See & Avoid: What You Don't See Can Kill You!

Operations at Non-Towered Airports

In New Jersey

Presented to: FAA Safety Seminar Attendees

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Federal Aviation Administration

How to Download this Presentation

- You can download this presentation at the link below. The link is case-sensitive.
  - The PPT format is password-protected. Click the read-only button on the right of the password window.
  - http://williamjdoylejr.net/FAAST/Non-Towered_Ops/Non-Towered_Ops_NJ.ppt
- Email me at doylewj@ix.netcom.com to request this link

Presentation Agenda

- NTSB Accident Trends for New Jersey
- FAR 91.3 & 91.103
- Operations at Non-Towered Airports
  - General Considerations & Radio Communications
  - Pattern Operations at Closely Adjacent Non-Towered Airports
  - Avoiding Runway Incursions & Traffic Conflicts at Non-Towered Airports
  - Practice Instrument Approaches at Non-Towered Airports with Multiple Asphalt Runways
- Appendix – How to Use the NTSB Database
- Credits and Reference Information

NTSB Statistics
on
General Aviation Accidents
in
New Jersey
from 1/1/1984 to 12/31/2014

NTSB General Aviation Accidents
New Jersey – 1/1/1984 – 12/31/2014
(See Appendix for Instructions)

19% Fatal

New Jersey Airplane Accidents from 01/01/1984 to 12/31/2014						
NJ	Fatal	Non-Fatal	Fatal Injuries	Serious Injuries	Minor Injuries	No Injuries
719	139	580	253	157	240	768

Airplane Accidents at Selected NJ Airports from 01/01/1984 to 12/31/2014							
Airports	Fatal	Non-Fatal	Fatal Injuries	Serious Injuries	Minor Injuries	No Injuries	Total Accidents
MIV	7	7	10	6	0	14	14
MJX	0	5	0	0	2	7	5
OBI	1	1	2	1	0	0	2
WWD	2	14	3	1	1	19	16
VAY	2	7	3	1	3	9	9
N14	2	17	4	4	8	18	19
SMQ	0	10	0	3	5	11	10
47N	1	13	2	5	6	10	14
BLM	8	31	12	0	12	30	39
Total	23	105	36	21	37	118	128

NTSB General Aviation Accidents
New Jersey – 1/1/1984 – 12/31/2014

Purpose of Flight

NJ	Instructional	Personal	Business	Executive/ Corporate	Aerial Observation	Banner Tow	Ferry	Flight Test	Glider Tow	Positioning	Public Use	Skydiving	Other Work Use
Fatal	14	100	8	1	1	0	0	0	0	4	0	0	3
Non-Fatal	121	370	9	8	4	8	2	1	0	15	0	2	14
Total	**135**	**470**	**17**	**9**	**5**	**8**	**2**	**1**	**0**	**19**	**0**	**2**	**17**

84%

Weather Conditions of Flight

NJ	VMC	IMC
Fatal	110	29
Non-Fatal	560	20
Total	**670**	**49**

Broad Phase of Flight

NJ	Taxi	Takeoff	Climb	Cruise	Descent	Approach	Maneuvering	Landing	Go-Around	Standing
Fatal	1	25	10	22	8	24	29	7	2	0
Non-Fatal	17	111	13	69	10	51	24	240	21	7
Total	**18**	**136**	**23**	**91**	**18**	**75**	**53**	**247**	**23**	**7**

NTSB General Aviation Accidents
Selected New Jersey Airports – 1/1/1984 – 12/31/2014
Purpose of Flight

Airports	Instructional	Personal	Business	Executive/ Corporate	Aerial Observation	Banner Tow	Ferry	Flight Test	Glider Tow	Positioning	Public Use	Skydiving	Other Work Use
MIV	5	7	1	0	0	0	0	0	0	1	0	0	0
MJX	2	3	0	0	0	0	0	0	0	0	0	0	0
OBI	0	2	0	0	0	0	0	0	0	0	0	0	0
WWD	3	11	0	0	0	1	0	0	0	0	0	0	1
VAY	1	6	0	0	0	0	1	0	0	1	0	0	0
N14	0	0	0	0	0	0	0	0	0	0	0	0	0
SMQ	3	6	0	0	0	0	0	0	0	0	0	0	1
47N	3	10	0	0	1	0	0	0	0	0	0	0	0
BLM	8	20	0	1	0	2	0	1	0	3	0	1	3
Total	**25**	**65**	**1**	**1**	**1**	**3**	**1**	**1**	**0**	**5**	**0**	**1**	**5**

Weather Conditions of Flight

Airports	VMC	IMC
MIV	11	3
MJX	5	0
OBI	1	1
WWD	15	1
VAY	9	0
N14	19	0
SMQ	9	1
47N	14	0
BLM	36	3
Total	**119**	**9**

NTSB General Aviation Accidents
Selected New Jersey Airports – 1/1/1984 – 12/31/2014

Broad Phase of Flight

Airports	Taxi	Takeoff	Climb	Cruise	Descent	Approach	Maneuvering	Landing	Go-Around	Standing
MIV	1	2	0	0	2	2	0	6	1	0
MJX	1	2	0	0	0	0	0	2	0	0
OBI	0	1	0	0	0	0	0	1	0	0
WWD	0	3	0	1	0	4	1	7	0	0
VAY	0	1	0	1	0	2	1	3	1	0
N14	0	2	0	4	0	2	0	8	3	0
SMQ	0	1	0	0	0	1	0	6	2	0
47N	0	1	2	0	0	1	0	8	1	1
BLM	4	4	0	1	0	5	8	16	0	1
Total	**6**	**17**	**2**	**7**	**2**	**17**	**10**	**57**	**8**	**2**

Two FARs You Really Need to Understand

14 CFR 91.3

- **Responsibility and authority of the pilot in command.**

  a) The pilot in command of an aircraft is directly responsible for, and is the **final authority** as to, the operation of that aircraft.

  b) In an **in-flight emergency requiring immediate action**, the pilot in command **may deviate from any rule of this part to the extent required to meet that emergency**.

  c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, **upon the request of the Administrator**, send a written report of that deviation to the Administrator.

- **What Can You Say to ATC If You Have a Problem?**
  - **Cessna 12345 is declaring an emergency!**
  - **Cessna 12345, May Day! May Day! May Day!**
  - **Say it sooner rather than later!**

Information That the FAA Wants You to Know About Your Destination Airport

- Federal Aviation Regulations
  - See 14 CFR 91.103 on next slide
    - The FAA uses the phrase “This information must include.”
    - The word “include” means that the FAA’s list is not all-inclusive list. If there is any other information that is important, the FAA expects the pilot to know it. TFRs are an example.
- A lot of this information is available from AOPA Airports

14 CFR 91.103 – Preflight Action

- Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—

  a) For a flight under IFR or a flight not in the vicinity of an airport, **weather reports and forecasts**, fuel requirements, **alternatives available if the planned flight cannot be completed**, and any known traffic delays of which the pilot in command has been advised by ATC;

  b) For any flight, **runway lengths at airports of intended use**, and the following takeoff and landing distance information:

     1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

     2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to **aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.**

Operations at Non-Towered Airports

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General Considerations & Radio Communications

Operations at Non-Towered Airports

- AOPA Safety Advisor
  - Flying into, out of, and in the general vicinity of non-towered airports has a fair number of associated risks.
  - Please refer to the AOPA Safety Advisor on Operations at Non-Towered Airports.
  - It is available at the link below.
    - http://williamjdoylejr.net/DOV/AOPA_Safety_Advisors/sa08_Operations_at_Nontowered_Airports.pdf

SAFETY ADVISOR

Operations & Proficiency No. 3

Operations at
Nontowered Airports

Nontowered airports—those not served by an operating air traffic control (ATC) tower—are much more common than towered fields. In fact, nearly 20,000 airports in the United States are nontowered, compared to approximately 500 that have towers.

Millions of safe operations in all types of aircraft are conducted at nontowered airports in a variety of weather conditions. The process works because pilots put safety first and use recommended procedures.

A word about procedure: There are several sources of information that explain official FAA-recommended procedures at nontowered airports. FAR 91.113 cites basic right-of-way rules, and FARs 91.126 and 91.127 establish traffic-flow rules at nontowered airports. The *Aeronautical Information Manual (AIM)* and FAA Advisory Circular 90-66A expand on the regulations. Together, these documents define procedures for nontowered flight operations.

Regulations and procedures can't cover every conceivable situation, though, and the FAA has wisely avoided imposing rigid operating regulations at nontowered airports. What is appropriate at one airport may not work at the next. Some airports have special operating rules due to obstacles or hazards, while other rules may promote a smooth and efficient flow of traffic or keep aircraft from overflying unsympathetic airport neighbors.

Right-of-way rules, along with nontowered airport traffic patterns and procedures, exist to prevent collisions in the air and on the ground. There are other benefits to adhering to the rules, such as an orderly traffic flow, noise abatement, and defusing potential right-of-way conflicts. However, traffic separation is the prime concern. This Safety Advisor covers the "rules of the road" at nontowered airports.

Some people use the term "uncontrolled airport" to mean the same thing as "nontowered airport," but nontowered airports are anything but "out of control."

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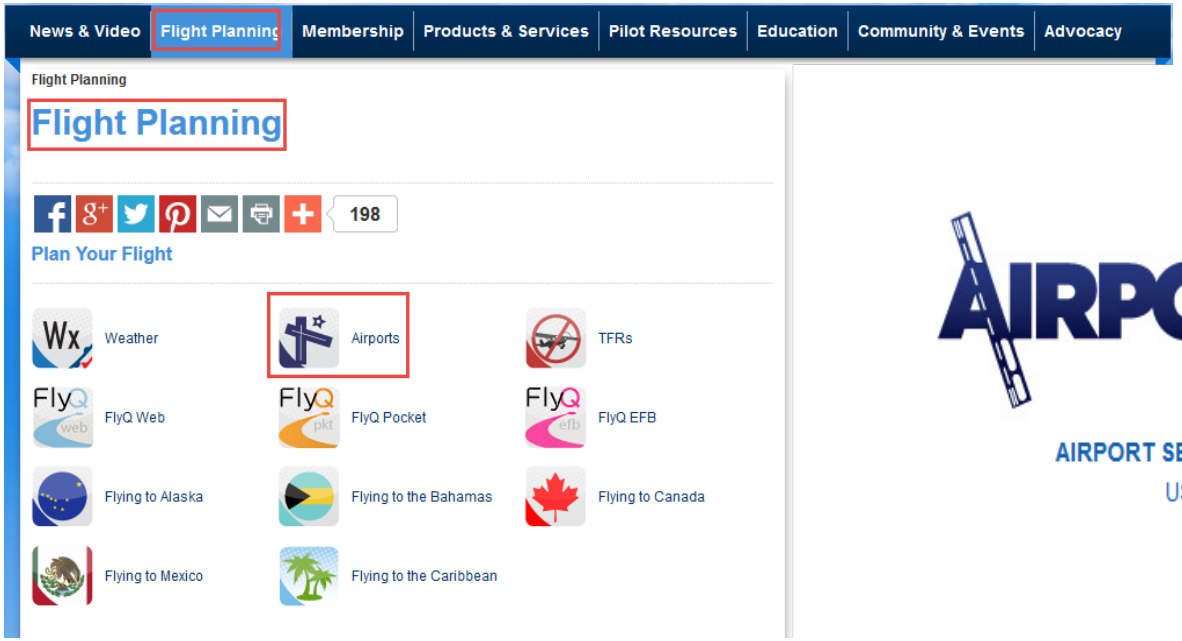
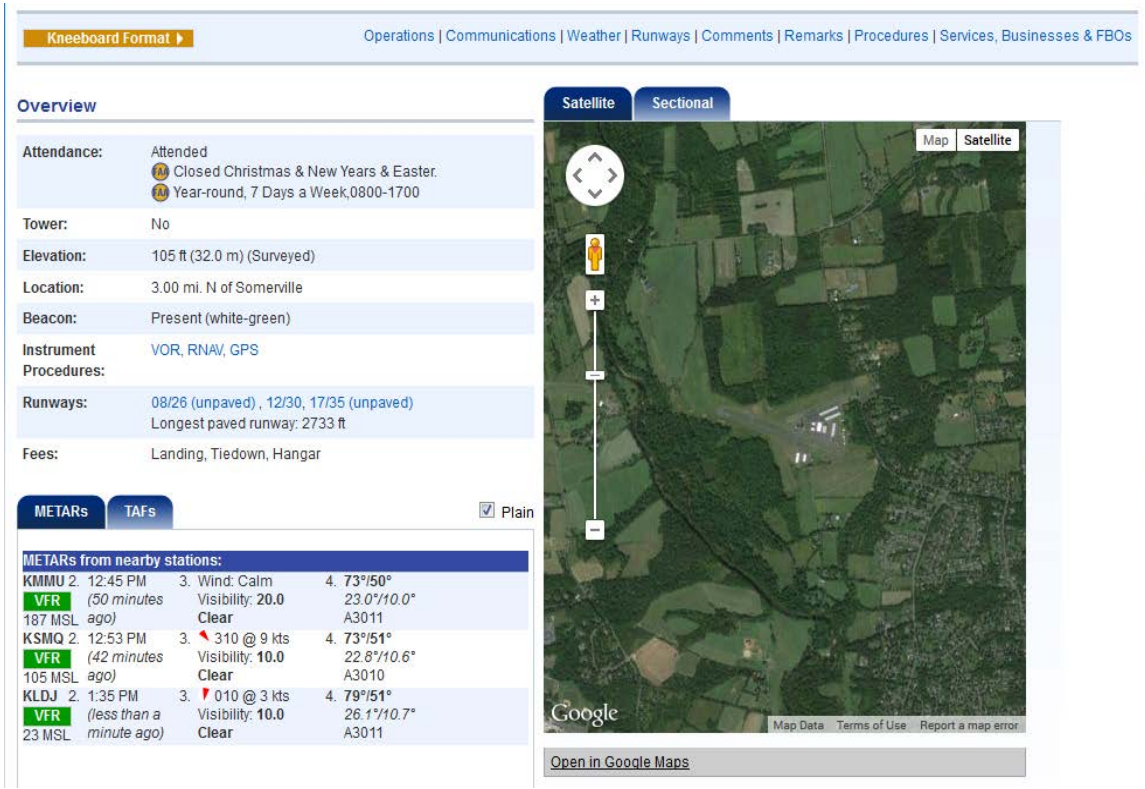
Operations at Non-Towered Airports

- Using the AOPA Airport Directory
  - You can use AOPA web page. Click on Flight Planning then Airports.
    http://www.aopa.org/airports/
  - On the Flight Planning page, click on Airports
    - Enter the identifier of the airport you want
      - For Somerset enter “ksmq” and click the Go button



Operations at Non-Towered Airports

- Using the AOPA Airport Directory (continued)
  - This gives you the Overview page, which contains information such as
    - Hours of Operation
    - Field Elevation
    - Traffic Pattern Altitude
    - Runways
    - Instrument Procedures
    - Fees
    - Fuel (including cost)
    - Accident History



Operations at Non-Towered Airports

- Determining the Active Runway
  - Done via any or all of the following:
    - By observing arriving and departing traffic
    - By listening to arriving and departing traffic on the CTAF
    - By listening to ASOS/AWOS
    - By looking at the direction the wind sock is pointing
- Cautions
  - Occasionally pilots will land downwind or takeoff downwind. This may be done for any number of reasons. Examples include:
    - Minimizing the taxi distance from the hangar or tie-down to the runway to save fuel and/or Hobbs time
    - Minimizing the taxi distance from the runway to the hangar or tie-down to save fuel and/or Hobbs time
    - Did not know the ASOS/AWOS frequency
    - Complacency

Operations at Non-Towered Airports

- **Best Practices**
  - On the ground, pilots need to **listen to** what is being said on the **CTAF** as well as **exercise vigilance** and **situational awareness**.
    - Together these efforts will help to avoid traffic conflicts.
  - On approach to an airport, **pilots need to monitor the CTAF from at least ten miles out** to get a sense of the traffic volume at the airport and the runway in use for arrivals and departures.
    - This will build a mental image of the airport and result in very good situational awareness.

