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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Flight Standards Division

15000 Aviation Boulevard
Lawndale, CA 90261

JUL 3 1 2017

[REDACTED]

[REDACTED]

Subject: Freedom of Information Act (FOIA) Request [REDACTED]

This letter is in response to your Freedom of Information Act (FOIA) request dated July 26, 2107. You requested copies of all investigation reports associated with a near miss of a passenger jet N89HU on February 13, 2017 at John Wayne Airport in California.

A search for records was conducted at the Long Beach Flight Standards District Office. Enclosed are copies of documents in our files relative to this request. Information has been redacted and is being withheld from disclosure under Exemption 5 of the FOIA, 5 U.S.C. 552 (b)(5). Exemption 5 of the FOIA protects information that, if allowed to be released unredacted, would discourage open and frank discussions between agency employees that are helpful during an investigation and also would create confusion in those cases where recommendations and opinions are not adopted.

In addition, information has been redacted and is being withheld from disclosure under Exemption 6 of the FOIA, 5 U.S.C. 552 (b)(6). Exemption 6 of the FOIA protects information that pertains to an individual "the disclosure of which would constitute a clearly unwarranted invasion of personal privacy," (e.g., names, dates of birth, social security numbers, home addresses and telephone numbers).

Audio content regarding this incident can be accessed via the link below.
https://www.faa.gov/data_research/accident_incident/

Your request qualifies for the "All Other" fee category, whereby you are not charged for the first two hours of search time, no review time, and no duplication fees under 100 pages. Under Title 49 Code of Federal Regulations 7.43(a)(1), there are no fees associated with this request because the cost of processing is less than \$20.00.

As the Regional Flight Standards Division Manager, I am responsible for this partial denial determination. You may request reconsideration of this determination by writing the Assistant Administrator for Finance and Management (AFN-140), Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC, 20591 or through electronic mail at: FOIA-Appeals@faa.gov. Your request for reconsideration must be made in writing within 90 days from the date of this letter and must include all information and arguments relied upon. Your letter must state that it is an appeal from the above-described denial of a request made under the FOIA. The envelope containing the appeal should be marked "FOIA Appeal."

You also have the right to seek dispute resolution services from the FAA FOIA Public Liaison via phone (202-267-7799) or email (7-AWA-ARC-FOIA@faa.gov) noting FOIA Public Liaison in the Subject or the Office of Government Information Services (<https://ogis.archives.gov>) via phone (202-741-5770 / toll-free 1-877-684-6448; fax 202-741-5769); or email (ogis@nara.gov).

If you have any questions, please contact Amelia McGill, FOIA Officer at (310) 725-7258.

Sincerely,



fol
Nicholas Reyes
Manager, Regional Flight Standards Division

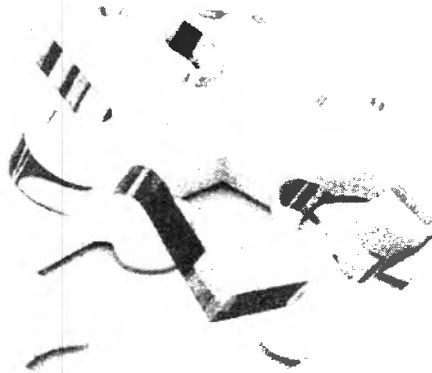
Enclosures

To: [REDACTED]
Subject: Written Notification of Pilot's Bill of Rights
Date: Wednesday, February 15, 2017 11:24:37 AM
Attachments: [Harrison Ford Electronic PBR Brochure.pdf](#)



**Federal Aviation
Administration**

Compliance Philosophy



and

Airman Rights

The FAA is evolving:

To establish a just safety culture.

Why the change?

To foster an open and transparent
exchange of safety information.

To obtain a higher level of safety
and compliance with regulatory standards.

What are your rights?

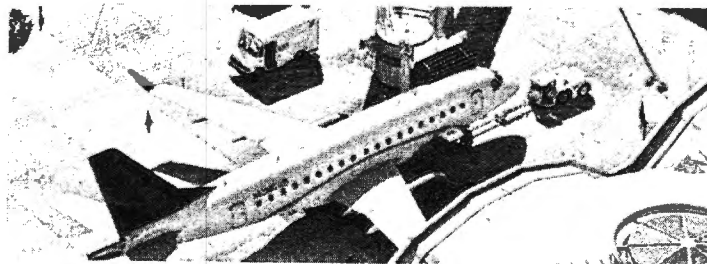
Pilot's Bill of Rights



Compliance Philosophy

In 2015, the FAA in an effort to embrace a “just culture” implemented a new Compliance Philosophy. A “just culture” is one that has both an expectation of, and an appreciation for, self-disclosure of errors. A “just culture” allows for due consideration of honest mistakes, especially in a complex system like the NAS. But even unintentional errors can have a serious adverse impact on safety, and so we must ensure that the underlying safety concern is fixed in all cases.

Our objective is to identify safety issues that underlie deviations from standards and correct them as effectively, quickly, and efficiently as possible. Our view of compliance stresses a problem-solving approach (i.e., engagement, root-cause analysis, transparency, and information exchange) where the goal is to enhance the safety performance of individual and organizational certificate holders. An open and transparent exchange of information requires mutual cooperation and trust that can be challenging to achieve in a traditional, enforcement-focused regulatory model.





Compliance Action

The Compliance Philosophy represents a focus on using—where appropriate—non-enforcement methods, or “Compliance Action.” Compliance Action is a new term to describe the FAA’s non-enforcement methods for correcting unintentional deviations or noncompliance that arise from factors such as flawed systems and procedures, simple mistakes, lack of understanding, or diminished skills. A Compliance Action is not adjudication, nor does it constitute a finding of violation.

A Compliance Action is intended as an open and transparent safety information exchange between FAA personnel and you. Its only purpose is to restore compliance and to identify and correct the underlying causes that led to the deviation. Examples of Compliance Actions include on-the-spot corrections, counseling, and additional training (including remedial training).

Generally, if you are qualified and both willing and able to cooperate, the FAA will resolve the issue with compliance tools, techniques, concepts, and programs. Only on discovery of behavior indicating an unwillingness or inability to comply, or evidence that, for example, supports an intentional deviation, reckless or criminal behavior, or other significant safety risk, does the FAA consider an individual ineligible for a Compliance Action.



Airman Rights

This philosophical evolution towards a "just culture" is not intended to mislead or deny you of your rights. You are free to exercise your Airman Rights without repercussions. Refusal to speak or correspond with FAA personnel, or obtaining legal counsel immediately after an event, does not rule out Compliance Action.

Under the compliance philosophy, we hope to work with you to resolve any noncompliance with the regulations (14 CFR) without the need for a legal enforcement action. While legal enforcement action is generally not anticipated, the Pilot's Bill of Rights (Public Law 112-153) requires that you receive this information:

The nature of this investigation is to identify safety issues that underlie the apparent regulatory noncompliance in connection with:

the incident involving N89HU on February 13, 2017 at John Wayne Santa Ana, Orange County airport (SNA) in which you may have landed on taxiway "Charlie" rather than runway 20 Left as cleared by Air Traffic Control.

If we confirm your noncompliance with FAA regulations, we will use the information gathered in this investigation to determine the most efficient and effective means to return you to full compliance and to prevent recurrence.

Any response you make to an inquiry by a representative of the FAA Administrator in connection with this investigation may be used as evidence if legal enforcement action becomes necessary.



Airman Rights (cont'd)

You are entitled to access or otherwise obtain air traffic data in the possession of the FAA that would facilitate your ability to productively participate in a proceeding relating to this investigation.

