

## TCAS TRANSITION PROGRAM AIR TRAFFIC CONTROL EVENT QUESTIONNAIRE

This questionnaire is designed to provide you with a vehicle for your comments on TCAS implementation and integration into the ATC system. The questionnaire also provides a means for the FAA to comply with the provisions set forth in Public Law (P.L. 101-236) which governs TCAS implementation in the NAS. The form should be filled out any time you become aware a TCAS EVENT has been reported. Once the data are entered into the TTP database the questionnaire will be destroyed. Please fill out the form in full and check all that apply, Thank You.

NAME: \_\_\_\_\_ DATE: 10-13-04 TIME: 1230 (UTC) FACILITY: ZBW REGION: NE  
(Optional)

**TCAS AIRCRAFT**

ID(flight number): COM543 Aircraft Type: CRJ2 Transponder Code: 1647

Actual Altitude at RA: FL 250 ft Clearance Altitude: FL 250 ft

Estimated Range between TCAS & Other aircraft at RA: 0 nm. Position: CAM 100 / 010  
VOR Radial DME

**OTHER AIRCRAFT**

Is aircraft TCAS equipped?  YES  NO

ID(flight number): FLG5644 Aircraft Type: CRJ2 Transponder Code: 7366 Actual Altitude: FL 240 ft

**Phase of Flight:** (check one)      Departure (Take-off to 10,000 ft)      Climb (10,000 ft to cruise)  
Cruise      Descent (Cruise to 10,000 ft)      Approach (Below 10,000 ft)

Was there a clearance deviation by the TCAS aircraft?      YES      NO      Altitude Deviation: \_\_\_\_\_ ft

**Did this involve:**

Loss of Separation with 3rd aircraft?	YES	<u>NO</u>	Near Mid Air Collision?	YES	<u>NO</u>
Phantom Target?	YES	<u>NO</u>	Course Deviation?	YES	<u>NO</u>
Delay in accepting ATC clearance?	YES	<u>NO</u>	Missed Approach?	YES	<u>NO</u>

What was the closest proximity of the two aircraft? 1000 ft 0 nm.

Was there any communication regarding the TCAS maneuver? YES NO

If YES, initiated by:      ATC      TCAS Aircraft      Other Aircraft

When did communications take place?      BEFORE      DURING      AFTER

Did the TCAS maneuver require the other aircraft to deviate? YES NO

Was TCAS disruptive to: Traffic flow? YES NO; Your plans? YES NO

Did Conflict Alert activate? YES NO Was the TCAS maneuver the same one you would have issued? YES NO

Description of Event/Remarks:

The TCAS action (to climb) could have been a problem as traffic is close proximity to COM543 a PL12 was at FL 260.

FORWARD TO:

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Sean Reilly  
Mail Stop 6-3131  
2551 Riva Rd  
Annapolis, MD 21401-7465

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