Radio Communications

- **Call Sign Usage**
  - Self-announcing with your N-number as a Call Sign on the CTAF (Common Traffic Advisory Frequency) at non-towered airports can cause confusion to other pilots.
    - Pilots will care less about the call sign than they will about the type of airplane entering the pattern or turning crosswind, base, or final.
    - Consider broadcasting
      - "Cessna 182" or "Red-white-and-blue Cessna 182" instead of Cessna 12345.
      - "Cessna 172" or "Red-white-and-blue Cessna 172" instead of Cessna 34567.

Radio Communications Best Practice

- **Best Practice**
  - Do not broadcast “Cessna 172, departing runway 3-0” unless you are sure you will be taking off.
    - If something happens to change your departure, you should broadcast “Cessna 172, holding short runway 3-0.”
    - This lets arriving traffic, especially if it is opposite direction traffic, know that the Cessna 172 will not be a factor for them.
  - Do not make the broadcast until you are ready to execute whatever you are broadcasting.
    - For example, do not broadcast “Cessna 172, departing runway 3-0” while you are still taxiing to runway 30.
    - Wait until you get to the hold short line and have completed your pre-takeoff run-up and then broadcast “Cessna 172, departing runway 3-0.”

Radio Communications Best Practice

- **What to do if you have difficulty speaking on radio**
  - AOPA has an online course entitled “Say It Right: Mastering Radio Communication.”
  - This course qualifies for the FAA Wings Program and is available at the link below.

    http://flash.aopa.org/asf/radiocomm/

Operations at Non-Towered Airports

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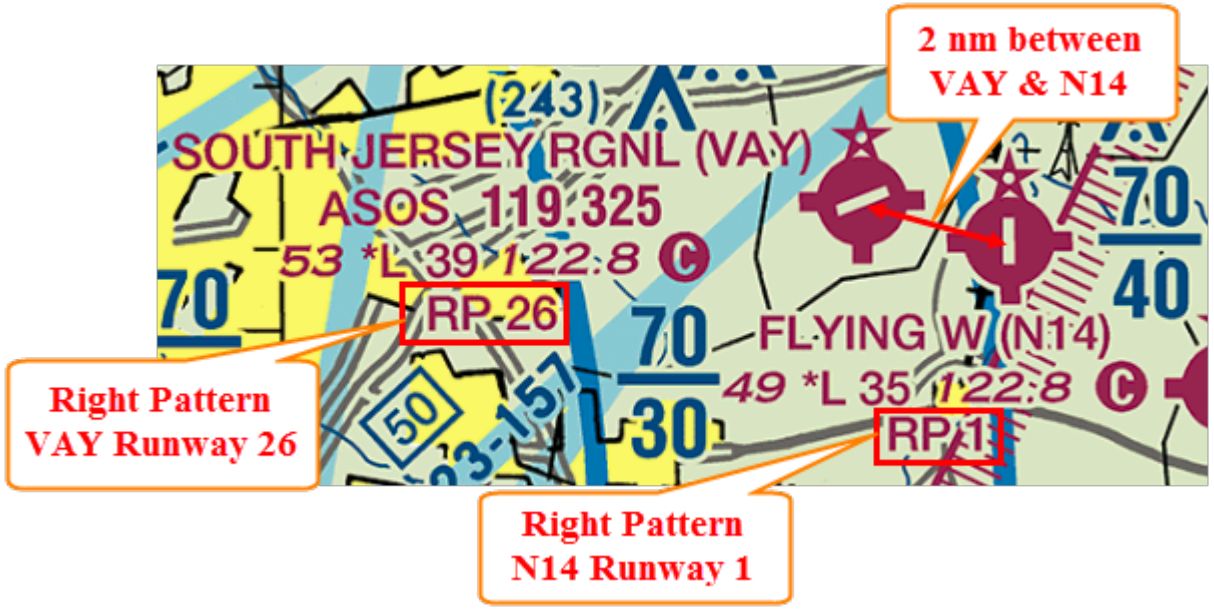
Pattern Operations at Closely Adjacent Non-Towered Airports

Pattern Operations at Closely Adjacent Non-Towered Airports

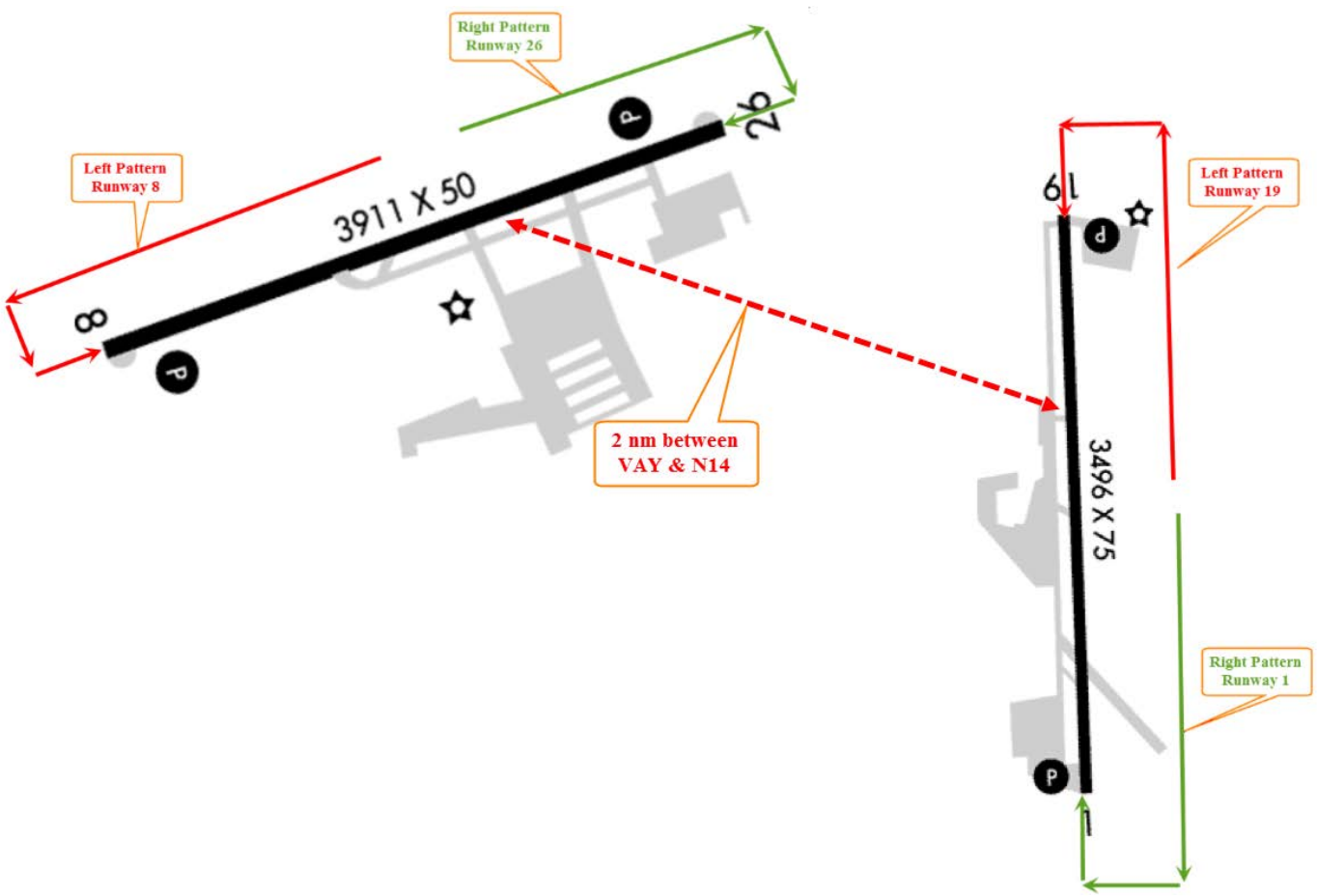
- Check pattern direction (left vs. right) before entering pattern
  - RP on sectional indicates "Right Pattern"
  - Left Pattern is default when "RP" not shown



- Source
  - http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/
  - For Sectional Charts, click on the Sectional tab.
  - For Terminal Area Charts, click on the Terminal Area tab

Pattern Operations at Closely Adjacent Non-Towered Airports

- Proximity of KVAY & N14
  - Separation = 2nm
  - Separation reduces to 1nm if
    - N14 LP Runway 1
    - VAY LP Runway 26
- Source: ForeFlight



Operations at Non-Towered Airports

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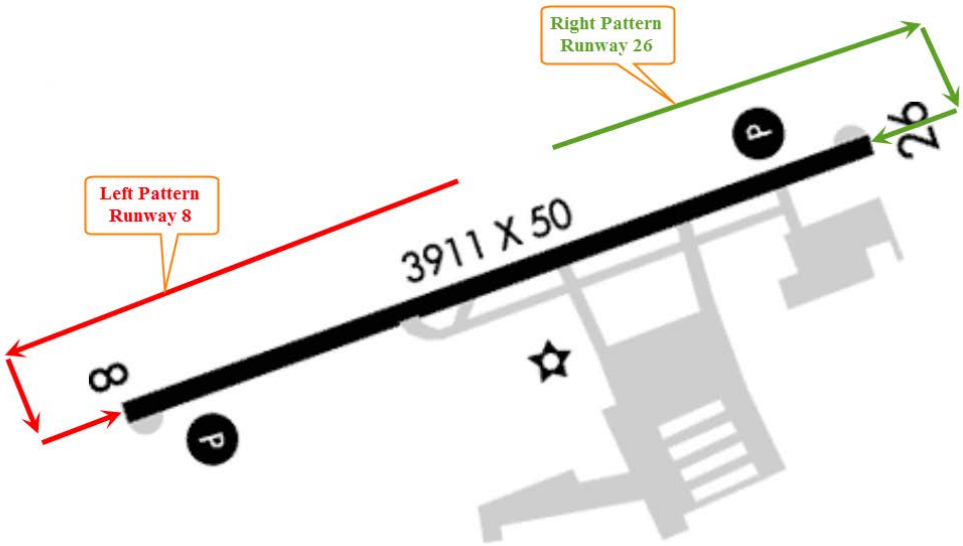
Airport Environment & Accident History at Flying W & South Jersey Regional Airports

Airport Environment – South Jersey Regional (VAY)

- **South Jersey Regional (VAY) Airport Environment**
  - Link for South Jersey Regional Airport is http://www.aopa.org/airports/kvay
  - Field Elevation – 52 feet
  - Traffic Pattern Altitude (TPA) – 853 feet MSL
  - Runways
    - 8/26 – 3,911 feet x 50 feet (asphalt)
      - Right traffic Runway 26
  - Airport Diagram
    - Source: ForeFlight



South Jersey Regional Airport (VAY) Accident History

- **Between 07/05/1997 and 05/01/2014 there were ten (10) accidents**
  - Accidents with Fatal Injuries – 1
  - Accidents with Serious Injuries – 1
  - Accidents with Minor Injuries – 2
  - Accidents with No Injuries – 6

South Jersey Regional Airport (VAY) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=**VAY**; Date=**All**;

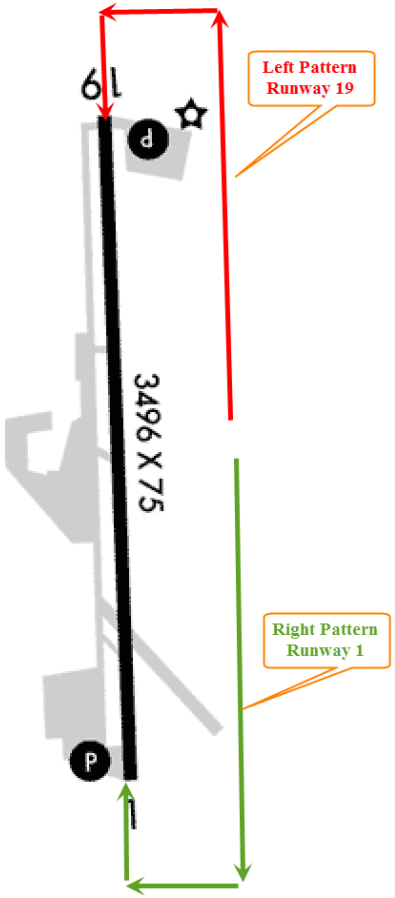
Displaying records **1** - **10** of **10**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA14CA216	05/01/2014	N119HF	Agusta	A119	Lumberton	NJ	None	Instructional
ERA09LA468	08/18/2009	N7556H	Piper	PA 12	Mount Holly	NJ	None	Personal
ERA09LA427	07/27/2009	N1494X	Piper	PA 34	Mount Holly	NJ	None	Positioning
IAD05LA112	07/31/2005	N399HF	Schweizer	269	Mount Holly	NJ	Minor	Instructional
NYC03LA134	06/23/2003	N18146	Cessna	150	Mount Holly	NJ	Minor	Personal
IAD02LA040	04/03/2002	N5079J	Cessna	310/U3A	Mount Holly	NJ	Serious	Personal
NYC01FA169	07/10/2001	N9616U	Grumman Amer.	AA-1/TR-2	Medford	NJ	Fatal	Personal
NYC01LA135	05/31/2001	N1893	Redfern	NIEUPORT	Evesham Twp.	NJ	None	Ferry
NYC98LA030	11/19/1997	N5189W	Piper	PA 28	Mount Holly	NJ	None	Instructional
NYC97LA135	07/05/1997	N166KM	Cessna	182	Medford	NJ	None	Personal