You are also entitled to obtain air traffic data in the possession of a government contractor providing operational services for the FAA (e.g., contract control tower and flight service station), provided that you submit a request to the FAA that describes the facility at which such information is located and you identify the date on which such information was generated.

Anytime during this investigation, you may submit your request to access or obtain air traffic data by contacting the FAA personnel working with you to resolve the deviation. Because air traffic data is routinely destroyed or disposed of in the ordinary course of business, it is important that you submit your request for such data as soon as possible.

If this investigation results in a legal enforcement action against your airman certificate, rating, or inspection authorization, the releasable portions of the Administrator's investigative report will be made available to you upon your written request addressed to the FAA's legal counsel handling the enforcement action.



Working Together

Non-punitive information-sharing programs provide feedback on how aviation systems are working, and allow system improvements to occur on an ongoing basis, rather than as a result of a major mishap or investigation. Through voluntary safety efforts such as Commercial Aviation Safety Team (CAST), General Aviation Safety Team (CAST), General Aviation Joint Steering Committee (GAJSC), Aviation Safety Information and Sharing (ASIAS), Aviation Safety Reporting System (ASRS), Aviation Safety Action Program (ASAP) and Air Traffic Safety Action Program (ATSAP), to name just a few, we've seen the benefits of a non-blaming, problem-solving, collaborative approach to solving safety problems.

We prefer to work with you to correctly identify and fix the root causes of a deviation. In all cases, we investigate the matter on behalf of the public's safety interest. Working together, we in the aviation community have achieved a safety record that is unsurpassed. We must continue to set the gold standard when it comes to safety. We must focus on the most fundamental goal: find problems in the NAS before they result in an incident or accident, use the most appropriate tools to fix those problems, and monitor the situation to ensure compliance now and for the future.



***Working together for a safer
National Airspace System***

Good Morning Mr. Ford,

Thank you for Per our telephone conversation please find attached the written notification of the Pilot's Bill of Rights. Also please note below the Privacy Act Notice below. At your earliest convenience please contact me to make arrangements to further discuss the events that led to the incident of February 13, 2017 at Orange County Airport (SNA) involving N89HU. Thank you for your time sir.

Privacy Act Notice

This notice is provided in accordance with Section (e)(3) of the Privacy Act, 5 U.S.C. Section 552a(e)(3), and concerns the information requested in the correspondence or form with which this notice is enclosed.

- A. Authority: This information is solicited pursuant to 49 U.S.C. § 40113(a) and the regulations issued under that statutory provision codified in 14 CFR part 13, Investigative and Enforcement Procedures.*
- B. Principal purposes:*
- 1. The request for information is intended to provide you with an opportunity to participate in the investigation of an apparent deviation from the Federal Aviation Regulations, or pertinent statutes, standards, or procedures.*
 - 2. The requested information will be used to help determine the root cause(s) of the subject event, identify safety concerns, determine whether or not there has been a deviation from the Federal Aviation Regulations or pertinent statutes, standards, or procedures, and what, if any, action should be taken. The requested information will be used for safety risk assessment and risk mitigation, and for finding and fixing safety issues in the National Airspace System (NAS).*
- C. Routine uses: Records from this system of records may be disclosed in accordance with the routine uses that appear in Department of Transportation (DOT)/FAA 847, Aviation Records on Individuals (current edition), available at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>.*
- D. Effect of failure to respond: Submission of information is voluntary. The FAA cannot impose any penalties upon you if you choose not to respond to this information request. If you choose not to respond, however, the FAA will make determinations about possible action for this matter without the benefit of your comments.*

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

Any comments you may have on services provided are appreciated. To leave customer feedback, please visit the following website: http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms

To: [REDACTED]
Subject: N89HU Incident
Date: Wednesday, February 15, 2017 11:53:23 AM
Attachments: [Pilot Questionnaire.pdf](#)

Mr. Ford,

The attached document should help give you an idea of the type of information I will be looking for in order to help in the completion of my report. Again, thank you for your help sir.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
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From: H F
To: [Hutton, Rick \(FAA\)](mailto:Hutton, Rick (FAA))
Subject: Re: N89HU Incident
Date: Wednesday, February 15, 2017 5:11:36 PM

Did not receive Pilot's Bill of Rights?

From: "Rick.Hutton@faa.gov" <Rick.Hutton@faa.gov>
Date: Wednesday, February 15, 2017 at 11:56 AM
To: HF [REDACTED]
Subject: N89HU Incident

Mr. Ford,

The attached document should help give you an idea of the type of information I will be looking for to help me in the completion of my report. Again, thank you for your help sir.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
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To: [REDACTED]
Subject: FW: Written Notification of Pilot's Bill of Rights
Date: Thursday, February 16, 2017 6:10:27 AM
Attachments: Harrison Ford Electronic PBR Brochure.pdf

Good morning Mr. Ford,

If you open the attached PBR document then scroll down through it you will find it contained within. Call or email if you have any questions. Thank you.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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From: Hutton, Rick (FAA)
Sent: Wednesday, February 15, 2017 11:26 AM
To: [REDACTED]
Subject: Written Notification of Pilot's Bill of Rights

Good Morning Mr. Ford,

Per our telephone conversation please find attached the written notification of the Pilot's Bill of Rights. Also please note below the Privacy Act Notice below. At your earliest convenience please contact me to make arrangements to further discuss the events that led to the incident of February 13, 2017 at Orange County Airport (SNA) involving N89HU. Thank you for your time sir.

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- B. **Principal purposes:***
- 1. The request for information is intended to provide you with an opportunity to participate in the investigation of an apparent deviation from the Federal Aviation Regulations, or pertinent statutes, standards, or procedures.*
 - 2. The requested information will be used to help determine the root cause(s) of the subject event, identify safety concerns, determine whether or not there has been a deviation from the Federal Aviation Regulations or pertinent statutes, standards, or procedures, and what, if any, action should be taken. The requested information will be used for safety risk assessment and risk mitigation, and for finding and fixing safety issues in the National Airspace System (NAS).*
- C. **Routine uses:** Records from this system of records may be disclosed in accordance with the routine uses that appear in Department of Transportation (DOT)/FAA 847, Aviation Records on Individuals (current edition), available at <https://www.transportation.gov/individuals/privacy/privacy-act-system-records-notice>.*
- D. **Effect of failure to respond:** Submission of information is voluntary. The FAA cannot impose any penalties upon you if you choose not to respond to this information request. If you choose not to respond, however, the FAA will make determinations about possible action for this matter without the benefit of your comments.*

Rick Hutton
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From: HF
To: [Hutton, Rick \(FAA\)](mailto:Hutton_Rick@faa.gov)
Subject: Re: Written Notification of Pilot's Bill of Rights
Date: Thursday, February 16, 2017 6:42:11 AM

Mr. Hutton, Thank you.
HF

From: "Rick.Hutton@faa.gov" <Rick.Hutton@faa.gov>
Date: Thursday, February 16, 2017 at 6:11 AM
To: HF [REDACTED]
Subject: FW: Written Notification of Pilot's Bill of Rights

Good morning Mr. Ford,

If you open the attached PBR brochure then scroll down through it you will find the Pilot's Bill of Rights contained within. Call or email if you have any questions. Thank you.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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From: Hutton, Rick (FAA)
Sent: Wednesday, February 15, 2017 11:26 AM
To: [REDACTED]
Subject: Written Notification of Pilot's Bill of Rights

Good Morning Mr. Ford,

Per our telephone conversation please find attached the written notification of the Pilot's Bill of Rights. Also please note below the Privacy Act Notice below. At your earliest convenience please contact me to make arrangements to further discuss the events that led to the incident of February 13, 2017 at Orange County Airport (SNA) involving N89HU. Thank you for your time sir.

