



National Transportation Safety Board

Taxiway Overflight

Air Canada Flight 759, Airbus A320-211, C-FKCK

San Francisco, California

July 7, 2017

Air Traffic Control

presentation



Air Canada

Overview

- Air traffic control staffing
- Airport surface detection equipment (ASDE)
- Previous recommendations
- Safety improvements

Air Traffic Control Staffing

- One controller working all positions in tower, and one controller on break
- Positions and frequencies combined
- Traffic was normal and not overly busy

ASDE Systems

- Detect aircraft and vehicle movements on airport surface
- Predict potential collisions on runways
- Produce visual and aural alerts
- Not designed to predict taxiway landings

Previous Recommendations

- Safety recommendations issued to Federal Aviation Administration (FAA) to improve ASDE-X capabilities (March 2011)
- FAA did not perform recommended technical review
- Classified “Closed—Unacceptable Action” (September 2011)
- Recommended technology could have assisted controller

Safety Improvements

- FAA developed and conducted ASDE-X tests to predict taxiway landings
- System produced visual and aural alerts to controllers
- ASDE-X system enhancements implemented in Seattle in May 2018
- FAA evaluating enhancements at additional airports with ASDE-X

Summary

- Recommendation to modify all ASDE systems to
 - Detect potential taxiway landings
 - Provide alerts to air traffic controllers about potential collisions with aircraft or vehicles on taxiways



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