Airport Environment – Flying W (N14)

- **Flying W (N14) Airport Environment**
  - Link for Flying W Airport is http://www.aopa.org/airports/N14
  - Field Elevation – 49 feet
  - Traffic Pattern Altitude (TPA) – 850 feet MSL
  - Runways
    - 1/19 – 3,496 feet x 75 feet (asphalt)
      - Right traffic Runway 1
  - Airport Diagram (source: ForeFlight)



Flying W Airport (N14) Accident History

- **Between 08/21/1985 and 10/22/2013 there were 20 accidents**
  - Accidents with Fatal Injuries – 2
  - Accidents with Serious Injuries – 4
  - Accidents with Minor Injuries – 3
  - Accidents with No Injuries – 11

Flying W Airport (N14) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=**N14**; Date=**All**;

Displaying records **1** - **20** of **20**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA14CA016	10/22/2013	N825D	Lancair	320/360	Lumberton	NJ	None	Personal
ERA13CA436	09/29/2013	N7626R	Beech	BE 23	Lumberton	NJ	None	Personal
ERA13LA300	06/22/2013	N2091E	Sikorsky	269C	Lumberton	NJ	Minor	Personal
ERA10LA193	03/21/2010	N1572L	Beech	BE 95	Lumberton	NJ	None	Personal
ERA09CA306	05/25/2009	N49396	Cessna	152	Lumberton	NJ	Minor	Personal
NYC07CA133	06/07/2007	N2173S	Piper	PA 44	Lumberton	NJ	None	Instructional
NYC07CA010	10/19/2006	N246MT	Cirrus Design	SR22	Lumberton	NJ	None	Instructional
NYC06CA107	05/02/2006	N2549Y	Cessna	172	Lumberton	NJ	None	Instructional
NYC02LA062	02/17/2002	N56885	Piper	PA 28	Newbolds Corner	NJ	Minor	Personal
IAD01LA020	12/18/2000	N789FW	Cessna	172	Medford	NJ	None	Personal
NYC01LA032	11/08/2000	N675JM	North American	NAVION	Lumberton	NJ	Serious	Personal
NYC99LA094	04/16/1999	N12469	Cessna	172	Lumberton	NJ	None	Personal
NYC97LA073	04/13/1997	N29M	Piper	PA 32R	Lumberton	NJ	None	Personal
NYC94LA136	07/24/1994	N40996	Piper	PA 34	Lumberton	NJ	Serious	Personal
NYC94LA036	12/07/1993	N4920J	Piper	PA 28R	Lumberton	NJ	None	Instructional
NYC93FA169	08/22/1993	N3804B	Beech	BE 35	Medford	NJ	Fatal	Personal
NYC91LA129	05/11/1991	N732BU	Cessna	210	Lumberton	NJ	Serious	Personal
NYC89LA071	01/19/1989	N201MQ	Mooney	MK 20	Lumberton	NJ	None	Personal
NYC87FA002	10/01/1986	N48925	Cessna	152	Lumberton	NJ	Fatal	Personal
NYC85FHD03	08/21/1985	N13480	Cessna	172	Lumberton	NJ	Serious	Personal

Operations at Non-Towered Airports

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Avoiding Runway Incursions & Traffic Conflicts at Non-Towered Airports

Potential Conflict with Landing Traffic

- An airplane was preparing to depart SMQ from runway 30 and a Waco was preparing to land on runway 12. Consider the following:
  - The Waco is an open cockpit airplane. It can be difficult to hear the Waco pilot over the background noise.
  - Local custom is to use runway 30 in calm winds due to noise abatement, though that is not published.
  - The departing airplane remains at the threshold and does not depart because they could not see the Waco.
  - The copilot's radio transmissions could have confused CTAF radio listeners into thinking that the airplane at the threshold was departing into the landing traffic.
- What would you do?
- See recommended best practices on the next slides in this presentation.

Avoiding Conflicts with Landing Traffic

- **Somerset (SMQ) Airport Best Practices for Reducing Possibility of Conflict with Traffic Landing Runway 12 and Traffic Planning to Depart Runway 30**
  - Departing airplane continues to hold short at runway 30 to avoid traffic conflict
  - PIC strictly enforces a sterile cockpit:
    - No talking except for necessary or emergency communications
  - PIC and all other crew members listen for any CTAF advisories about landing traffic
    - Pay particular attention to the runway numbers broadcast
  - PIC and all other crew members maintain a constant vigilance for
    - Traffic landing on Runway 30
    - Traffic landing on Runway 12

Avoiding Conflicts with Landing Traffic

- **Somerset (SMQ) Airport Best Practices for Avoiding Traffic Conflicts**
  - When the pre-takeoff run-up is complete, the PIC (or Co-pilot) should do the following:
    - Broadcast “Cessna 182, departing Runway 3-0”
    - If something happens to delay your departure, broadcast
      - “Cessna 182, holding short runway 3-0.”
    - If there is a CTAF broadcast of arriving traffic and you cannot see the traffic, broadcast
      - “Cessna 182, looking for traffic, holding short runway 3-0.”
  - Avoid making broadcasts on the CTAF that will be confusing to other pilots in the pattern
  - Maintain your situational awareness
  - Proceed to the departure end of Runway 30
  - Initiate takeoff roll

Avoiding Conflicts with Landing Traffic

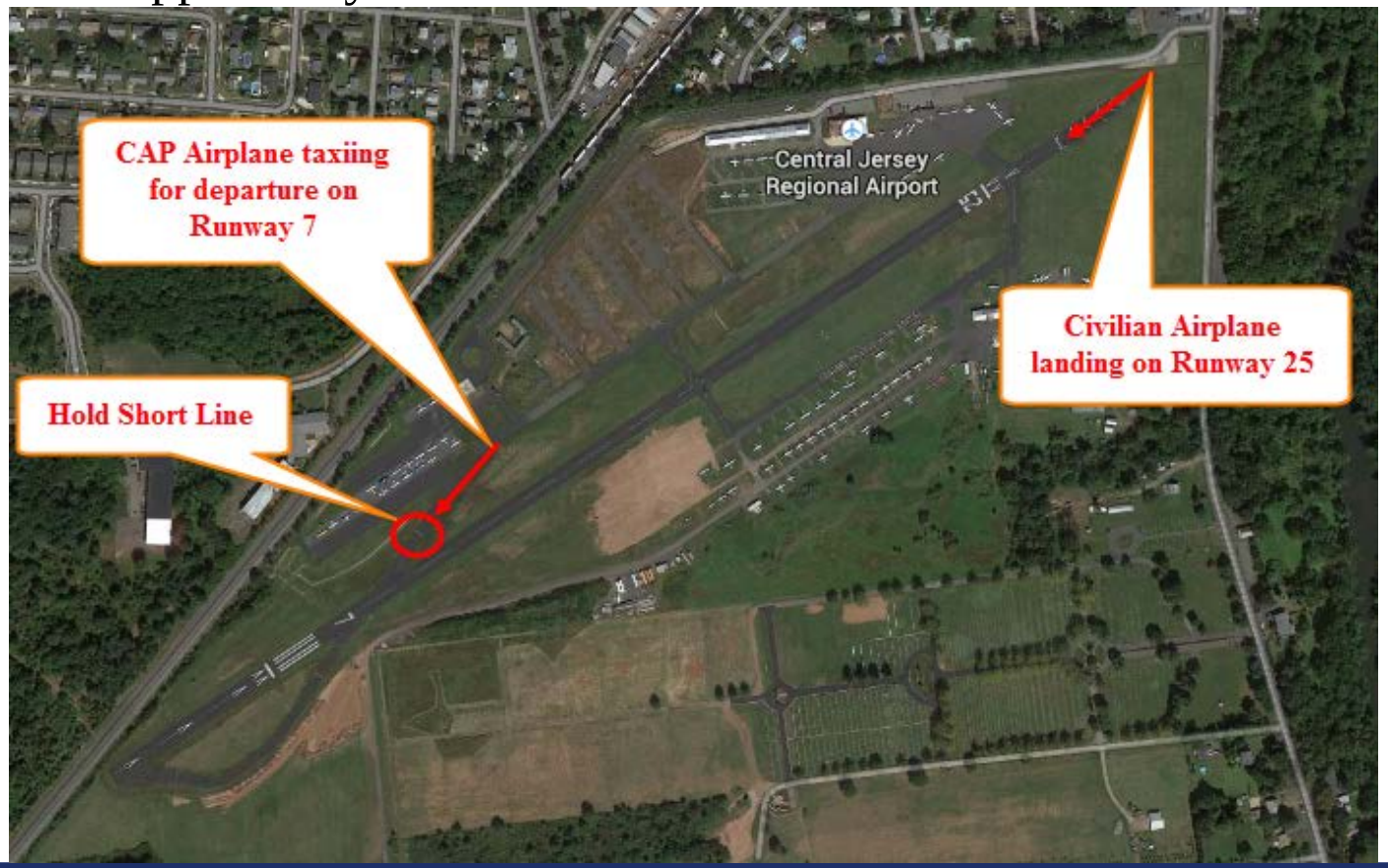
- **Somerset (SMQ) Airport Best Practices for Avoiding Traffic Conflicts**
  - What the hypothetical scenario can look like.
    - Source: Google Earth

Potential Runway Incursion

- An airplane is taxiing for departure at 47N. Consider the following:
  - The departing airplane announces that it is taxiing and holds short of the runway.
  - The departing airplane has a clear view of approach on runway 7, which is ahead on the taxiway.
  - The departing airplane does not have a clear view of runway 25, which is in the blind spot for Cessna high wing aircraft.
  - The departing airplane turns wings parallel to the runway, gets a clear view of runway 25, and sees a airplane that has just touched down and is in its landing roll.
- What would you do?
- See recommended best practices on the next slides in this presentation.

A Potential for a Runway Incursion

- **Picture below is from Google Earth via AOPA Airports**
  - When a Cessna high-winged airplane taxis to the hold short line for departure from 47N via runway 7, the left wing obscures landing traffic on runway 25.
  - See the opportunity for a traffic conflict?



Avoiding Runway Incursions

- **Central Jersey (47N) Airport Best Practices for Avoiding Traffic Conflicts and Runway Incursions for a Safe Departure from Runway 7**
  - When the pre-takeoff run-up is complete, the PIC should do the following:
    - Broadcast “Cessna 182, departing Runway 7”
    - Turn the airplane’s nose back onto the taxiway centerline
    - Maintain your situational awareness
    - Proceed to the departure end of Runway 7
    - Initiate takeoff roll

Avoiding Runway Incursions

- **Central Jersey (47N) Airport Best Practices for Avoiding Traffic Conflicts and Runway Incursions for a Safe Departure from Runway 7**
  - What the best practice can look like. Source: Google Earth

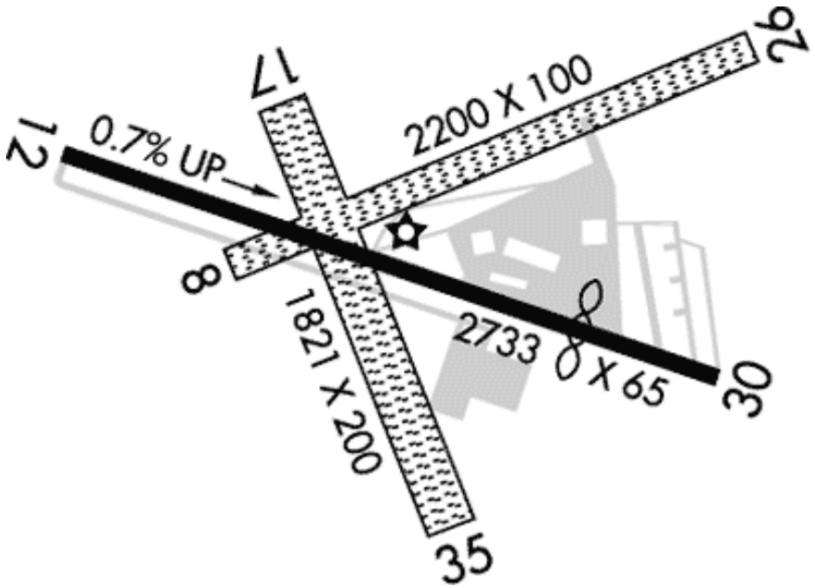
Operations at Non-Towered Airports

-

Airport Environment & Accident History at Somerset & Central Jersey Airports

Airport Environment – Somerset (SMQ)

- **Somerset (SMQ) Airport Environment**
  - Link for Somerset Airport is http://www.aopa.org/airports/ksmq
  - Field Elevation – 105 feet
  - Traffic Pattern Altitude (TPA) – 1,100 feet MSL
  - Runways
    - 12/30 – 2,733 feet x 65 feet (asphalt)
    - 17/35 – 1,821 feet x 200 feet (turf)
    - 8/26 – 2,200 feet x 100 feet (turf)
  - Airport Diagram (source: ForeFlight)



Somerset Airport (SMQ) Accident History

- **Between 10/27/1999 and 04/19/2014 there were ten (10) accidents**
  - Accidents with Fatal Injuries – 0
  - Accidents with Serious Injuries – 2
  - Accidents with Minor Injuries – 3
  - Accidents with No Injuries – 5

Somerset Airport (SMQ) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Analysis

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=**SMQ**; Date=**All**;