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 2. *The requested information will be used to help determine the root cause(s) of the subject event, identify safety concerns, determine whether or not there has been a deviation from the Federal Aviation Regulations or pertinent statutes, standards, or procedures, and what, if any, action should be taken. The requested information will be used for safety risk assessment and risk mitigation, and for finding and fixing safety issues in the National Airspace System (NAS).*
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Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765


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From: Spike M
To: [Hutton, Rick \(FAA\)](#)
Cc: [Boss, 2](#)
Subject: N89HU Incident/Pilot Questionnaire
Date: Tuesday, February 21, 2017 3:53:39 PM
Attachments: [Pilot Questionnaire.pdf](#)

Good Afternoon Mr. Hutton,

At Mr. Ford's request, I've attached a partially completed FAA Form 8020-18 and Pilot Questionnaire. If you have any questions, please feel free to contact me at the email or phone number below.

Respectfully,

Spike Minczeski


To: [REDACTED]
Subject: Meeting
Date: Wednesday, February 22, 2017 6:52:24 AM

Good morning Mr. Ford,

I received the copy of the -18 from Mr. Minczeski. You got almost everything. There is just a couple of things I still need but I can get those from you tomorrow. Thank you for your help with that. Also, I would like to get your thoughts. In the interest of protecting your privacy, myself and Inspector Kevin Doty are prepared to meet you tomorrow at a location of your choosing where we can meet privately reducing the possibility of having to deal with outside distractions. I am not aware of any outside entities that could have knowledge of our upcoming meeting here at the FSDO, nevertheless I think it is important to be mindful of the possibility. We just need somewhere private and free from distractions so we can review recordings and discuss amongst ourselves. Let me know. Thank you sir.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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From: Spike M
To: [Hutton, Rick \(FAA\)](#)
Cc: [Ross, Stephen Hofer](#)
Subject: GBH Aviation SMS
Date: Friday, February 24, 2017 3:51:53 PM
Attachments: [SMS.zip](#)

Good Afternoon Inspector Hutton,

Sorry I missed your call earlier. Please find attached a folder with our SMS documents enclosed. The folder itself contains all of the documents in our SMS binder that we use, but they are not put together and scanned due to the large size of the document. If you have any questions, please feel free to contact me, but the folder is fairly self explanatory. We do keep several of the documents of the ORM on a bulletin board in the office, for easy reference and review. I am also sending a second email with the "FAA ORM" manual that we keep in our SMS binder. For the jet, N6GU, we use a separate EBACA & EASA approved SMS, as well as pt. 91 Operations Manual. I have those documents available for your review if you'd like to see them as well.

V/r,

Spike Minczeski


From: H F
To: [Hutton, Rick \(FAA\)](mailto:Hutton,Rick@FAA)
Subject: Re: NTSB Video
Date: Monday, March 27, 2017 10:19:14 AM

Thx Rick, I'm half way through the vid now, will call next 2 hrs if u might be available
HF

Sent from my iPhone

On Mar 27, 2017, at 10:02 AM, "Rick.Hutton@faa.gov" <Rick.Hutton@faa.gov> wrote:

Mr. Ford,

As you watch the video please view it in the context of "actual" and "perceived" threats. The video does not elude to landing on taxiways. It does however emphasize decision making and situational awareness. Again, once you have had an opportunity to review and consider it please contact me to discuss.

Thank you.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/atf/qms

From: H F
To: [Hutton, Rick \(FAA\)](mailto:Hutton_Rick@faa.gov)
Subject: Re: NTSB Video
Date: Monday, March 27, 2017 10:32:17 AM

What's a good time tomorrow am for a call?

From: "Rick.Hutton@faa.gov" <Rick.Hutton@faa.gov>
Date: Monday, March 27, 2017 at 11:30 AM
To: HF [REDACTED]
Subject: RE: NTSB Video

Mr. Ford, I'm actually 5 minutes from being out of the office: Can you call me tomorrow morning at your convenience? Barring any surprises I should be in the office all day. Also just so you know Mr. Hofer did leave a couple of voice messages with me last week. I was out Friday. I left a return message with him this morning. Thank you and have a good day.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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From: H F [REDACTED]
Sent: Monday, March 27, 2017 10:19 AM
To: Hutton, Rick (FAA)
Subject: Re: NTSB Video

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Sent from my iPhone

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Thank you.

Rick Hutton
Aviation Safety Inspector

FAA Long Beach Flight Standards District Office

Phone: (562) 420-1755 Ext. 134

Fax: (562) 420-6765

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http://www.faa.gov/about/office_org/headquarters_offices/ays/offices/afs/qms

To: [REDACTED]
Subject: FW: N89HU Incident
Date: Tuesday, February 21, 2017 7:31:07 AM
Attachments: Pilot Questionnaire.pdf

Good morning Mr. Ford,

At your earliest convenience would you complete the attached questionnaire (those parts that apply to you) then return it to me. If you have any questions about it feel free to call or email anytime. Also would you bring your pilot logbook with you to the meeting. I need to have a look at your most recent flight review. Thank you.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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From: Hutton, Rick (FAA)
Sent: Wednesday, February 15, 2017 11:57 AM
To: [REDACTED]
Subject: N89HU Incident

Mr. Ford,

The attached document should help give you an idea of the type of information I will be looking for to help me in the completion of my report. Again, thank you for your help sir.

Rick Hutton
Aviation Safety Inspector
FAA Long Beach Flight Standards District Office
Phone: (562) 420-1755 Ext. 134
Fax: (562) 420-6765

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PRELIMINARY
PILOT DEVIATION REPORT (ATQA)

Incident Report Number

P W P T S N A 1 7 0 0 2

Complete and distribute according to instructions on page 4. Complete items 1 to 4, 7 to 12, and 30 to 35 for all deviations; if surface deviation, also complete items 13 to 17; if air deviation, also complete items 5 to 6 and 18 to 27. Unless computer generated, complete the form by hand or typewriter.

<p>1. Date, Time, and Location of Deviation:</p> <p>A. Date (Coordinated Universal Time-UTC) <input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="1"/> <input type="text" value="3"/> <input type="text" value="1"/> <input type="text" value="7"/> M M D D Y Y</p> <p>B. UTC Time <input type="text" value="2"/> <input type="text" value="0"/> <input type="text" value="1"/> <input type="text" value="6"/></p> <p>C. Local Time <input type="text" value="1"/> <input type="text" value="2"/> <input type="text" value="1"/> <input type="text" value="6"/></p> <p>D. Nearest City or Town and State SANTA ANA CA</p>	<p>2. Pilot Information (complete or mark box):</p> <input type="checkbox"/> All Information Unknown <p>A. Name and Address HARRISON FORD Name (first, middle, last)</p> <p>Address</p> <p>City State or Country Zip</p> <p>B. Daytime Telephone No. [REDACTED]</p> <p>C. Pilot Certificate No. (or enter "MILITARY") <input type="text" value="0"/> <input type="text" value="0"/> <input type="text" value="2"/> <input type="text" value="8"/> <input type="text" value="1"/> <input type="text" value="3"/> <input type="text" value="0"/> <input type="text" value="8"/> <input type="text" value="7"/></p>	<p>3. Aircraft Information (complete or mark box):</p> <input type="checkbox"/> All Information Unknown <p>A. Registration (N) Number <input type="text" value="N"/> <input type="text" value="8"/> <input type="text" value="9"/> <input type="text" value="H"/> <input type="text" value="U"/></p> <p>B. Flight Number or Call Sign (if applicable)</p> <p>C. Make AVIAT,</p> <p>D. Model AVIAT-1C</p> <p>E. Suffix</p>
<p>4. Type of Flight Rules at Time of Deviation (mark one):</p> <p>A. <input type="checkbox"/> Instrumental Flight Rules (IFR)</p> <p>B. <input checked="" type="checkbox"/> Visual Flight Rules (VFR)</p> <p>C. <input type="checkbox"/> Special VFR</p> <p>D. <input type="checkbox"/> Defense VFR</p> <p>E. <input type="checkbox"/> Unknown</p>	<p>5. Aircraft Altitude When Deviation Detected:</p> <p>A. <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> Feet msl</p> <p>B. <input type="checkbox"/> Unknown</p>	<p>6. If There Was Loss of Separation, Closest Proximity Was:</p> <p><input type="checkbox"/> No Loss of Separation</p> <p>A. Feet, Vertical <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> or <input type="checkbox"/> Unknown</p> <p>B. Feet, Horizontal <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> or Miles (nautical), Horizontal <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> or <input type="checkbox"/> Unknown</p> <p>C. Minutes Longitudinal <input type="text"/> <input type="text"/> or <input type="checkbox"/> Unknown</p>

