

NTSB note: This briefing was provided by Potomac TRACON in response to a request for documentation of any followup actions taken after the accident involving Trooper 2. The briefing was presented to controllers at ADW, DCA, and PCT.



Trooper 2

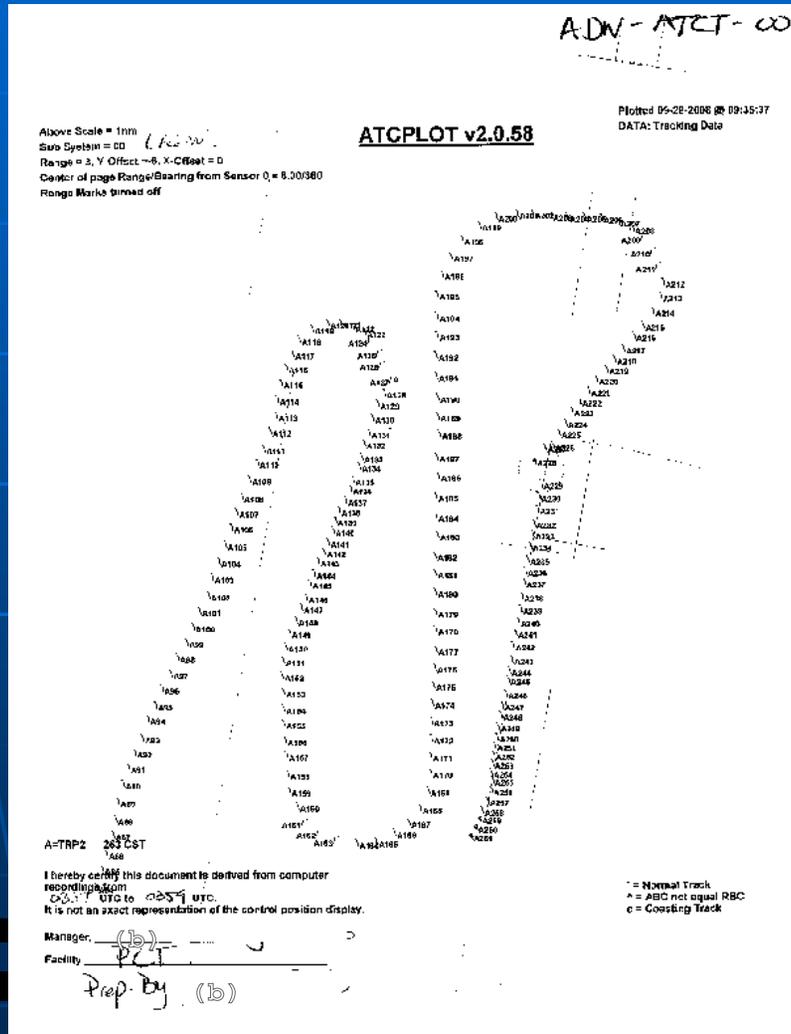
A Forensic View

The Forensic View

The purpose of taking this approach to reviewing this accident is simple: what did we do, what should we have done, what could we have done, and what will we do next time.

It's not to place blame, but to ensure we always provide the best possible services.

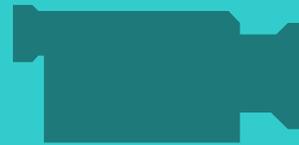
Trooper 2



Trooper 2



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2\Trooper2.exe



Trooper 2 - DCA

- Did not identify as Washington Tower 7110.65 2-4-8
- Class B clearance procedure 7110.65 7-9-2
- Altitude your discretion with no upper limit specified 7110.65 4-5-7d
- Recognize potential for inadvertent encounter of IMC
- TPR2 encountered weather and stated may need to go to ADW IFR 7110.65 4-2-8d, 10-2-7, 10-2-8
- Tower approved climb to 20 7110.65 5-4-10
- No coordination with PCT 7110.65 10-2-7
- Conversations on recorded line with ADW and PCT

Trooper 2 - PCT

- Did not radar identify aircraft 7110.65 5-3-7
- Vectoring aircraft not radar identified 7110.65 5-3-1
- Did not issue discrete beacon code (MSAW) 7110.65 4-2-8, 10-2-9g
- Did not issue IFR clearance 7110.65 4-2-8
- Vectored across final, too close to FAF 7110.65 5-9-1, 5-9-2, 5-9-3
- Issued clearance for ILS 1R
- Scratch pad entry for ILS 19R not entered 7110.65 5-4-8, LOA
- Phraseology

Trooper 2 - ADW

- Unable ASR approach, did not ask pilot further intentions or assistance
- Lost radar contact on final – did not inform pilot
7110.65 5-3-7, 5-10-14
- Permitted vehicles in landing area 7110.65 3-1-5
- Did not activate crash net 7210.3 2-1-10
- ATIS 2 hours old 7110.65 2-9-1, 2-9-2
- Tower visibility hindered by condensation on windows
- Controller not current with ASR approaches
7210.3 2-3-3