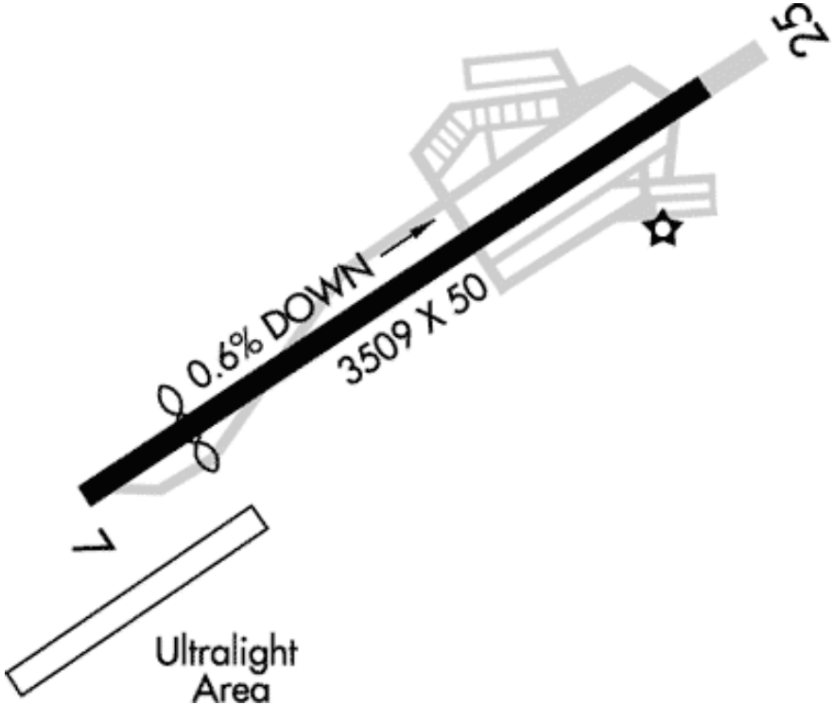
Displaying records **1** - **10** of **10**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA14CA204	04/19/2014	N2219T	Cessna	185	Somerville	NJ	None	Personal
ERA14CA012	10/15/2013	N62XX	Waco	UPF/YMF,AS	Somerville	NJ	None	Personal
ERA12CA204	03/02/2012	N518F	Amer Champion	7ECA/GCAA/GCBC	Bedminster	NJ	Serious	Instructional
ERA09CA336	06/08/2009	N43766	Taylorcraft	TCRAFT BC	Somerville	NJ	None	Personal
NYC07LA032	11/17/2006	N1442E	Columbia	350/400	Somerville	NJ	None	Other Work Use
NYC06CA177	07/16/2006	N5363P	Beech	BE 36	Somerville	NJ	None	Personal
NYC04LA213	09/15/2004	N29BF	Cessna	185	Somerville	NJ	Minor	Personal
NYC04LA176	07/24/2004	N6139J	Piper	PA 28	Somerville	NJ	Serious	Instructional
NYC03LA195	09/05/2003	N6183J	Piper	PA 28	Somerville	NJ	Minor	Instructional
NYC00LA016	10/27/1999	N195EL	Cessna	190	Somerville	NJ	Minor	Personal

Airport Environment – Central Jersey (47N)

- **Central Jersey (47N) Airport Environment**
  - Link for Central Jersey Airport is http://www.aopa.org/airports/47N
  - Field Elevation – 86 feet
  - Traffic Pattern Altitude (TPA) – 1,086 feet MSL
  - Runways
    - 7/25 – 3,510 feet x 50 feet (asphalt)
  - Airport Diagram (source: ForeFlight)



Central Jersey Airport (47N) Accident History

- **Between 08/21/1984 and 09/06/2012 there were 14 accidents**
  - Accidents with Fatal Injuries – 1
  - Accidents with Serious Injuries – 3
  - Accidents with Minor Injuries – 3
  - Accidents with No Injuries – 7

Central Jersey Airport (47N) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=**47N**; Date=**All**;

Displaying records **1** - **14** of **14**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA12LA549	09/06/2012	N6716L	Beech	BE 76	Manville	NJ	Serious	Personal
ERA11CA225	04/02/2011	N2491K	Piper	PA 38	Manville	NJ	Serious	Personal
ERA09CA070	11/09/2008	N6180R	Cessna	172RG	Manville	NJ	None	Personal
NYC99LA185	07/24/1999	N714HS	Cessna	150	Manville	NJ	Minor	Instructional
NYC99FA125	05/29/1999	N98122	Piper	PA 28	Hillsborough	NJ	Fatal	Personal
NYC97LA143	07/14/1997	N9679V	Cessna	172	Manville	NJ	Serious	Personal
IAD97LA036	12/27/1996	N738UW	Cessna	172	Manville	NJ	Minor	Personal
BFO95LA016	11/20/1994	N2984V	Cessna	150	Manville	NJ	None	Instructional
BFO92LA043	03/21/1992	N9348N	Piper	PA 28R	Manville	NJ	None	Personal
NYC91DHA02	06/15/1991	N222KM	Vans	RV-3/4	Manville	NJ	Minor	Personal
NYC90LA216	09/08/1990	N2654S	Cessna	337/O-2	Manville	NJ	None	Personal
NYC88LA230	08/27/1988	N2445N	Piper	PA 38	Manville	NJ	None	Instructional
NYC87LA090	02/17/1987	N63218	Cessna	150	Manville	NJ	None	Aerial Observation
NYC84LA296	08/21/1984	N65665	Cessna	172	Manville	NJ	None	Personal

Operations at Non-Towered Airports

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Practice Instrument Approaches at Non-Towered Airports with Multiple Asphalt Runways

Risk Analysis of Instrument Approaches at MIV, MJX, OBI, WWD, & BLM

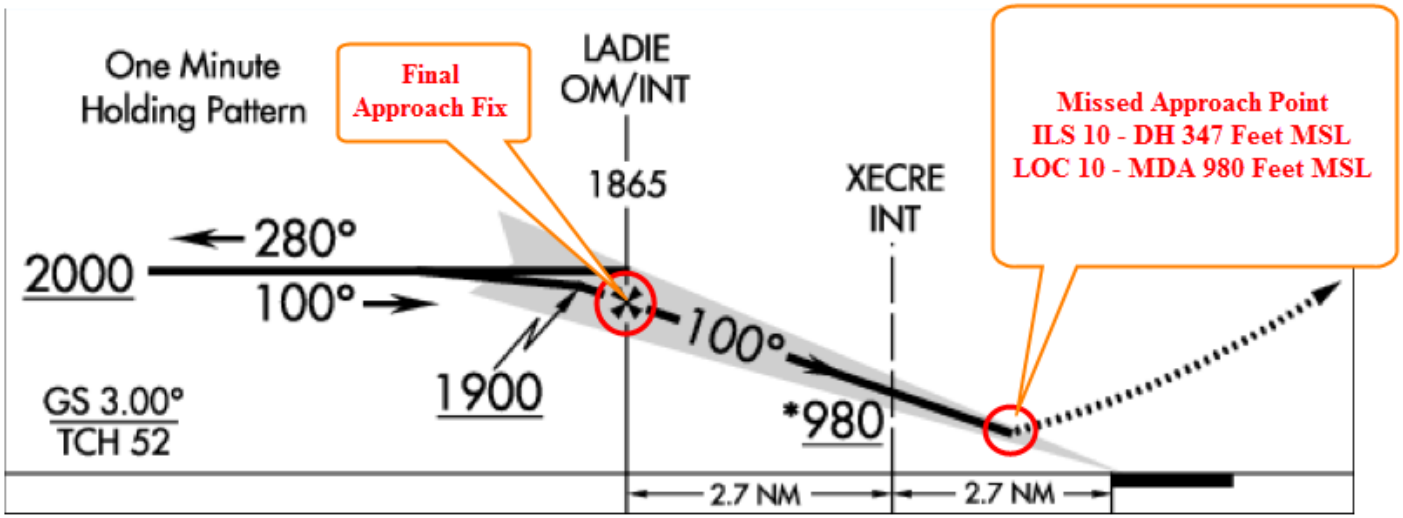
- The next four sections address the approaches list below.
  - MIV ILS/LOC Runway 10
  - MJX ILS/LOC Runway 6
  - OBI RNAV (GPS) Runway 1
  - WWD LOC Runway 19
- Each section includes information about the following:
  - Runways and their associated lengths
    - Pattern direction for each runway
  - Calm wind runway
  - Traffic Pattern Altitude
  - Approach Control and frequency
  - Plan View from the IAP (Instrument Approach Procedure)
  - Airport Diagram from the IAP (Instrument Approach Procedure)
    - Patterns have been drawn for other runways to indicate possible traffic conflicts.

Risk Analysis of Instrument Approaches at MIV, MJX, OBI, WWD, & BLM

- The greatest risk for traffic conflict for each of these approaches is from the crosswind runways.
  - MIV ILS/LOC Runway 10
    - Crosswind runways are 14 and 32
  - MJX ILS/LOC Runway 6
    - Crosswind runways are 14 and 32
  - OBI RNAV (GPS) Runway 1
    - Crosswind runways are 13 and 31
  - WWD LOC Runway 19
    - Crosswind runways are 10 and 28
  - BLM RNAV (GPS) Runway 32
    - Crosswind runways are 3 and 21

Risk Analysis of MIV ILS/LOC Runway 10 in Day VFR

- The picture below illustrates the ILS/LOC 10 approach at MIV.
  - ILS 10 precision approach DH (Decision Height) = 347 feet MSL.
  - LOC 10 non-precision approach MDA (Minimum Descent Altitude) = 980 feet MSL.
  - Pattern altitude for VFR traffic = 800 feet MSL.



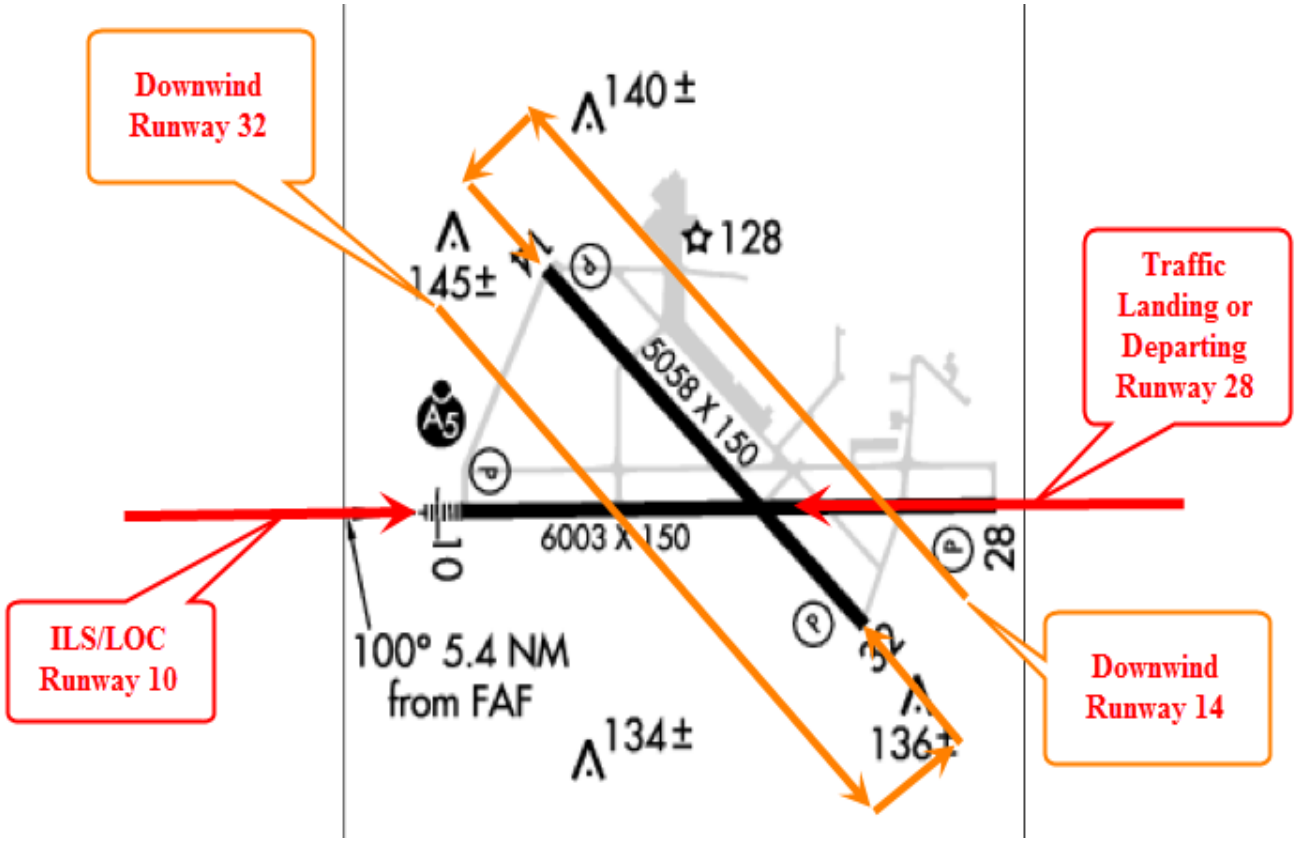
Risk Analysis of MIV ILS/LOC Runway 10 in Day VFR

- Picture the scenario of a bright, sunny, calm wind day where you want to do a practice approach. There are other airplanes in the pattern. What should you do?
- While you can fly the approach on your own to save time, contact Atlantic City Approach (124.6).
  - Atlantic City's radar is another set of eyes to keep you safe and avoid a mid-air collision.
- Make sure your safety pilot has eyes outside.
- Listen to the CTAF to determine what runway(s) is/are in use

Risk Analysis of MIV ILS/LOC Runway 10 in Day VFR

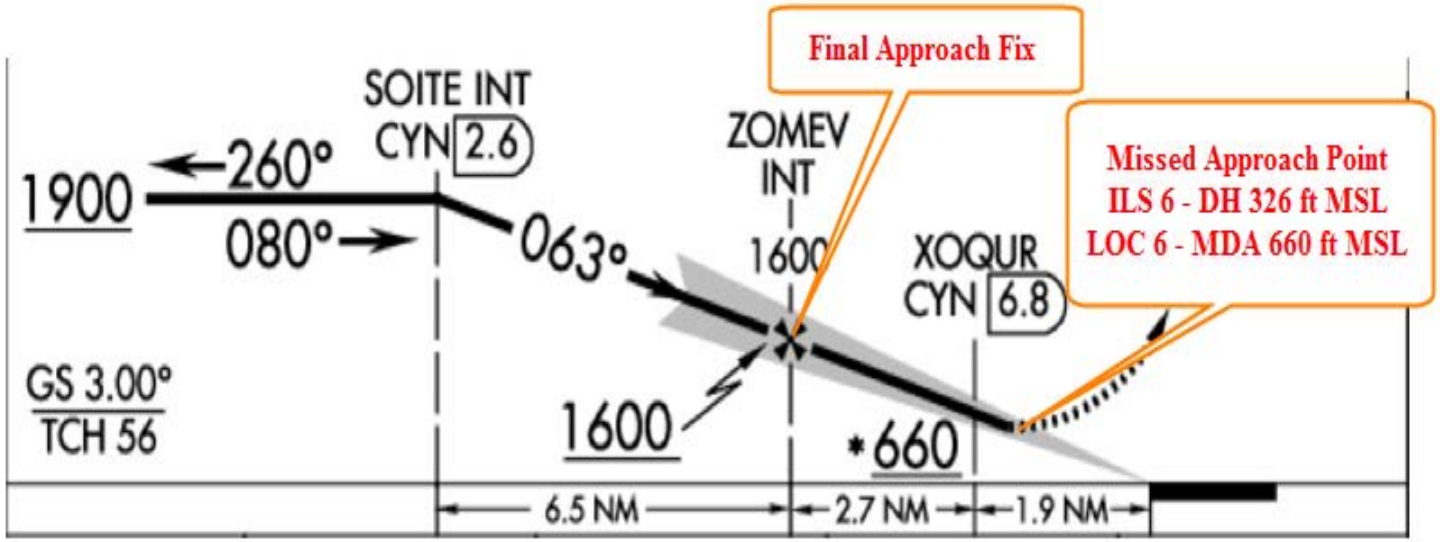
- Downwind traffic for runway 32 poses the closest and greatest risk for a mid-air collision.
  - If runway 32 is in use, especially if there is traffic on the downwind,
    - break off the approach before reaching pattern altitude (800 feet MSL).
- Runway 10 is the calm wind runway.
  - There is little risk of opposite direction traffic.