7. Brief Description of Deviation and Comments:

Notification Made To Pilot (mark one): Yes -- ATC Frequency Yes -- Other (provide explanation) No (provide explanation)

N89HU WAS CLEARED TO LAND RUNWAY 20L. THE PILOT READ BACK WAS CORRECT. N89HU LANDED ON TAXIWAY CHARLIE. AAL456 WAS AT THE APPROACH END OR RUNWAY 20L AT THE INTERSECTION OF TAXIWAY CHARLIE AND LIMA. N89HU FLEW OVER AAL1456 BY APPROXIMATELY 100 FEET.

ASSOCIATED MOR: SNA-M-2017/02/13-0001

THIS IS THE LINK TO THE WSA PILOT DEVIATION/VEHICLE DEVIATION PAGE. PLEASE CHOOSE THE CORRESPONDING FACILITY FOLDER TO VIEW FACILITY PROVIDED INFORMATION:
[HTTPS://KSN2.FAA.GOV/FAA/QA-WSAE/FACILITIES%20WSA%20%20TERMINAL/FORMS/ALLITEMS.ASPX](https://KSN2.FAA.GOV/FAA/QA-WSAE/FACILITIES%20WSA%20%20TERMINAL/FORMS/ALLITEMS.ASPX)

P-WP-T-SNA-17-002

THIS EVENT IS PART OF THE PHASE 2 WSA PD TEST. CONTACT WSA QA FOR QUESTIONS

Cedar Link:<https://cedar.faa.gov/MorEorForm.php?entryID=13292640&aid=807803834>
(this copy only)



**PRELIMINARY
PILOT DEVIATION REPORT**

Incident Report Number

P W P T S N A 1 7 0 0 2

<p>8. Deviation First Detected by (mark one):</p> <p>A. <input type="checkbox"/> Error Detection Program (EDP)</p> <p>B. <input type="checkbox"/> Radar Observation (excludes EDP)</p> <p>C. <input checked="" type="checkbox"/> Visual Observation (tower)</p> <p>D. <input type="checkbox"/> AFSS or FSS</p> <p>E. <input type="checkbox"/> Public, Including Pilots</p> <p>F. <input type="checkbox"/> Other, Specify</p>	<p>9. Type of Operation at Time of Deviation (mark one)</p> <p>A. <input type="checkbox"/> U.S. Air Carrier (14 CFR 121 or 125)</p> <p>B. <input type="checkbox"/> Foreign Air Carrier (14 CFR 129)</p> <p>C. <input type="checkbox"/> Commuter (14 CFR 135)</p> <p>D. <input type="checkbox"/> Air Taxi (14 CFR 135)</p> <p>E. <input checked="" type="checkbox"/> General Aviation (14 CFR 91)</p> <p>F. <input type="checkbox"/> Public (Governmental)</p> <p>G. <input type="checkbox"/> U.S. Military, Specify Service</p> <p>H. <input type="checkbox"/> Unknown</p> <p>I. <input type="checkbox"/> Others, Specify</p>	<p>10. Phases of Flight When Deviation Occurred (mark appropriate boxes)</p> <p>A. <input type="checkbox"/> Taxi</p> <p>B. <input type="checkbox"/> Takeoff</p> <p>C. <input type="checkbox"/> Climb</p> <p>D. <input type="checkbox"/> Level Flight or Cruise</p> <p>E. <input type="checkbox"/> Turning or Manoeuvring</p> <p>F. <input type="checkbox"/> Descent</p> <p>G. <input type="checkbox"/> Approach</p> <p>H. <input checked="" type="checkbox"/> Landing</p> <p>I. <input type="checkbox"/> Unknown</p> <p>J. <input type="checkbox"/> Other, Specify</p>
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<p>11. Number of Aircraft Involved (provide data on any aircraft not listed in Item 3):</p> <p>A. <input type="checkbox"/> One</p> <p>B. <input checked="" type="checkbox"/> Two</p> <p>C. <input type="checkbox"/> Three</p> <p>D. <input type="checkbox"/> Four or More</p> <p>E. <input type="checkbox"/> Unknown</p> <table style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:10%;"></th> <th style="width:20%;">Aircraft #1 No.</th> <th style="width:20%;">Flight No. or Call Sign (if applicable)</th> <th style="width:20%;">Make</th> <th style="width:20%;">Model</th> </tr> </thead> <tbody> <tr> <td>F.</td> <td>_____</td> <td>AA11456</td> <td>BOEING</td> <td>B-738</td> </tr> <tr> <td>G.</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>H.</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>I.</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>		Aircraft #1 No.	Flight No. or Call Sign (if applicable)	Make	Model	F.	_____	AA11456	BOEING	B-738	G.	_____	_____	_____	_____	H.	_____	_____	_____	_____	I.	_____	_____	_____	_____	<p>12. Type of Deviation(s): (mark appropriate boxes):</p> <p>A. <input checked="" type="checkbox"/> Surface (complete Items 7, 13 to 17, and 30 to 35)</p> <p>B. <input type="checkbox"/> Air and RNP/RNAV Procedures (complete Items 5, 6, and 18 to 35)</p>
	Aircraft #1 No.	Flight No. or Call Sign (if applicable)	Make	Model																						
F.	_____	AA11456	BOEING	B-738																						
G.	_____	_____	_____	_____																						
H.	_____	_____	_____	_____																						
I.	_____	_____	_____	_____																						

