

2/27/2019

FOR YOUR INFORMATION

2019-4/8-1

1596326

To: Airport Manager, Philadelphia Int'l (PHL), PA, FAA (ATM PHL Tower)

Info: FAA (AVP-1, AVP-200, AAS-1, AEA-600, AFS-280, AFS-200), A4A, ALPA, IFALPA, APA, ASAP, ATSAP, ATSG, IATA, CAPA, ICASS, ICAO, IPA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: PHL Tower Departure Heading Safety Concern

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN: 1596326

Time

Date: 201811

Local Time Of Day: 1201-1800

Place

Locale Reference.ATC Facility: PHL.TRACON

State Reference: PA

Altitude.MSL.Single Value: 900

Aircraft 1

ATC / Advisory.TRACON: PHL

Make Model Name: Small Aircraft, Low Wing, 1 Eng, Fixed Gear

Person 1

Function.Air Traffic Control: Approach

Function.Air Traffic Control: Departure

ASRS Report Number: 1596326

Events

Anomaly.ATC Issue: All Types

Anomaly.Deviation - Track / Heading: All Types

Anomaly.Deviation - Procedural: Clearance

Anomaly.Inflight Event / Encounter: CFTT / CFIT

Detector.Person: Air Traffic Control

Result.Air Traffic Control: Issued New Clearance

Result.Air Traffic Control: Provided Assistance

Narrative 1

Aircraft X departed PHL assigned a 065 heading. The heading did not separate Aircraft X from the 1,200 FT obstacle (center city) north east of PHL. Aircraft X entered the MVA 2,200 at 900 feet and was not laterally separated from the obstacle. I advised Local East I was turning Aircraft X away from the obstacle and local stated "He was on a 065 heading." Headings are routinely assigned without thought for separation required from the obstacle approximately 4 miles NE of PHL. The Tower Controller routinely misinterpret and/or apply the departure heading rules. Tower Controllers should be reminded and retrained on the importance of separating aircraft from aircraft and terrain.

Synopsis

PHL TRACON Controller reported an aircraft was not separated from an obstacle on departure, nor the MVA, which reportedly is a frequent occurrence.