Risk Analysis of MIV ILS/LOC Runway 10 in Day VFR



Risk Analysis of MJX ILS/LOC Runway 6 in Day VFR

- The picture below illustrates the ILS/LOC 6 approach at MJX.
  - ILS 6 precision approach DH (Decision Height) = 326 feet MSL.
  - LOC 6 non-precision approach MDA (Minimum Descent Altitude) = 660 feet MSL.
  - Pattern altitude for VFR traffic = 1,000 feet MSL.



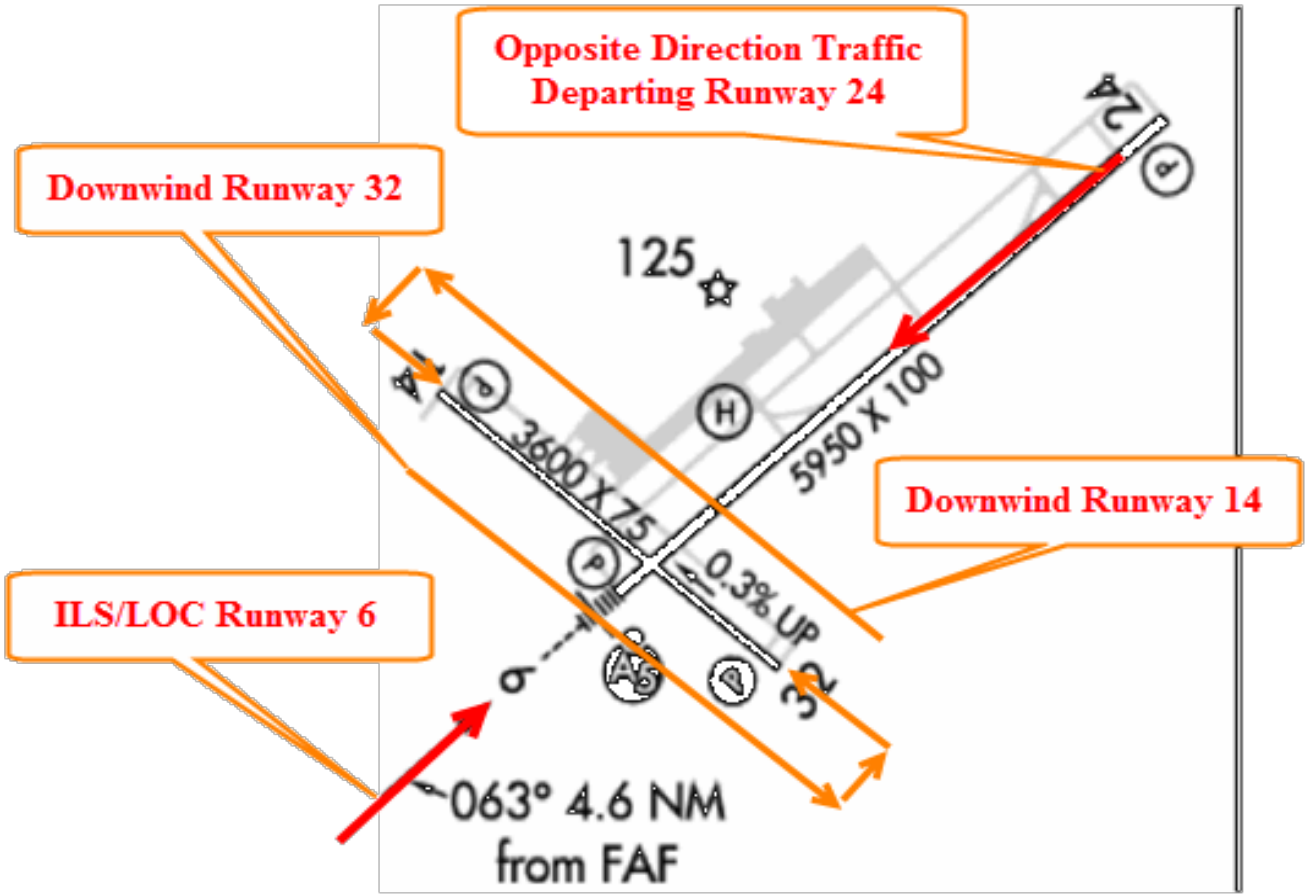
Risk Analysis of MJX ILS/LOC Runway 6 in Day VFR

- Picture the scenario of a bright, sunny, calm wind day where you want to do a practice approach. There are other airplanes in the pattern. What should you do?
- While you can fly the approach on your own to save time, contact McGuire Approach (124.15).
  - McGuire's radar is another set of eyes to keep you safe and avoid a mid-air collision.
- Make sure your safety pilot has eyes outside.
- Listen to the CTAF to determine what runway(s) is/are in use

Risk Analysis of MJX ILS/LOC Runway 6 in Day VFR

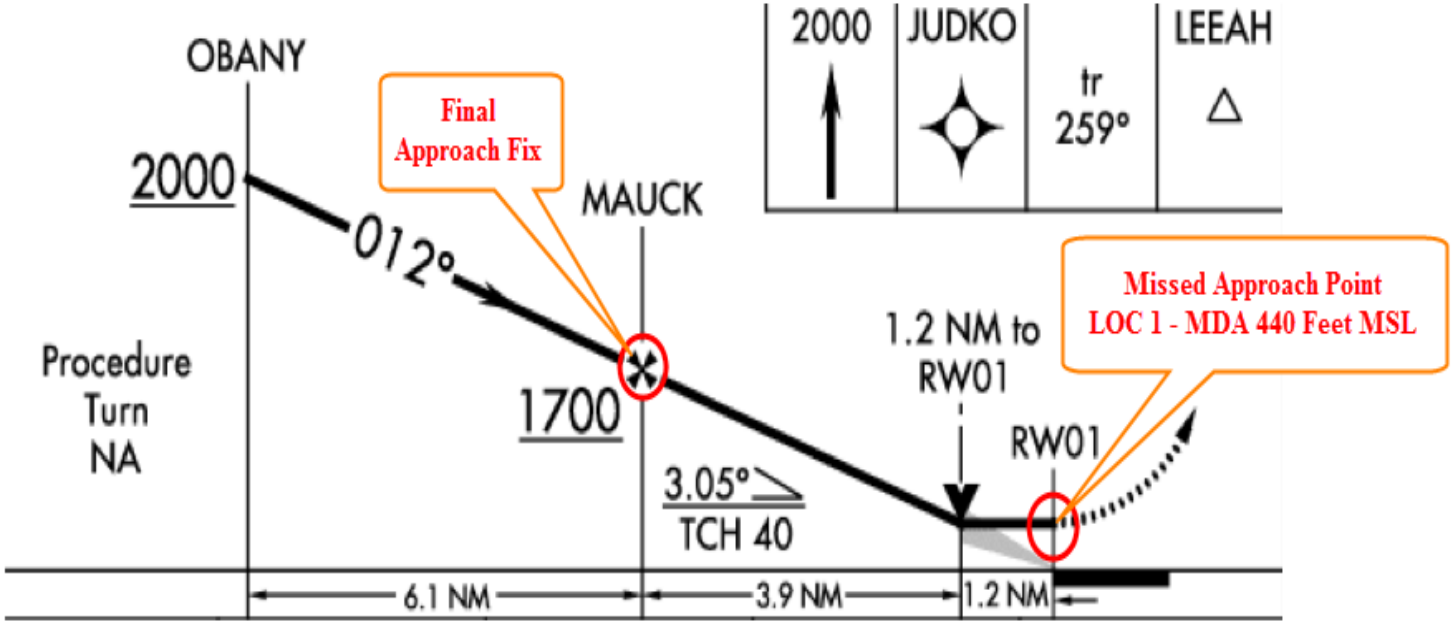
- Downwind traffic for runway 32 poses the closest and greatest risk for a mid-air collision.
  - If runway 32 is in use, especially if there is traffic on the downwind,
    - break off the approach before reaching pattern altitude (1,000 feet MSL).
- Runway 24 is the preferred runway.
  - There is a risk of opposite direction departing traffic

Risk Analysis of MJX ILS/LOC Runway 6 in Day VFR



Risk Analysis of OBI RNAV (GPS) Runway 1 in Day VFR

- The picture below illustrates the LOC 19 approach at WWD.
  - RNAV 1 non-precision approach MDA (Minimum Descent Altitude) = 440 feet MSL.
  - Pattern altitude for VFR traffic = 842 feet MSL.



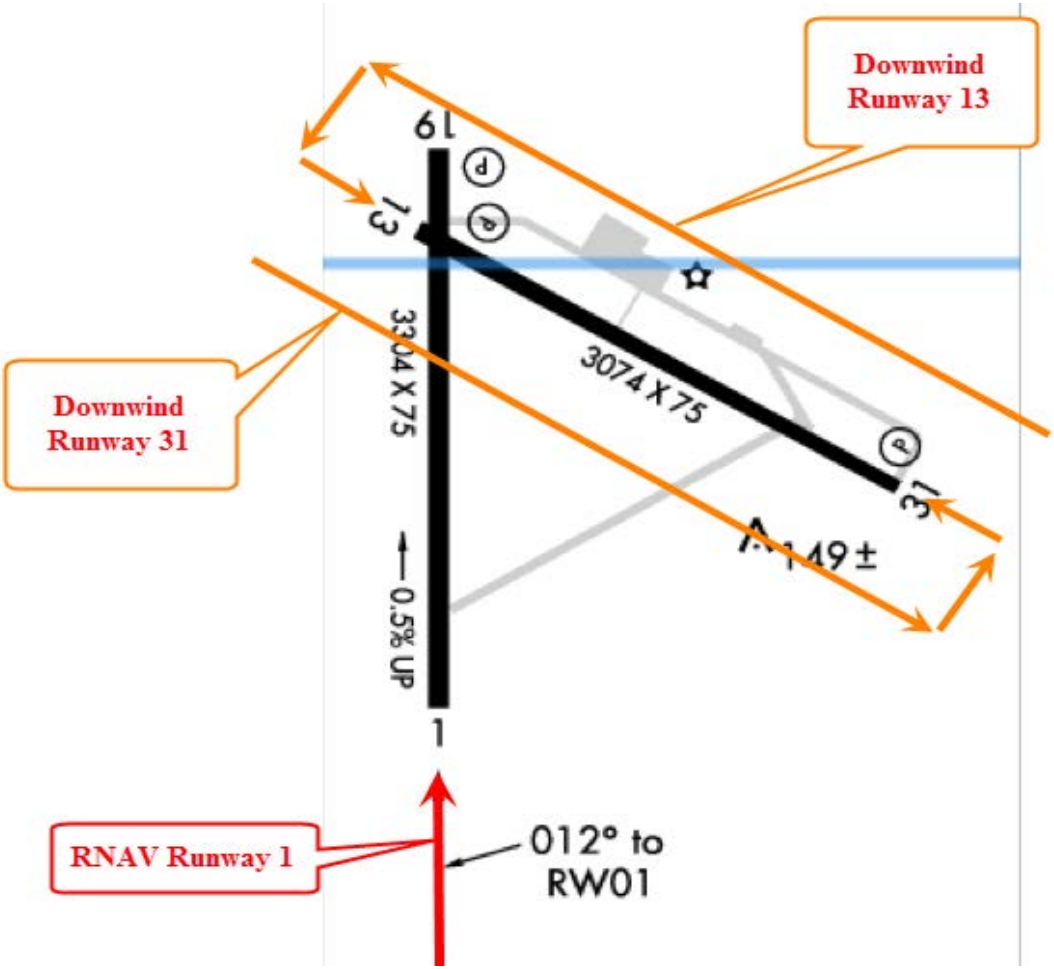
Risk Analysis of OBI RNAV (GPS) Runway 1 in Day VFR

- Picture the scenario of a bright, sunny, calm wind day where you want to do a practice approach. There are other airplanes in the pattern. What should you do?
- While you can fly the approach on your own to save time, contact Atlantic City Approach (124.6).
  - Atlantic City's radar is another set of eyes to keep you safe and avoid a mid-air collision.
- Make sure your safety pilot has eyes outside.
- Listen to the CTAF to determine what runway(s) is/are in use

Risk Analysis of OBI RNAV (GPS) Runway 1 in Day VFR

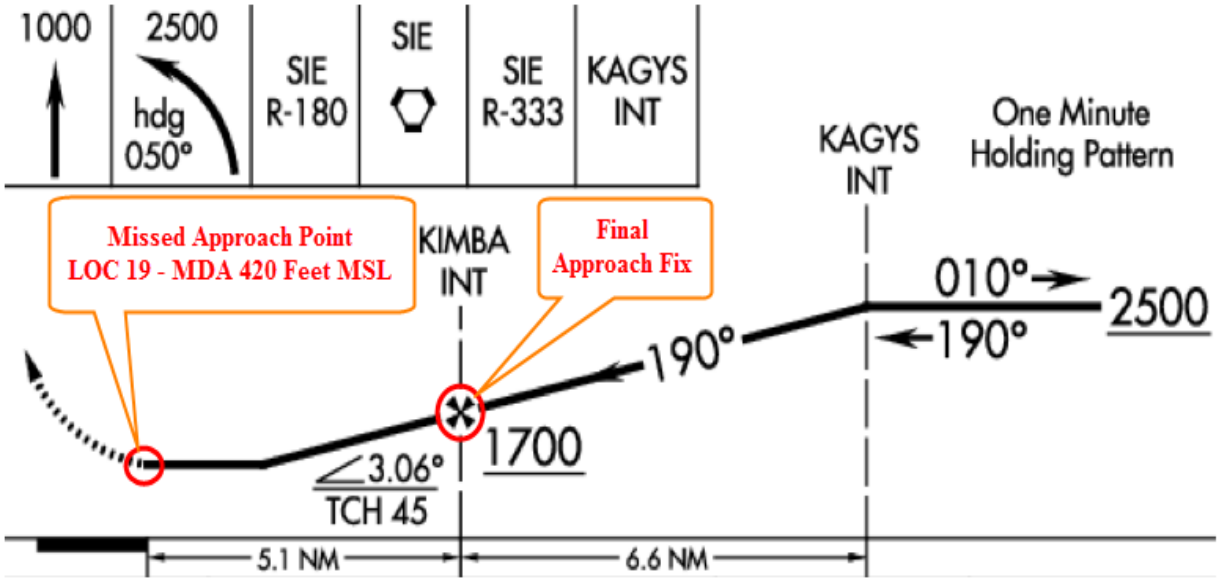
- Downwind traffic for runway 31 poses the closest and greatest risk for a mid-air collision.
  - If runway 31 is in use, especially if there is traffic on the downwind,
    - break off the approach before reaching pattern altitude (842 feet MSL).
- Runway 1 is the calm wind runway.
  - There is little risk of opposite direction departing traffic

Risk Analysis of OBI RNAV (GPS) Runway 1 in Day VFR



Risk Analysis of WWD LOC Runway 19 in Day VFR

- The picture below illustrates the LOC 19 approach at WWD.
  - LOC 19 non-precision approach MDA (Minimum Descent Altitude) = 420 feet MSL.
  - Pattern altitude for VFR traffic = 800 feet MSL.