<p>13. Type of Control at Surface Deviation Location (mark one)</p> <p>A. <input checked="" type="checkbox"/> Operating Control Tower</p> <p>B. <input type="checkbox"/> Non operating Control Tower</p> <p>C. <input type="checkbox"/> None, Nontowered Public Airport</p> <p>D. <input type="checkbox"/> None, Private Airport</p> <p>E. <input type="checkbox"/> Unknown</p>	<p>14. Airport ID at Surface Deviation Location:</p> <p align="center">[S N A]</p>	<p>15. Surface Deviation Type(s) (mark appropriate boxes):</p> <p>A. <input type="checkbox"/> Takeoff without Clearance</p> <p>B. <input type="checkbox"/> Takeoff on Wrong Runway or Taxiway</p> <p>C. <input type="checkbox"/> Landed Without Clearance</p> <p>D. <input type="checkbox"/> Landed or Takeoff Below Weather Minimums</p> <p>E. <input checked="" type="checkbox"/> Landed on Wrong Runway, Taxiway, or Airport</p> <p>F. <input checked="" type="checkbox"/> Entered Runway or Taxiway Without Clearance</p> <p>G. <input type="checkbox"/> Careless or Reckless Aircraft Operation</p> <p>H. <input type="checkbox"/> Did Not Close Flight Plan</p> <p>I. <input type="checkbox"/> Others, Specify</p>
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<p>16. Loss of Separation With (mark appropriate boxes):</p> <p>A. <input type="checkbox"/> Ground Vehicle</p> <p>B. <input type="checkbox"/> Personnel</p> <p>C. <input checked="" type="checkbox"/> Another Aircraft, on Ground</p> <p>D. <input type="checkbox"/> Another Aircraft, in Air</p> <p>E. <input type="checkbox"/> Obstruction</p> <p>F. <input type="checkbox"/> Not Applicable</p> <p>G. <input type="checkbox"/> Unknown</p>	<p>17. Closest Proximity Was (mark one)</p> <p>A. <input checked="" type="checkbox"/> Under 100 Feet</p> <p>B. <input type="checkbox"/> 100-499 Feet</p> <p>C. <input type="checkbox"/> 500-1,000 Feet</p> <p>D. <input type="checkbox"/> Over 1,000 Feet</p> <p>E. <input type="checkbox"/> Not Applicable</p> <p>F. <input type="checkbox"/> Unknown</p>	<p>18. Transponder (mark one):</p> <p>A. <input type="checkbox"/> Operating, With Altitude Reporting</p> <p>B. <input type="checkbox"/> Operating, Without Altitude Reporting</p> <p>C. <input type="checkbox"/> Not Functioning (broken or off)</p> <p>D. <input type="checkbox"/> No Transponder</p> <p>E. <input type="checkbox"/> Unknown</p>
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<p>19. Was the Aircraft Equipped with TCAS?</p> <p>A (1) <input type="checkbox"/> Yes 2) <input type="checkbox"/> No 3) <input type="checkbox"/> Unknown</p> <p>B. If Yes, Was TCAS Operating During Deviation?</p> <p>(1) <input type="checkbox"/> Yes 2) <input type="checkbox"/> No 3) <input type="checkbox"/> Unknown</p> <p>C. If Yes, Was TCAS Involved in Deviation?</p> <p>(1) <input type="checkbox"/> Yes 2) <input type="checkbox"/> No (3) <input type="checkbox"/> Unknown</p> <p>D. If Yes, Describe Involvement:</p>	<p>20. Fix or Facility Nearest Deviation (complete one):</p> <p>A. _____ VOR, TACAN, or NBD ID</p> <p>B. _____ Airport ID</p> <p>C. _____ Airway Intersection ID</p> <p>D. Waypoint (area Navigation, GPS, Loran, etc.)</p> <p>E. <input type="checkbox"/> Oceanic</p>	<p>21. Deviation Location in Respect to Item 20 (complete A&B or C&D)</p> <p>A. _____ Miles (nautical)</p> <p>B. _____ Degrees (magnetic)</p> <p>For Area Navigation Only (RNAV):</p> <p>C. _____° _____' Latitude</p> <p>D. _____° _____' Longitude</p>
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**PRELIMINARY
PILOT DEVIATION REPORT**

Incident Report Number

P W P T S N A 1 7 0 0 2

22. Location in Traffic Pattern During Deviation (mark one):

- Upwind
- Crosswind
- Entry or Downward Leg
- Base Leg
- Final Approach
- Departure Leg or Exit
- Not in Traffic Pattern
- Fix/waypoint
- Unknown
- Others, Specify _____

23. Operational Control Area of Aircraft (mark a maximum of three):

- A. Class A Airspace
- B. Class B Airspace
- C. Class C Airspace
- D. Class D Airspace
- E. Class E Airspace
- F. Class G Airspace
- G. Special Use Airspace, Specify _____
- H. Within Terminal Radar Service Area
- I. Towered Airport
- J. Nontowered Airport
- K. Unknown
- L. Others, Specify _____

24. Location ID of Facility(ies) Providing Air Traffic Service During Deviation (complete appropriate boxes)

- A. ARTCC
- B. TRACON
- C. RAPCON, RATCF, or ARAC
- D. ATCT
- E. AFSS or FSS
- F. None
- G. Unknown
- H. Others, Specify _____

25. Preliminary Information Indicates the Air Deviation Type Was (mark appropriate boxes)

- A. ATC Altitude Clearance Deviation
- B. ATC Course Clearance Deviation
- C. Airspeed Clearance Violation
- D. Airspace Clearance Violation
- E. Flying VFR when IFR Required
- F. Pilot Unqualified for Aircraft or Conditions
- G. Required Aircraft Equipment Not Operating
- H. Careless or Reckless Aircraft Operation
- I. Unauthorized Low Level Flying
- J. Missed Compulsory Reporting Point
- K. Lateral Track Conformity (RNP/RNAV)
- L. Vertical Track Conformity (RNP/RNAV)
- M. Phraseology (RNP/RNAV)
- N. ATC Automation (RNP/RNAV)
- O. Charting Issues (RNP/RNAV)
- P. Database Issues (RNP/RNAV)
- Q. Other, Specify _____
- R. Noncompliance with Other Regulations (specify FAR numbers(2): _____)

26. Preliminary Information Indicates the Airspace Violation Was of (mark one):

- A. Class A Airspace
- B. Class B Airspace
- C. Class C Airspace
- D. Class D Airspace
- E. Class E Airspace
- F. Special Use Airspace, Specify _____
- G. None
- H. Unknown
- I. Other, Specify _____

27. If ATC Altitude or Course Clearance Deviation, Maximum Deviation Was:

- A. Feet, Vertical or Unknown
- B. Feet, Horizontal
- or Miles (nautical), Horizontal or Unknown

28. RNP/RNAV Procedure Type (mark one):

- A. Standard Instrument Departure (SID)
- B. Standard Terminal Arrival (STAR)
- C. Other, Specify _____

29. RNP/RNAV Procedure Name in Respect to Item 28

- A. SID Name _____
- B. STAR Name _____
- C. Other, Specify _____

30. Other Reports Filed or To Be Filed (mark appropriate boxes and complete):

- A. Incident Report (FAA Form 8020-11), Specify No(s). _____
- B. Preliminary Near Midair Collision Report (FAA Form 8020-21), Specify No(s). _____
- C. Preliminary Operational Error/Deviation Report (FAA Form 7210-2), Specify No(s). _____
- D. Other (including TCAS), Specify _____
- E. None

31. Attachments (specify, e.g., pilot statement or flight progress strip, or mark box): No Attachments

AIRPORT DIAGRAM

32. Reporting Office:

- A. A W P FAA Region
- B. Location ID
- C. 4 2 5 - 2 2 6 - 1 9 6 4 Telephone No.

33. Name of Individual Completing Form:

BETTY NIEDERER CTR

Type or Print

34. Facility Manager Approving Form:

- A. Signature _____ /S
- B. Name (Type or Print) MICHAEL MEIGS
- C. Date 0 2 1 4 1 7
M M D D Y Y

35. Report Distributed to:

- A. FAA Region A W P Flight Standards ID 0 5
- B. Others, Specify _____

INSTRUCTIONS

I. General

The incident report number and Items 1 to 7 of FAA Form 8020-17 must be completed and the information transmitted or arrangements made to transmit it in numerical order within 3 hours of the detection of a pilot deviation by: (1) telephone, facsimile, or in accordance with a regional agreement to the FSDO with jurisdiction over the area in which the pilot deviation occurred; and (2) by facsimile or National Airspace Data Interchange Network (NADIN) message using immediate (DD) precedence to FAA headquarters and others. If the pilot deviation is significant, the above information should be communicated immediately by telephone to FAA headquarters. The remainder of the form must be completed and mailed by first class mail within 10 calendar days of the pilot deviation. The definition of a pilot deviation and instructions on distribution of FAA Form 8020-17 are in FAA Order 8020.16, "Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting."

