL on final to runway 26. This aircraft was contracted by 14 Wing to correct the altitude.	Open	<i>"FAS personnel are to be briefed via a mass email, that the "not below 200ft AGL (ABOVE GROUND LEVEL)" restriction is used when there are obstacles (aircraft, personnel or equipment) on a runway surface. This height is used to safely separate the aircraft from the obstacle."</i>
9-Aug-17	Flying Club	174332	UNAUTHORIZED TAKE-OFF ROLL: The aircraft was lined up for runway 30 departure and started the takeoff roll before given take off clearance. Tower issued take off clearance cancelled as a second aircraft was still taxiing toward Hotel. The aircraft repositioned for take off and was given take off clearance as soon as second aircraft exited the runway		
24-Jul-17	Flying Club	174055	RUNWAY INCURSION. Aircraft was given instruction by ground control to taxi and hold short of runway 30. Pilot read back restriction correctly and was told to switch Tower for departure. The aircraft proceeded to taxi onto runway 30 without receiving clearance from either ground or tower controller. The aircraft departed without further incident	Open	

posted to here

12-Jul-17	Flying Club	173977	RUNWAY INCURSION. Aircraft completed a run-up on old ramp and requested taxi for active runway. Ground issued Taxi Hotel Hold Short Runway 30, Contact Tower for departure. Ground control misread the readback when the pilot stated Taxi Hotel, Hold on runway 30, Contact Tower. Ground observed the aircraft taxi onto Hotel then onto runway 30. Ground tried to contact aircraft but aircraft had switched to Tower frequency for departure	Open	
10-Jun-17	Flying Club	173594	RUNWAY INCURSION GLIDER Aircraft was taxiing across Runway 30 for the Old Ramp while a glider was in the left hand circuit for 30. The aircraft was not clear of the runway when the glider landed on Runway 30. Operation continued with out incident	Open	
22-Jan-17	Flying Club	171748	APPROACH TO WRONG RUNWAY Aircraft called 8 miles west. ATC offered runway 08 and pilot accepted. ATC. At 4 Miles final landing clearance was given to pilot by Tower. Appeared the aircraft was lined up for Foxtrot taxi way so Tower contacted the aircraft and pilot corrected direction for runwat 08 and landed with no further incident on runway 08	Closed	Pilots must acknowlege reading 14 Wing Standad Operating Proceedures before being issued a PPR or being registered with 14 Wing Tower by Freedom Avitiation Society. FAS will track acknowledgement from Pilots. SOP are also made available on www.freedomaviation.ca
2-Jan-17	Flying Club	171578	Aircraft was doing circuits on runway30 and reported Left Down Wing Runway 30 to Tower then landed without clearance from Tower	Open	Air Traffic Controllers were briefed to request position reports if they want more than a down wind report when aircraft is doing VFR circuits. Pilots should not land on the runway without landing clearance from Tower control at any time.
2-Jan-17	Flying Club	171764	Aircraft was cleared for departure runway30 from Hotel intersection. Controler noticed the aircraft accelerating on runway12 and contacted the pilot. Pilot realized he was going wrong direction and changed departure for runway 30. Flight continued with out further incident	Open	Ground control will first clear aircraft to hold short of runway in taxi way HOTEL then clear Aircraft to line up and wait on runway, then Tower will clear aircraft for take off once they see the aircraft is lined up for proper runway. Signage at Hptel and runway 12/30 will be upgraded
12-Sep-16	Flying Club	170347	IFR aircraft departed VFR. Aircraft filed IFR flight plan and was cleared for taxi and take off as if VFR departure by ground control and Tower.	Closed	Pilot expected to identify IFR or VFR on initial contact with Ground or Tower control. ATC Terminal personnel to notify Control Tower of any IFR strip they receive
25-Aug-16	Flying Club	170147	TAXI WITHOUT AUTHOURIZATION. Helicopter cleared to land runway 30 and hover taxi to intersection with Hotel Taxiway then switch to ground. Pilot taxied Hotel to the ramp and then contacted ground. When quired why pilot did not switch to ground he responded my hands were full.	Closed	ATC operating protical reviewed and now are requested not to ask single pilot helicopter aircraft to change frequencies while in hover. Pilots briefed that if they are not able to comply with ATC they should say so

25-Aug-16	Flying Club	170148	RUNWAY INCURSION. Aircraft cleared by ground control to taxi Hotel and contact Tower for departure. Pilot lined up on to active runway 30 then contacted Tower	Closed	Ground control will first clear aircraft to hold short of runway in taxi way HOTEL then clear Aircraft to line up and wait on runway, then Tower will clear aircraft for take off once they see the aircraft is lined up for proper runway
2-Aug-16	Flying Club	170047	WRONG DIRECTION TAKE-OFF Aircraft cleared for take off 30 and proceeded to line up and take off runway 12	Closed	Standard operating procedure implemented to colour code pilot experience levels and pilots were briefed. ATC to issue clearances with proper wording for clarity
23-Jun-16	Flying Club	169205	Aircraft cleared to land runway 26 and landed runway 30. Pilot was unable to hear clearance due to poor transmission power on ATC 119.50 radio. Pilot turned on landing light and continued to land or runway 30 without clearance	Closed	FAS to brief pilots on SOP. ATC requested to use backup radios only when main radios are unservicable