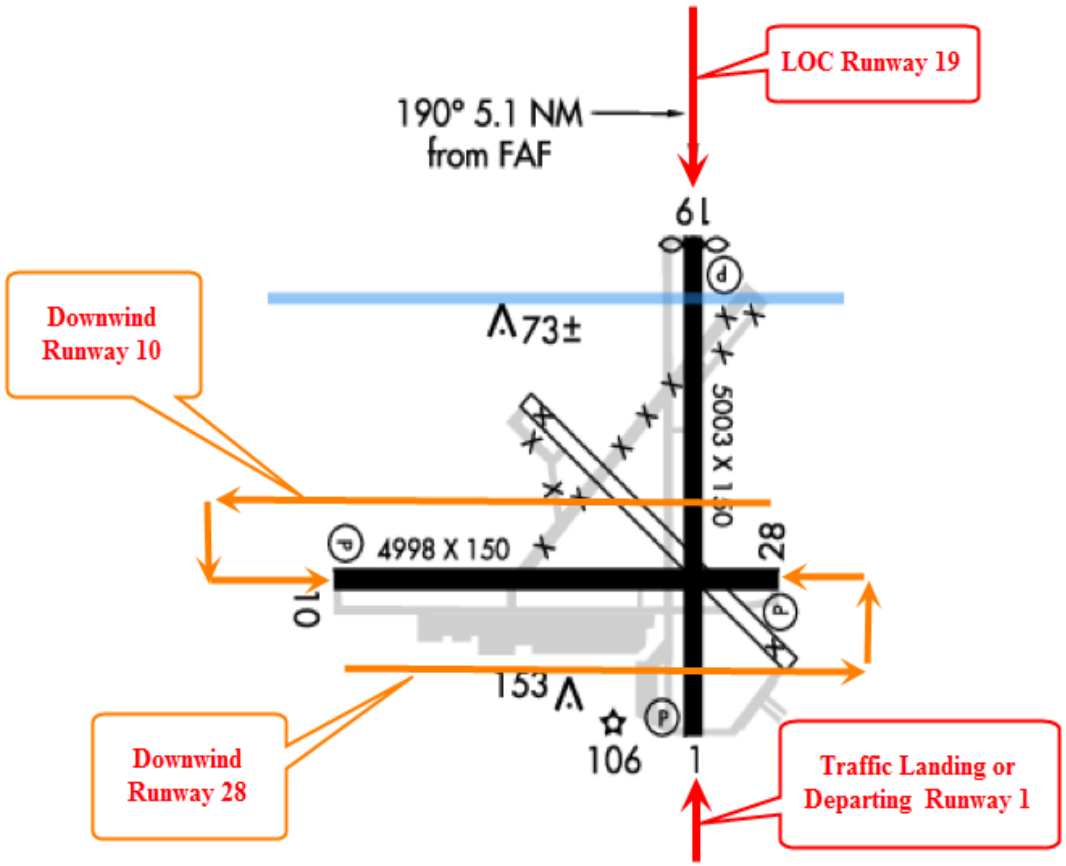
Risk Analysis of WWD LOC Runway 19 in Day VFR

- Picture the scenario of a bright, sunny, calm wind day where you want to do a practice approach. There are other airplanes in the pattern. What should you do?
- While you can fly the approach on your own to save time, contact Atlantic City Approach (124.6).
  - Atlantic City's radar is another set of eyes to keep you safe and avoid a mid-air collision.
- Make sure your safety pilot has eyes outside.
- Listen to the CTAF to determine what runway(s) is/are in use

Risk Analysis of WWD LOC Runway 19 in Day VFR

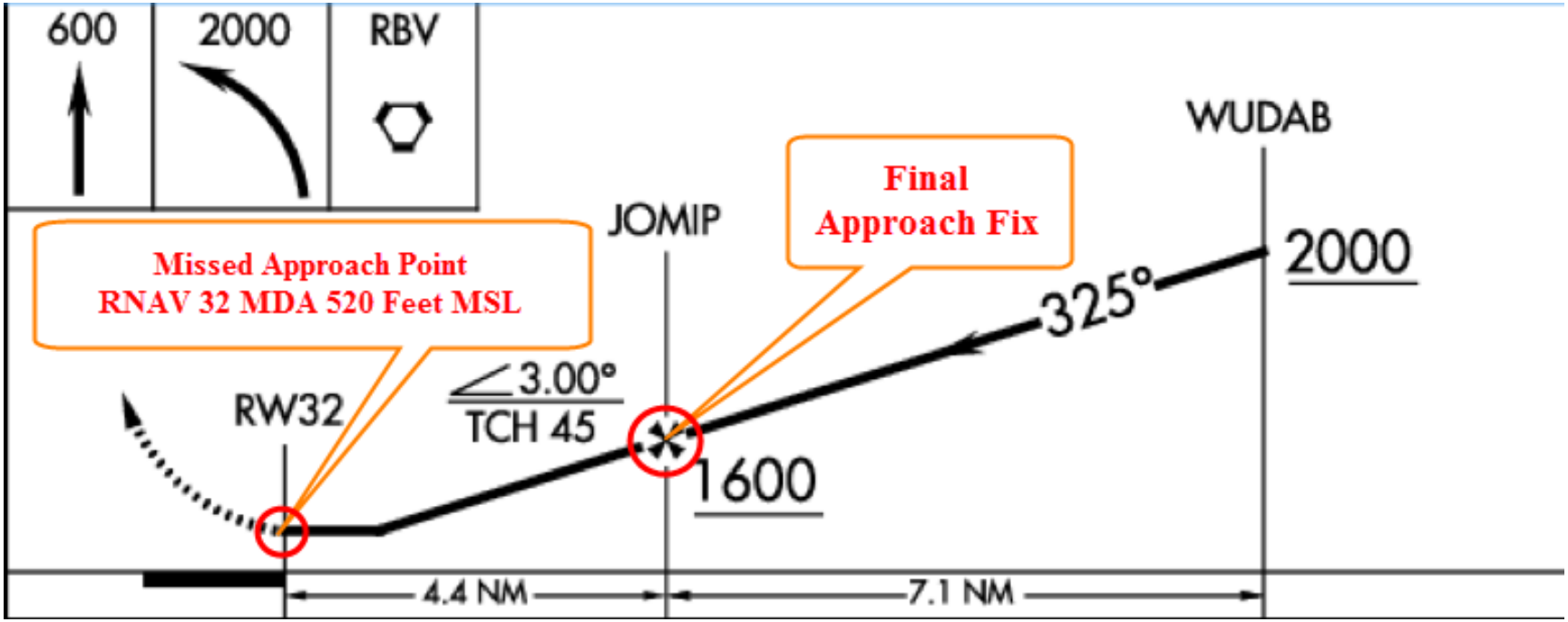
- Downwind traffic for runway 10 poses the closest and greatest risk for a mid-air collision.
  - If runway 10 is in use, especially if there is traffic on the downwind,
    - break off the approach before reaching pattern altitude (800 feet MSL).
- Runway 24 is the calm wind runway.
  - There is a risk of opposite direction departing traffic

Risk Analysis of WWD LOC Runway 19 in Day VFR



Risk Analysis of BLM RNAV (GPS) Runway 32 in Day VFR

- The picture below illustrates the LOC 19 approach at WWD.
  - RNAV 32 non-precision approach MDA (Minimum Descent Altitude) = 520 feet MSL.
  - Pattern altitude for VFR traffic = 1,000 feet MSL.



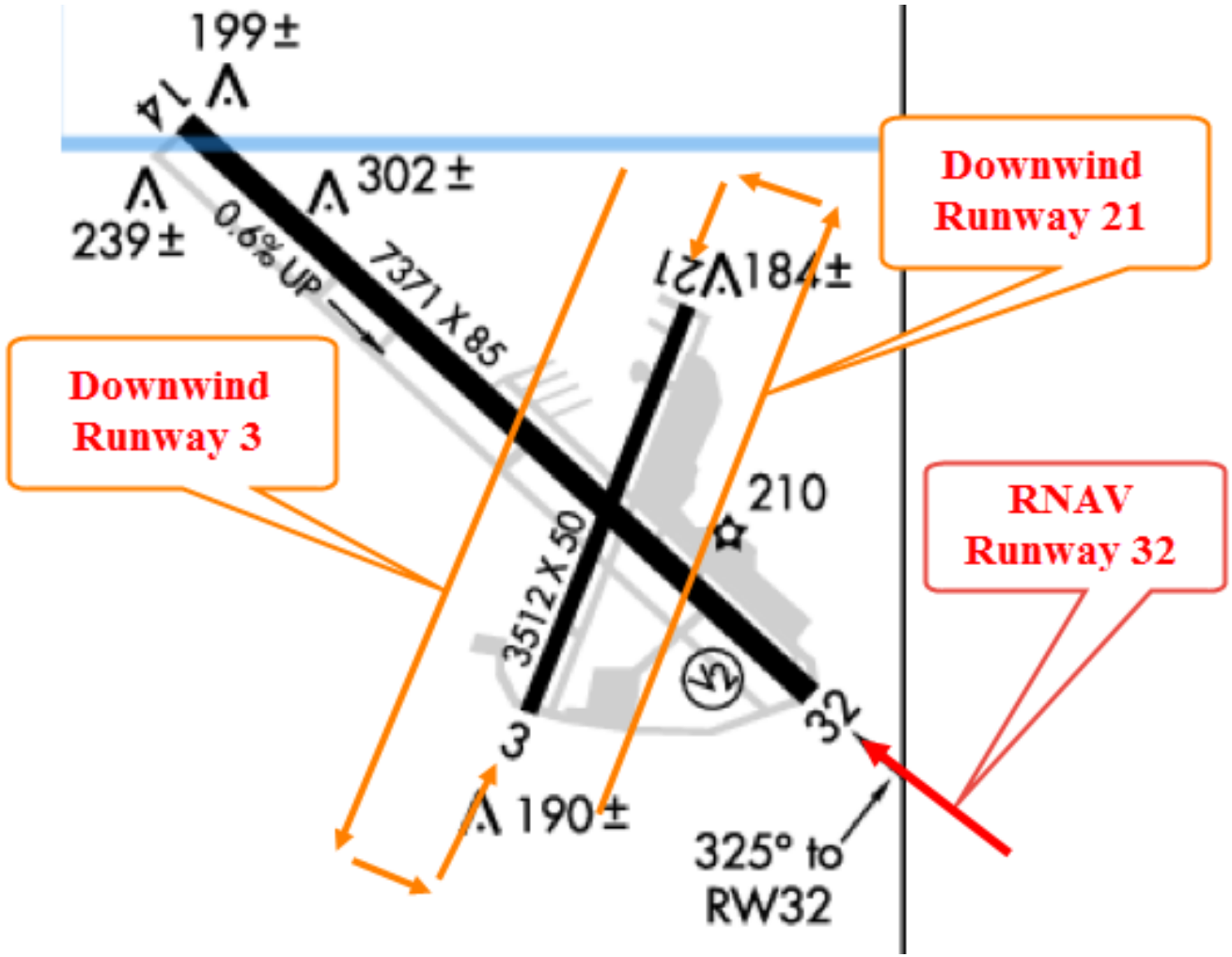
Risk Analysis of BLM RNAV (GPS) Runway 32 in Day VFR

- Picture the scenario of a bright, sunny, calm wind day where you want to do a practice approach. There are other airplanes in the pattern. What should you do?
- While you can fly the approach on your own to save time, contact McGuire Approach (124.15).
  - McGuire's radar is another set of eyes to keep you safe and avoid a mid-air collision.
- Make sure your safety pilot has eyes outside.
- Listen to the CTAF to determine what runway(s) is/are in use

Risk Analysis of BLM RNAV (GPS) Runway 32 in Day VFR

- Downwind traffic for runway 21 poses the closest and greatest risk for a mid-air collision.
  - If runway 21 is in use, especially if there is traffic on the downwind,
    - break off the approach before reaching pattern altitude (1,000 feet MSL).
- Runways 14/32 are the preferred runways.
  - There is little risk of opposite direction landing or departing traffic if the winds are favoring runway 32.
  - If the winds are favoring runway 14, use the RNAV (GPS) Runway 14 approach.