If a pilot deviation resulted in a near midair collision, FAA Form 8020-17 and FAA Form 8020-21, "Preliminary Near Midair Collision Report," both must be completed and distributed. Assign the two reports different incident report numbers.

Complete Items 1 to 4, 7 to 12, and 30 to 35 for all deviations; if surface deviation, also complete Items 13 to 17; if air deviation, also complete Items 5 to 6 and 18 to 27. If the categories given are inadequate, complete "Other, Specify." Provide comments in Item 7, not the margins. Sign and date the form (Item 34) before distribution.

II. Incident Report Number

Each facility completing FAA Form 8020-17 is responsible for assigning a unique 12-character number to each reported pilot deviation. The first character is P, for Pilot Deviation. The second and third characters are the abbreviation of the FAA region in which the deviation occurred:

AL- Alaskan	NE- New England
CE- Central	NM- Northwest Mountain
EA- Eastern	SO- Southern
GL- Great Lakes	SW- Southwest
WP- Western Pacific	

The fourth character identifies the type of facility completing the form

C- ARTCC	R- TRACON
F- AFSS or FSS	T- ATCT
Z- FSDO or Other	

For combined TRACON and ATCT operations, use the character for the tracon or ATCT reporting the pilot deviation

The fifth through seventh characters are the facility location identifier (see FAA Order 7350.6), e.g., **ZNY**; or FSDO ID, e.g., **025**. The eighth and ninth characters are the calendar year in which the incident occurred, e.g., **03** for 2003

The last three characters are the sequential incident report number for the year, by reporting facility and type of incident (e.g., pilot deviations would be numbered **001** to **999** in 2003 at a given facility)

III. Abbreviations

The following abbreviations are used:

AFSS	- Automated Flight Service Station
ARAC	- Army Radar Approach Control
ARTCC	- Air Route Traffic Control Center
ATCT	- Airport Traffic Control Tower
CFR	- Code of Federal Regulations
FSDO	- Flight Standards District Office
FSS	- Flight Service Station
GPS	- Global Positioning System
HATR	- Hazardous Air Traffic Report
MSL	- Mean Sea Level
NDB	- Nondirectional Beacon
RAPCON	- Radar Approach Control
RATCF	- Radar Air Traffic Control Facility
TACAN	- Tactical Air Navigation
TCAS	- Traffic Alert and Collision Avoidance System
Tracon	- Terminal Radar Approach Control
VOR	- Very High Frequency Omni Directional Range Station



U.S. Department
of Transportation
**Federal Aviation
Administration**

Long Beach Flight Standards District
Office
5001 Airport Plaza Drive, Suite 100
Long Beach, CA 90815
(562) 420-1755
(714) 821-6410 OC
(562) 420-6765 FAX

CERTIFIED MAIL – RETURN RECEIPT REQUESTED
File No. PD2017WP05027

March 29, 2017

Mr. Harrison Ford


Dear Mr. Ford:

On February 13, 2017, you acted as pilot in command of an Aviat, A-1C Husky airplane, registration number N89HU, when you landed on Santa Ana, Orange County Airport (SNA) taxiway C instead of runway 20 Left as cleared by the SNA Air Traffic Control Tower. This conduct is in violation of 14 C.F.R. § 91.123(a).

Based on the outcome of our investigation, our conclusion is that, given your compliant history as well as your cooperative attitude during your February 23, 2017 interview and subsequent discussions, and consistent with the Federal Aviation Administration's Compliance Philosophy, the compliance action warrants Airman Counseling. You were counseled on Human Factors, Situational Awareness, and initiating corrective actions as appropriate. We are issuing this letter to inform you that this matter was closed with the counseling you received March 28, 2017. We expect your future compliance with the Code of Federal Regulations.

Sincerely,

Rick Hutton
Aviation Safety Inspector

Lgbfsdo:Hutton Ext:134 (WP:h:\Pilot Deviations\Harrison Ford.doc) Official File Number:
8030-1

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 1030	DATE 02/23/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Harrison Ford (PIC N89HU), Nathaniel "Spike" Minczeski (GBH Aviation), Stephen Hofer (Lawyer), Robert Frost (Former FAA ASI) Rick Hutton (Aviation Safety Insp)					
Kevin Doty (Aviation Safety Insp) at Harrison Ford's Hangar at Santa Monica (SMO).					
SUBJECT 02/13/2017 Pilot Deviation (PD) at Santa Ana (SNA) in N89HU.					
DIGEST Following introductions I briefed all attendees on the purpose of the meeting. I advised that the possible outcomes of the investigation can range anywhere from counseling and/or retraining to reexamination and/or enforcement action dependent on the investigative findings. I then invited Mr. Ford to explain the circumstances which led to the SNA PD beginning from when he arrived at SMO. Mr. Ford was uninterrupted as he described his preflight, take off, radio communications, and route of flight, all of which appeared to be unremarkable. He said as he was coming into SNA he was advised by SNA Tower of, and ended up becoming distracted by, the possibility of encountering the wake turbulence being produced by a preceding Airbus landing on SNA 20R. Mr. Ford also added that he observed a taxiing airliner as he was continuing to line up for final on what he perceived to be SNA runway 20L. He said he thought the airliner was going to either cross or hold short or what he thought was the runway. When queried about not noticing the runway identification markings he said he believed it was the airliner that was blocking the view of the numbers. He said though focused on the airliner, he saw the landing area ahead was clear so he continued on to a landing. He said that he didn't believe he flew directly over the airliner as when he looked down he could see the cockpit of the B-737. He said he quizzed ATC because he couldn't understand what the other aircraft was doing there. Mr. Ford said it was only when he					
CONCLUSION ACTION TAKEN, OR REQUIRED					
DATE 03/27/2017	TITLE Aviation Safety Inspector			SIGNATURE	

was advised by Air Traffic Control that he landed on taxiway "Charlie" that he realized what happened. He said he has flown in and out of SNA "hundreds" of times. He volunteered that familiarity breeds complacency. He again emphasized his fixation on the airliner. When asked if he had to do it over again or at any other time he realizes things do not look right or as they should be, he was firm in saying that he would go around. When asked why he didn't go around in this case he again repeated the reason was because of how fixated he became on the taxiing airliner, that saw that he was clear of the aircraft and that the landing area ahead was clear so he continued. He was clear in his assertion of how comfortable he is operating at SNA and that he made an unintentional mistake. He was adamant as he described how humiliated and embarrassed as a pilot he felt by this event. I showed Mr. Ford a Comprehensive Electronic Data Analysis and Recording (CEDAR) Falcon replay of the events as they unfurled at SNA. Mr. Ford relayed that even though he has a high comfort level with operating into and out of SNA he did not feel he was being complacent. He expressed that he believed that the problem was that he got so fixated on the B-737 that it did not occur to him that he was lined up on a taxiway instead of the appropriate runway. Mr. Ford followed by saying he was also aware of, and distracted by, the wake turbulence from the preceding Airbus which was landing on SNA runway 20 Right. He reiterated once more that he became focused on the B-737, seeing the landing area ahead of him was clear, that he continued to a landing believing all the while he was landing on SNA runway 20 Left. He vigorously described how he is continuously training, how seriously he takes his training and his responsibilities as a pilot, and further expressed his pride in that he has not had any failures as a result of check rides. Mr. Ford informed me that he in fact had just recently completed training at FlightSafety International. He added that he also has an additional upcoming training event scheduled for next month. Mr. Ford said his intention going forward is to incorporate the Safety Management System (SMS) he currently employs when flying his CE-680 and apply it to all the other aspects of his flying irrespective of aircraft type. Mr. Ford said that in the time interval between the incident and this interview he and his Director of Operations, Spike Minczeski, have had discussions about what happened and reviewed possible Human Factors that could have contributed to the event. Mr. Minczeski provided me with a written statement attesting to the same thing. I played for Mr. Ford a copy of the voice recording of communication between SMO Air Traffic Control Tower (ATCT) and Mr. Ford. I had a question regarding his take off at Santa Monica, specifically his radio transmission "LA Helicopter" (which he repeated). I said that it sounded as though he was possibly confused as to which aircraft he was flying. He answered that he was not confused at all and that he in fact was checking in with the LAX Tower Helicopter frequency which was a required communication facility for use along his intended route of flight. I found his answer to be satisfactory as I did know that LAX Helicopter frequency is correct for the route he specified. (Los Angeles VFR TAC Chart "Mini Route") He said he thought he had already pushed the radio button to change frequencies from SMO to LAX Helicopter frequency hence the erroneous transmission on the SMO Tower frequency. Mr. Ford was lucid and fully engaged as he volunteered information and answered all questions. During this discussion Mr. Ford was counseled about the risks and hazards associated with complacency and the potentially catastrophic outcomes that can occur due to a pilot's loss of situational awareness. He was told that he must always be vigilant for all potential threats and actively maintain his situational awareness not allowing himself to become caught up on any one or two distractions for any extended period of time. He was told he must always maintain a heightened sense of awareness of what is happening around him at all times and should any threats be perceived, including the possibility of a wake turbulence encounter, it becomes critical that he initiate the appropriate action which in this case would have been a properly executed go-around. He said he realizes his mistake, that he was embarrassed by it, that he has learned from it, and that it will not happen again. I was asked by Mr. Stephen Hofer what I thought the outcome of the investigation was going to be. I advised all attendees that a conclusion was not going to be reached at this time, that this was going to be a deliberative process, and that I would advise them once a conclusion has been reached. Mr. Ford at no time acted defensively nor did he attempt to evade questioning. He fully accepted that it was his actions and inactions alone that were causal to the incident and he was insistent that he would take proactive measures including a further review of Human Factors and their impacts on pilot performance to prevent anything like this event happening again. The conversation was frank and free flowing in nature. Mr. Ford's demeanor was contrite and cooperative. Duration of the interview was 2 hours.

Following introductions I briefed all attendees on the purpose of the meeting. I advised that the possible outcomes of the investigation can range anywhere from counseling and/or retraining to reexamination and/or enforcement action dependent on the investigative findings. I then invited Mr. Ford to explain the circumstances which led to the SNA PD beginning from when he arrived at SMO. Mr. Ford was uninterrupted as he described his preflight, take off, radio communications, and route of flight, all of which appeared to be unremarkable. He said as he was coming into SNA he was advised by SNA Tower of, and ended up becoming distracted by, the possibility of encountering the wake turbulence being produced by a preceding Airbus landing on SNA 20R. Mr. Ford also added that he observed a taxiing airliner as he was continuing to line up for final on what he perceived to be SNA runway 20L. He said he thought the airliner was going to either cross or hold short or what he thought was the runway. When queried about not noticing the runway identification markings he said he believed it was the airliner that was blocking the view of the numbers. He said though focused on the airliner, he saw the landing area ahead was clear so he continued on to a landing. He said that he didn't believe he flew directly over the airliner as when he looked down he could see the cockpit of the B-737. He said he quizzed ATC because he couldn't understand what the other aircraft was doing there. Mr. Ford said it was only when he was advised by Air Traffic Control that he landed on taxiway "Charlie" that he realized what happened. He said he has flown in and out of SNA "hundreds" of times. He volunteered that familiarity breeds complacency. He again emphasized his fixation on the airliner. When asked if he had to do it over again or at any other time he realizes things do not look right or as they should be, he was firm in saying that he would go around. When asked why he didn't go around in this case he again repeated the reason was because of how fixated he became on the taxiing airliner, that saw that he was clear of the aircraft and that the landing area ahead was clear so he continued. He was clear in his assertion of how comfortable he is operating at SNA and that he made an unintentional mistake. He was adamant as he described how humiliated and embarrassed as a pilot he felt by this event. I showed Mr. Ford a Comprehensive Electronic Data Analysis and Recording (CEDAR) Falcon replay of the events as they unfurled at SNA. Mr. Ford relayed that even though he has a high comfort level with operating into and out of SNA he did not feel he was being complacent. He expressed that he believed that the problem was that he got so fixated on the B-737 that it did not occur to him that he was lined up on a taxiway instead of the appropriate runway. Mr. Ford followed by saying he was also aware of, and distracted by, the wake turbulence from the preceding Airbus which was landing on SNA runway 20 Right. He reiterated once more that he became focused on the B-737, seeing the landing area ahead of him was clear, that he continued to a landing believing all the while he was landing on SNA runway 20 Left. He vigorously described how he is continuously training, how seriously he takes his training and his responsibilities as a pilot, and further expressed his pride in that he has not had any failures as a result of check rides. Mr. Ford informed me that he in fact had just recently completed training at FlightSafety International. He added that he also has an additional upcoming training event scheduled for next month. Mr. Ford said his intention going forward is to incorporate the Safety Management System (SMS) he currently employs when flying his CE-680 and apply it to all the other aspects of his flying irrespective of aircraft type. Mr. Ford said that in the time interval between the incident and this interview he and his Director of Operations, Spike Minczeski, have had discussions about what happened and reviewed possible Human Factors that could have contributed to the event. Mr. Minczeski provided me with a written statement attesting to the same thing. I played for Mr. Ford a copy of the voice recording of communication between SMO Air Traffic Control Tower (ATCT) and Mr. Ford. I had a question regarding his take off at Santa Monica, specifically his radio transmission "LA Helicopter" (which he repeated). I said that it sounded as though he was possibly confused as to which aircraft he was flying. He answered that he was not confused at all and that he in fact was checking in with the LAX Tower Helicopter frequency which was a required communication facility for use along his intended route of flight. I found his answer to be satisfactory as I did know that LAX Helicopter frequency is correct for the route he specified. (Los Angeles VFR TAC Chart "Mini Route") He said he thought he had already pushed the radio button to change frequencies from SMO to LAX Helicopter frequency hence the erroneous transmission on the SMO Tower frequency. Mr. Ford was lucid and fully engaged as he volunteered information and answered all questions. During this discussion Mr. Ford was counseled about the risks and hazards associated with complacency

and the potentially catastrophic outcomes that can occur due to a pilot's loss of situational awareness. He was told that he must always be vigilant for all potential threats and actively maintain his situational awareness not allowing himself to become caught up on any one or two distractions for any extended period of time. He was told he must always maintain a heightened sense of awareness of what is happening around him at all times and should any threats be perceived, including the possibility of a wake turbulence encounter, it becomes critical that he initiate the appropriate action which in this case would have been a properly executed go-around. He said he realizes his mistake, that he was embarrassed by it, that he has learned from it, and that it will not happen again. I was asked by Mr. Stephen Hofer what I thought the outcome of the investigation was going to be. I advised all attendees that a conclusion was not going to be reached at this time, that this was going to be a deliberative process and that I would advise them once a conclusion has been reached. Mr. Ford at no time acted defensively nor did he attempt to evade questioning. He fully accepted that it was his actions and inactions alone that were causal to the incident and he was insistent that he would take proactive measures including a further review of Human Factors and their impacts on pilot performance to prevent anything like this event happening again. The conversation was frank and free flowing in nature. Mr. Ford's demeanor was contrite and cooperative.