Risk Analysis of BLM RNAV (GPS) Runway 32 in Day VFR



Operations at Non-Towered Airports

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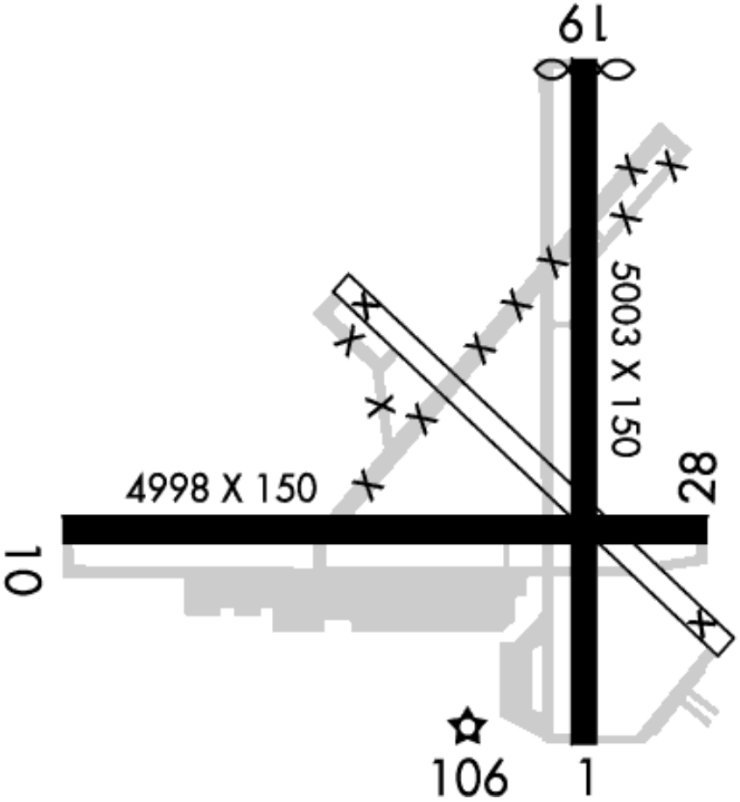
Airport Environment & Accident History at Cape May, Millville, Ocean County, Woodbine Airports, and Monmouth Executive

Airport Environment – Cape May County (WWD)

- **Cape May County (WWD) Airport Environment**
  - Link for Cape May County Airport is http://www.aopa.org/airports/kwwd
  - Field Elevation – 21 feet
  - Traffic Pattern Altitude (TPA) – 800 feet MSL
  - Runways
    - 1/19 – 5,003 feet x 150 feet, left pattern
    - 10/28 – 4,998 feet x 150 feet, left pattern
    - Calm wind runway – 19 source: FBO
  - Instrument Approach Procedures
    - LOC Runway 19
    - RNAV (GPS) Runway 10
    - RNAV (GPS) Runway 19
    - VOR A
  - Approach/Departure Control
    - Atlantic City (ACY)
  - Airport Diagram (source: ForeFlight)



Cape May County (WWD) Accident History

- **Between 07/04/1985 and 05/31/2008 there were 17 accidents**
  - Accidents with Fatal Injuries – 2
  - Accidents with Serious Injuries – 1
  - Accidents with Minor Injuries – 1
  - Accidents with No Injuries – 13

Cape May County (WWD) Accident History

- **Accident Analysis from AOPA Airport Directory**

Identifier=**WWD**; Date=**All**;

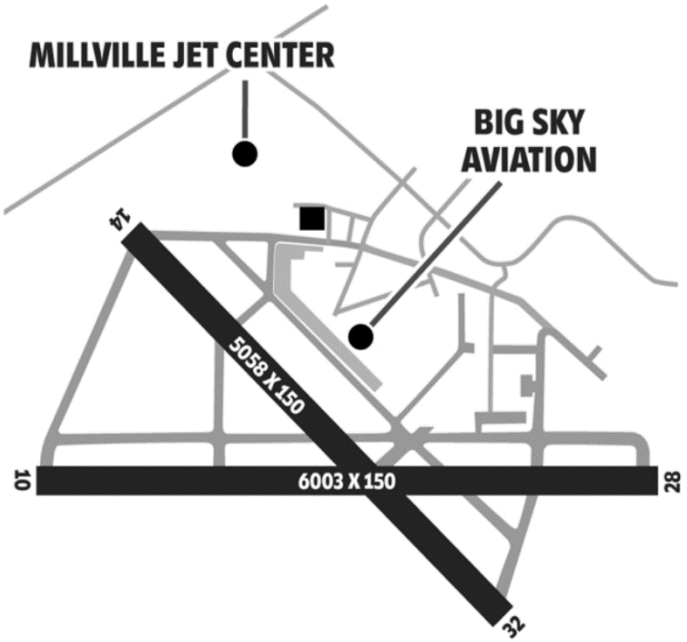
Displaying records **1** - **17** of **17**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
NYC08CA200	05/31/2008	N3024Z	Piper	PA 28	Wildwood	NJ	None	Personal
IAD05LA096	07/05/2005	N6289Z	Piper	PA 25	Cape May	NJ	None	Banner Towing
IAD05FA052	04/05/2005	N36725	Piper	PA 28R	Green Creek	NJ	Fatal	Personal
NYC04CA199	08/27/2004	N315SG	Robinson	R-44	Wildwood	NJ	None	Personal
NYC01LA227	09/28/2001	N3465D	Cessna	170	Wildwood	NJ	None	Other Work Use
NYC00LA187	07/06/2000	N10989	Amer Champion	7ECA/GCAA/GCBC	Wildwood	NJ	None	Personal
NYC00LA074	02/07/2000	N9555U	Grumman Amer.	AA-1/TR-2	Wildwood	NJ	None	Instructional
NYC99LA238	09/24/1999	N100LK	Beech	BE 33	Wildwood	NJ	None	Personal
NYC97LA136	07/06/1997	N97011	Cessna	172	Wildwood	NJ	None	Personal
NYC96LA046	12/30/1995	N733CL	Cessna	172	Wildwood	NJ	None	Instructional
BFO93LA133	07/21/1993	N522EB	Stodard-Hamiltn	GLASAIR	Cape May	NJ	Serious	Personal
BFO93LA092	05/17/1993	N5215Q	Cessna	152	Cape May	NJ	None	Personal
NYC91LA054	01/01/1991	N81839	Piper	PA 28	Wildwood	NJ	None	Personal
NYC91LA012	10/16/1990	N9575L	Grumman Amer.	AA-1/TR-2	Wildwood	NJ	Minor	Instructional
NYC87LA077	02/05/1987	N97202	Univair	STINSON 108	Wildwood	NJ	None	Personal
NYC85LA202	08/05/1985	N21521	Piper	PA 28	Wildwood	NJ	None	Personal
NYC85FA162	07/04/1985	N1880G	Amer Champion	7ECA/GCAA/GCBC	Cape May	NJ	Fatal	Unknown

Airport Environment – Millville Municipal (MIV)

- **Millville Municipal (MIV) Airport Environment**
  - Link for Millville Municipal Airport is http://www.aopa.org/airports/kmiv
  - Field Elevation – 84 feet
  - Traffic Pattern Altitude (TPA) – 800 feet MSL
  - Runways
    - 10/28 – 6,003 feet x 150 feet, left pattern
    - 14/32 – 5,058 feet x 150 feet, left pattern
    - Calm wind runway – 10 source: FBO
  - Instrument Approach Procedures (ACY Approach)
    - ILS/LOC Runway 10
    - RNAV (GPS) Runway 10
    - RNAV (GPS) Runway 14
    - RNAV (GPS) Runway 28
    - RNAV (GPS) Runway 32
    - VOR A
    - NDB Runway 14



Millville Municipal (MIV) Accident History

- **Between 02/01/1985 and 08/29/2012 there were 16 accidents**
  - Accidents with Fatal Injuries – 7
  - Accidents with Serious Injuries – 2
  - Accidents with Minor Injuries – 0
  - Accidents with No Injuries – 7

Millville Municipal (MIV) Accident History

- **Accident Analysis from AOPA Airport Directory**

Identifier=**MIV**; Date=**All**;

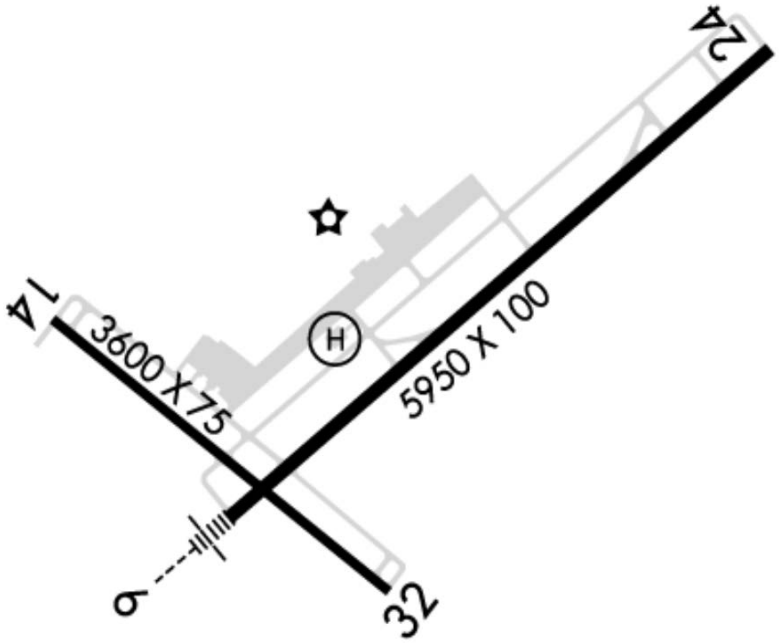
Displaying records **1** - **16** of **16**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA12LA535	08/29/2012	N71BM	Beech	BE 95	Millville	NJ	Fatal	Instructional
ERA11CA236	04/10/2011	N6338F	Cessna	172	Millville	NJ	None	Personal
WPR09FA235	05/09/2009	N1533Z	Beech	BE 95	Minden	NV	Fatal	Personal
ERA09LA191	03/07/2009	N188TD	Grumman	TBM	Millville	NJ	Serious	Personal
NYC08LA224	06/22/2008	N29DJ	Aero Vodochody	L-29	Millville	NJ	Fatal	Personal
NYC05LA144	09/20/2005	N6494J	Piper	PA 28	Millville	NJ	Serious	Instructional
NYC05LA056	01/10/2005	N7547Y	Piper	PA 30/39	Millville	NJ	None	Instructional
NYC02LA137	07/04/2002	N29321	Cessna	177	Millville	NJ	None	Personal
IAD01LA082	07/19/2001	N4662Q	Cessna	152	Millville	NJ	None	Instructional
BFO94FA092B	06/09/1994	N509TH	Piper	PA 28	Millville	NJ	Fatal	Instructional
BFO94FA092A	06/09/1994	N4964R	Cessna	172	Millville	NJ	Fatal	Business
NYC94LA016	10/22/1993	N13AK	Beech	BE 58	Millville	NJ	None	Personal
NYC92LA021	10/30/1991	N502TH	Robinson	R-22	Millville	NJ	None	Instructional
BFO86FA008	12/01/1985	N26FM	Beech	BE 95	Millville	NJ	Fatal	Personal
NYC85LA135	05/25/1985	N911JM	Aerocommander	AC 680	Millville	NJ	None	Personal
NYC85FA059	02/01/1985	N72BS	Beech	BE 100	Cedarville	NJ	Fatal	Positioning

Airport Environment – Ocean County (MJX)

- **Ocean County (MJX) Airport Environment**
  - Link for Cape May County Airport is http://www.aopa.org/airports/kmjx
  - Field Elevation – 86 feet
  - Traffic Pattern Altitude (TPA) – 1,000 feet MSL
  - Runways
    - 6/24 – 5,950 feet x 100 feet, left pattern
    - 14/32 – 3,600 feet x 75 feet, left pattern
    - Calm wind runway – 24
  - Instrument Approach Procedures
    - LOC Runway 19
    - ILS/LOC Runway 6
    - RNAV (GPS) Runway 6
    - RNAV (GPS) Runway 24
    - VOR Runway 6
    - VOR/DME Runway 24
  - Approach Control - McGuire AFB (WRI)



Ocean County (MJX) Accident History

- **Between 09/12/1999 and 09/13/2010 there were 5 accidents**
  - Accidents with Fatal Injuries – 0
  - Accidents with Serious Injuries – 0
  - Accidents with Minor Injuries – 1
  - Accidents with No Injuries – 4

Ocean County (MJX) Accident History

- **Accident Analysis from AOPA Airport Directory**

Identifier=**MJX**; Date=**All**;

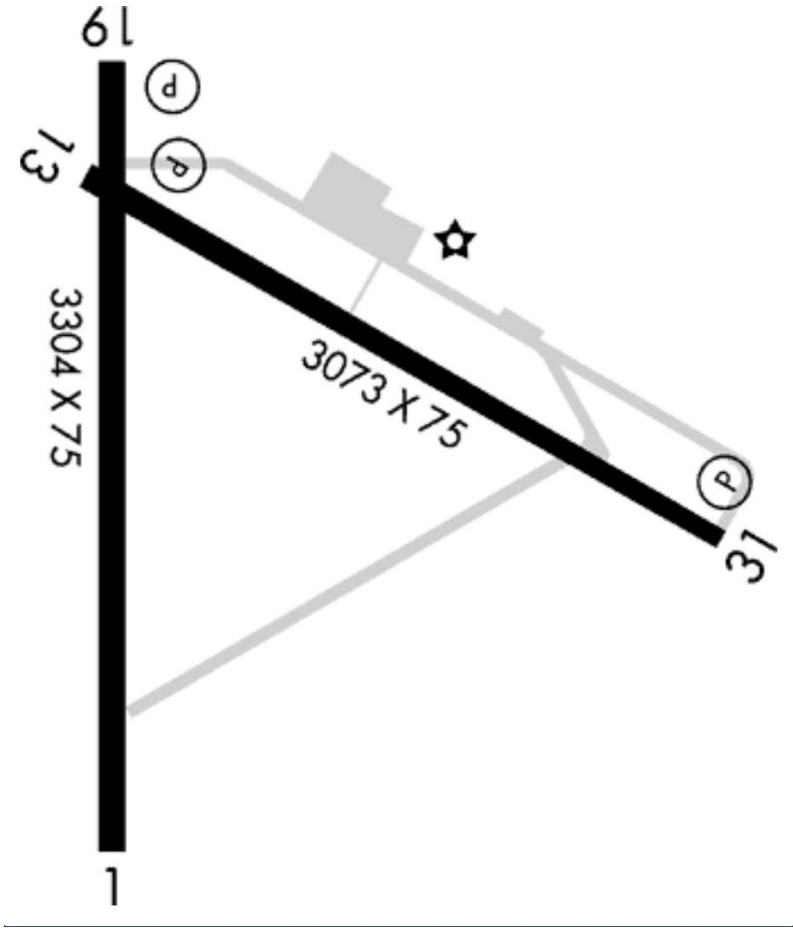
Displaying records **1** - **5** of **5**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA10CA479	09/13/2010	N313MA	Cessna	182	Toms River	NJ	None	Personal
ERA10CA304	06/08/2010	N5075K	Cessna	305	Toms River	NJ	None	Personal
NYC08LA228	06/25/2008	N13105	Cessna	172	Toms River	NJ	Minor	Instructional
NYC07LA020	10/31/2006	N6362T	Cessna	182RG	Toms River	NJ	None	Instructional
NYC99LA225	09/12/1999	N8313R	Piper	PA 28R TC	Toms River	NJ	None	Personal

Airport Environment – Woodbine Municipal (OBI)