02/13/2017 INCIDENT N89HU SNA
FINDINGS/CONCLUSION

Findings of this investigation are;

FACTS: The pilot was fixated on AA 1456 which he observed to be in motion. The pilot also said he was distracted by a preceding Airbus approaching to land on SNA runway 20R. SNA Airport camera 1 showed that the American Airlines B-737 had not been fixed at a stationary position on taxiway Lima as N89HU was approaching to land. AA 1456 initiated its taxi from a "tail north" position (significantly degrading the American Airlines crew's ability to, in a timely manner, see inbound traffic landing to the south). AA 1456 taxi had begun to slow as it was completing its turn onto taxiway L but had, as yet, not come to a complete stop when simultaneously N89HU arrived at the same location. N89HU continued to a landing on SNA taxiway Charlie. SNA Airport camera 2 showed the preceding Airbus the pilot had previously described as being distracted by landing on SNA 20 R. Additionally, camera 2 showed that the pilot of N89HU banked slightly right at the same approximate location as AA 1456 followed shortly after by a slight adjustment back to the left. SNA Airport camera 3 showed the actual touchdown of N89HU on SNA taxiway Charlie. Falcon Comprehensive Electronic Data Analysis and Reporting (CEDAR) recordings of the incident depicted the simultaneous arrival of both aircraft as well. Unique to the SNA 20L traffic pattern, the Airport Facility Directory Southwest U.S.(AFD) for SNA instructs pilots to fly the traffic pattern at 800 feet AGL rather than the typical 1000 foot pattern. Also due to the close proximity between SNA runways 20L and 20R the AFD instructs pilots to fly the final approach for 20L at a 15° angle into the runway. This procedure helps prevent aircraft arriving on 20L and 20R from losing separation. This pattern configuration also helps mitigate risks associated with wake turbulence emitted from air carriers approaching to land on SNA runway 20R. The end result is that an aircraft in the traffic pattern for 20L becomes "fully established" on final only when it arrives relatively close in to the runway itself as opposed to those airports which have conventional traffic patterns where straight in finals are common.

The pilot holds a Third Class medical certificate with the limitation "must wear corrective lenses." Mr. Ford holds a Private Pilot Certificate with the following Ratings; AMEL/ASEL/ASES/HEL/ Instrument Airplane. He is not an inexperienced pilot. His aircraft are based at SMO. He has a great deal of experience operating into and out of complex airspace and airports without a negative history. He maintains a relatively high frequency rate of training events given the regulatory and insurance requirements that comes with owning and operating his numerous aircraft types. In 2015, he capably executed an emergency landing in narrow confines without causing harm to others. Prior to this incident he had regularly operated in and out of SNA with an error free history. He was lucid, candid, contrite and non-evasive during questioning. He was receptive to suggestion and to direction. He and his Director of Operations proactively took measures prior to my interview to determine what factors may have contributed to the incident. He made himself available upon all requests. He freely volunteered information. He has no history of counseling, re-examination, administrative or enforcement action. He flies on a regular basis and frequently attends formal training in multiple aircraft types. He recently completed training at FlightSafety International, Inc. His hangar and aircraft were in immaculate condition, reflective of a conscientious aviation department. He said they have and use a Safety Management System for the CE-680 which he said he was now going to apply to all aircraft types that he flies. I asked for a copy of the SMS to which they sent it back to me shortly afterwards per my request. 121 Air Carrier aircrews which have landed on taxiways at each carrier's respective Base Airports (Alaska, Delta) filed ASAP reports with the intent of discovering the incident's root cause in order to mitigate the risk of a future occurrence. This act was not deliberate. Re-examination is not warranted given that the root cause of this incident was his fixation on the

02/13/2017 INCIDENT N89HU SNA
FINDINGS/CONCLUSION
(CONTINUED)

taxiing B-737 which degraded his situational awareness to the point where he ultimately landed on the taxiway rather than the assigned runway. The pilot has operated at numerous airports previously without any prior issues. Retraining is also not warranted because prior to this incident, and with over 5,000 hours of flight time along with the accompanying takeoffs and landings he had no history of operating on anything other than the appropriate runway. Mr. Ford landed a conventional gear aircraft on a narrow taxiway clearly demonstrating his ability to maneuver and control an aircraft to a landing.

The pilot demonstrated that he was willing and able to cooperate with us during the course of this investigation thus consistent with the FAA Compliance Philosophy as outlined in the Pilot's Bill of Rights brochure, Airman Counseling is warranted as the appropriate Compliance Action remedy as neither a deliberate nor intentional decision was made to violate the CFRs identified in this case. As fixation and distraction are root causal to the incident, counseling the pilot on Human Factors, maintaining Situational Awareness, and promptly taking corrective action as appropriate to escape potentially hazardous situations is the appropriate Compliance Action remedy. He has been an aviation advocate. There is nothing in Mr. Ford's history to indicate the likelihood of a repeat event. There are no contra-indications historically or presently that this incident was anything other than an unintended mistake.

Conclusion:

February 21, 2017

Nathaniel "Spike" Minczeski
3100 Donald Douglas Loop North
Suite 204
Santa Monica CA, 90405

Federal Aviation Administration
Attn: Rick Hutton
Long Beach FSDO
5001 Airport Plaza Dr. #100
Long Beach, CA 90815

Dear Sir:

I have had the honor of working with Mr. Ford for over three years as his Director of Operations. Mr. Ford takes the privilege of aviation seriously, and as such there is a prevailing culture of safety within his flight department. A large part of that culture is recurrent and continuing education. Having participated in several training events with him, I can attest to his dedication and perfectionist attitude towards aviation. As a long time CFII/MEI, I am continually evaluating Mr. Ford's performance in his aircraft. Without a doubt, of all the people I have flown with, he is his harshest critic, and is the first to point out any errors in either his, or for that matter, my performance. With that in mind, I can attest to his sincere disappointment regarding the event that occurred on 2/13/2017 at KSNA. While I do not have first-hand knowledge about the actions that led to that event, I have since been witness to his renewed energy towards training, and towards "company" procedures to help ensure an event like this does not occur again. As an example of his dedication to safety, here is a list of training activities that were already planned prior to the event on 2/13/2017:

- Bell 407 re-currency. Performed at Bell Helicopters. Date: Fall 2017.
- International Procedures. Flight Safety International. Date: 7/2017.
- AMES Rating. (In anticipation of Aircam completion.) Location TBD. Date: Spring 2017.
- CE-680 re-currency. Flight Safety International. Date: 1/2018

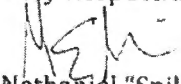
There are several other training events that we have discussed in the wake of this event. We have already spent several hours reviewing company procedures, situational awareness training videos, and aviation safety videos focusing on runway incursions, one of which Mr. Ford narrated.

I will spare you the anecdotes and vignettes of our flying together, but I do want to point out his expertise in the Aviat Husky, of which we've flown together extensively. Mr. Ford is an excellent tailwheel pilot. He is, in fact, one of the best tailwheel pilots I've flown with, both in the backcountry and the metropolitan environment.

Lastly, and while this hardly needs to be said, Mr. Ford is a wonderful advocate for aviation safety, both in practice and in spirit. He has, and will continue to treat this event as a powerful reminder to quest for perfection. After all, the mantra in his flight department is: "Perfection is expected, excellence is tolerated."

Please feel free to call upon me if you have questions, comments or concerns.

Very Respectfully,


Nathaniel "Spike" Minczeski