- **Woodbine Municipal (OBI) Airport Environment**
  - Link for Woodbine Municipal Airport is http://www.aopa.org/airports/kobi
  - Field Elevation – 41 feet
  - Traffic Pattern Altitude (TPA) – 842 feet MSL
  - Runways
    - 1/19 – 3,304 feet x 75 feet, left pattern
    - 13/31 – 3,073 feet x 75 feet, left pattern
    - Calm wind runway – 1 (source: FBO)
  - Instrument Approach Procedures
    - RNAV (GPS) Runway 1
    - RNAV (GPS) Runway 19
    - VOR A
  - Approach/Departure Control
    - Atlantic City (ACY)



Woodbine Municipal (OBI) Accident History

- **Between 06/25/2009 and 04/27/2014 there were 3 accidents**
  - Accidents with Fatal Injuries – 1
  - Accidents with Serious Injuries – 1
  - Accidents with Minor Injuries – 0
  - Accidents with No Injuries – 1

Woodbine Municipal (OBI) Accident History

- **Accident Analysis from AOPA Airport Directory**

Identifier=**OBI**; Date=**All**;

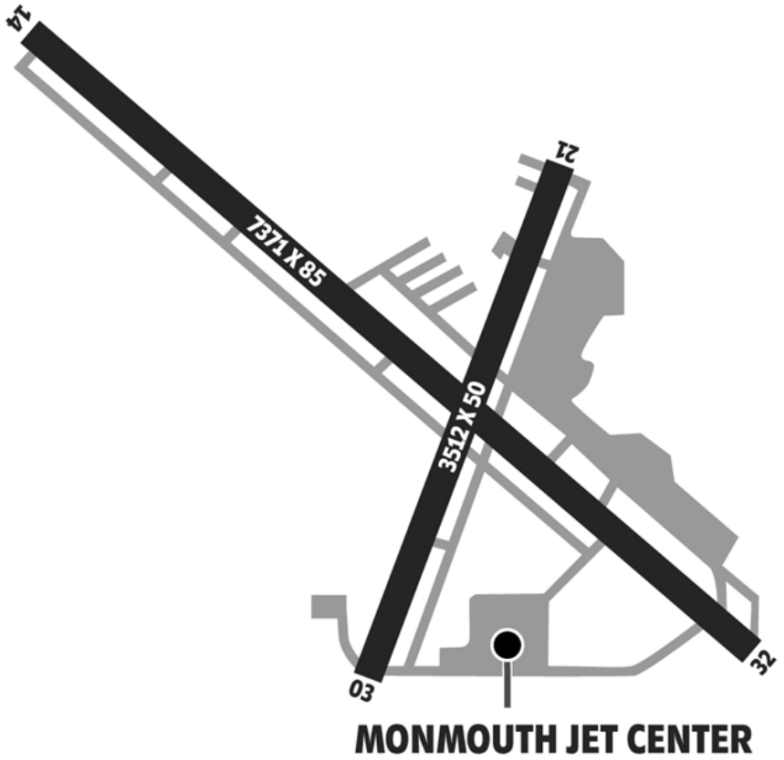
Displaying records **1** - **3** of **3**. **First** click on a column heading to sort the database by the information in that column, **then** click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA14CA211	04/27/2014	N4615Y	Piper	PA 18/L-21	Woodbine	NJ	None	Personal
ERA10FA062	11/14/2009	N4499T	Piper	PA 28R	Dennisville	NJ	Fatal	Personal
ERA09LA368	06/25/2009	N300FA	Pitts	PITTS S-1/S-2	Woodbine	NJ	Serious	Personal

Airport Environment – Monmouth Executive (BLM)

- **Monmouth Executive (BLM) Airport Environment**
  - Link for Monmouth Executive Airport is http://www.aopa.org/airports/kblm
  - Field Elevation – 153 feet
  - Traffic Pattern Altitude (TPA) – 1,000 feet MSL
  - Runways
    - 3/21 – 3,512 feet x 50 feet, left pattern
    - 14/32 – 7,371 feet x 85 feet, left pattern
    - Preferred Runways – 14/32
      - source: FBO
  - Instrument Approach Procedures
    - RNAV (GPS) Runway 14
    - RNAV (GPS) Runway 32
    - VOR A
  - Approach/Departure Control
    - McGuire AFB (WRI)



Monmouth Executive (BLM) Accident History

- **Between 03/22/1983 and 12/13/2013 there were 39 accidents**
  - Accidents with Fatal Injuries – 8
  - Accidents with Serious Injuries – 0
  - Accidents with Minor Injuries – 8
  - Accidents with No Injuries – 23

Monmouth Executive (BLM) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=**BLM**; Date=**All**;

Displaying records 1 - 25 of 39. First click on a column heading to sort the database by the information in that column, then click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous | Next 14

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
ERA14CA081	12/13/2013	N2854E	Cessna	172	Farmingdale	NJ	None	Instructional
ERA13LA339	07/26/2013	N61929	Cessna	172	Farmingdale	NJ	Minor	Banner Towing
ERA12LA470	07/21/2012	N2166G	Cessna	182	Farmingdale	NJ	Minor	Sky Diving
ERA12CA374	05/26/2012	N4895A	Piper	PA 18/L-21	Farmingdale	NJ	None	Positioning
ERA10FA140	02/15/2010	N12NA	Cessna	337/O-2	Farmingdale	NJ	Fatal	Personal
ERA09CA190	03/09/2009	N28DA	Piper	PA 31T/PA 42	Belmar	NJ	None	Positioning
NYC08FA239	07/05/2008	N916R	Vans	RV-7A	Neptune	NJ	Fatal	Personal
NYC07LA146	06/20/2007	N867Z	Bell	47	Wall Township	NJ	None	Personal
NYC07FA088	03/28/2007	N33521	Piper	PA 28	Howell	NJ	Fatal	Personal
NYC07CA076	03/12/2007	N404CT	Bellanca	17-30/1	Farmingdale	NJ	Minor	Personal
NYC07CA016	10/31/2006	N916R	Vans	RV-7A	Farmingdale	NJ	None	Flight Test
NYC06CA218	09/04/2006	N5501A	Amer Champion	7ECA/GCAA/GCBC	Farmingdale	NC	None	Banner Towing
NYC05LA131	08/07/2005	N915DJ	Cirrus Design	SR20	Farmingdale	NJ	None	Personal
NYC04LA181	07/31/2004	N53748	Amer Champion	7ECA/GCAA/GCBC	Farmingdale	NJ	Minor	Other Work Use
NYC03FA095	05/05/2003	N111TW	Beech	BE 36	Farmingdale	NJ	Fatal	Personal
NYC02LA181	09/03/2002	N5428H	Piper	PA 18/L-21	Belmar	NJ	None	Positioning
NYC02FA126	07/01/2002	N2414P	Piper	PA 18/L-21	Farmingdale	NJ	Fatal	Other Work Use
NYC02LA080	04/02/2002	N44636	Piper	PA 28	Belmar	NJ	None	Instructional
IAD02LA006	10/25/2001	N1585X	Piper	PA 28R	Farmingdale	NJ	None	Instructional
NYC00LA102	03/24/2000	N52633	Cessna	172	Farmingdale	NJ	None	Personal
NYC99LA095	04/21/1999	N48005	Cessna	152	Wall	NJ	None	Instructional
NYC98LA023	10/24/1997	N62316	Hiller	UH-12	Farmingdale	NJ	None	Instructional
NYC97LA078	04/16/1997	N321HP	Piper	PA 32	Belmar	NJ	None	Instructional
NYC96FA152	07/18/1996	N7557F	Amer Champion	7ECA/GCAA/GCBC	Farmingdale	NJ	Fatal	Unknown
NYC95LA179	07/30/1995	N8610V	Amer Champion	7ECA/GCAA/GCBC	Farmingdale	NJ	Minor	Other Work Use

Previous | Next 14

Monmouth Executive (BLM) Accident History

- **Accident Analysis from AOPA Airport Directory**

Accident Analysis

Accident Database - Search Results

Close Window

Search performed with the following criteria:
Identifier=BLM; Date=All;

Displaying records 26 - 39 of 39. First click on a column heading to sort the database by the information in that column, then click on the NTSB number for details of that incident.

NOTE: Click column headings to re-sort the list on that column! Previous 25 | Next

NTSB Number	Date	Tail Number	Make	Model	City	State	Highest Injury	Type of Flight
NYC95LA154	07/11/1995	N43JA	Mooney	MK 20	Belmar	NJ	None	Instructional
NYC94LA133	07/19/1994	N269RH	Vans	RV-6	Farmingdale	NJ	None	Personal
BFO94LA080	04/30/1994	N1561Q	Cessna	150	Farmingdale	NJ	None	Instructional
BFO93LA134	07/23/1993	N8431R	Piper	PA 28	Belmar	NJ	None	Personal
NYC93LA095	04/30/1993	N726WM	Vans	RV-6	Farmingdale	NJ	None	Personal
NYC92LA125	06/13/1992	N17818	Beech	BE 33	Farmingdale	NJ	Minor	Personal
NYC90LA213	09/08/1990	N41JA	Piper	PA 28	Farmingdale	NJ	None	Personal
NYC90LA204B	08/25/1990	N8564F	Piper	PA 28	Farmingdale	NJ	None	Personal
NYC90LA204A	08/25/1990	N2646Q	Piper	PA 28R	Farmingdale	NJ	None	Personal
NYC90LA149	07/05/1990	N24630	Beech	BE 23	Allaire	NJ	None	Personal
NYC87LA140	05/03/1987	N3618Z	Piper	PA 22	Allaire	NJ	Minor	Personal
NYC85FA145B	06/11/1985	N4956B	Cessna	152	Belmar	NJ	Fatal	Instructional
NYC85FA145A	06/11/1985	N176FJ	Sikorsky	S-76	Belmar	NJ	Fatal	Executive/Corporate
NYC83LA081	03/22/1983	N3727Y	Cessna	210	Farmingdale	NJ	Minor	Personal

Previous 25 | Next

Good Judgment:
Truth
or
Consequences

Always Exercise Good Judgment!

- Be thorough in your preflight planning
  - Know everything there is to know in accordance with FAR 91.103
  - Know your route of flight:
    - Weather and winds aloft
    - Obstacles
    - TFRs and FDC NOTAMs
    - Airspace (Class B, C, D)
  - Know your destination airport:
    - Closely adjacent airports
    - Pattern altitudes (TPA) and field elevation
    - CTAF and ASOS/AWOS Frequencies
    - Runways and traffic directions (left traffic vs. right traffic)
    - Risks: “hot spots” and potential for traffic conflicts and NOTAMs
    - Approaches: IAF, FAF, DH vs. MDA, and ATC frequencies

Parting Thoughts

The Three Most Useless Things to a Pilot

- **The runway behind you**
  - **Moral: know your aircraft's take-off minimums and calculate the weight and balance for your flight, your airport's runway length, density altitude, any obstacles to be cleared**
- **The altitude above you**
  - **Moral: know your aircraft's power settings for climb, cruise, and descent**
- **The fuel on the ground below you**
  - **Moral: know your aircraft's fuel capacity, fuel system, GPH burn rate, and winds aloft for the route of flight.**
- **Utilize superior judgment to avoid needing to use superior skill**
  - **Moral: know your aircraft's systems and how to use them**

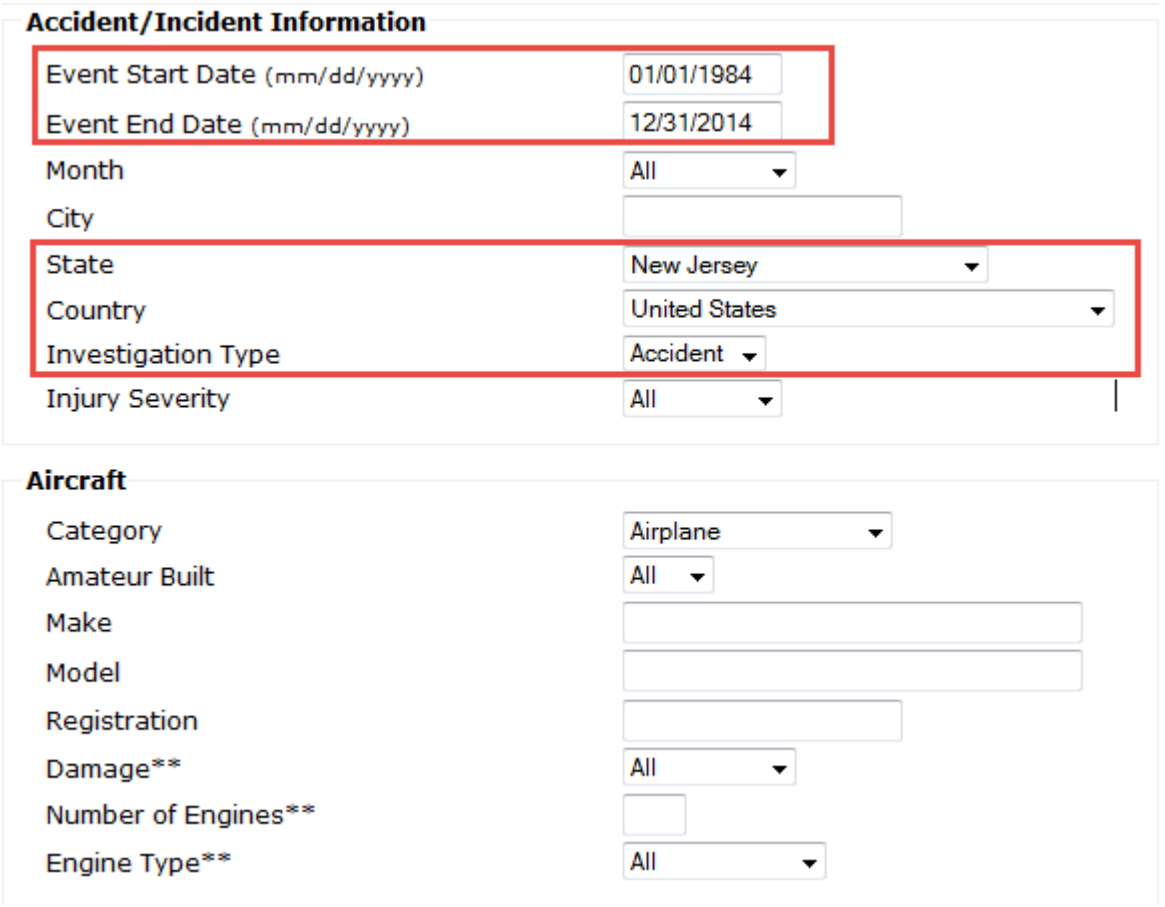
How to Query the NTSB Database

Accessing the NTSB Database

- Use your web browser to access the NTSB Database
  - http://www.ntsb.gov/_layouts/ntsb.aviation/index.aspx

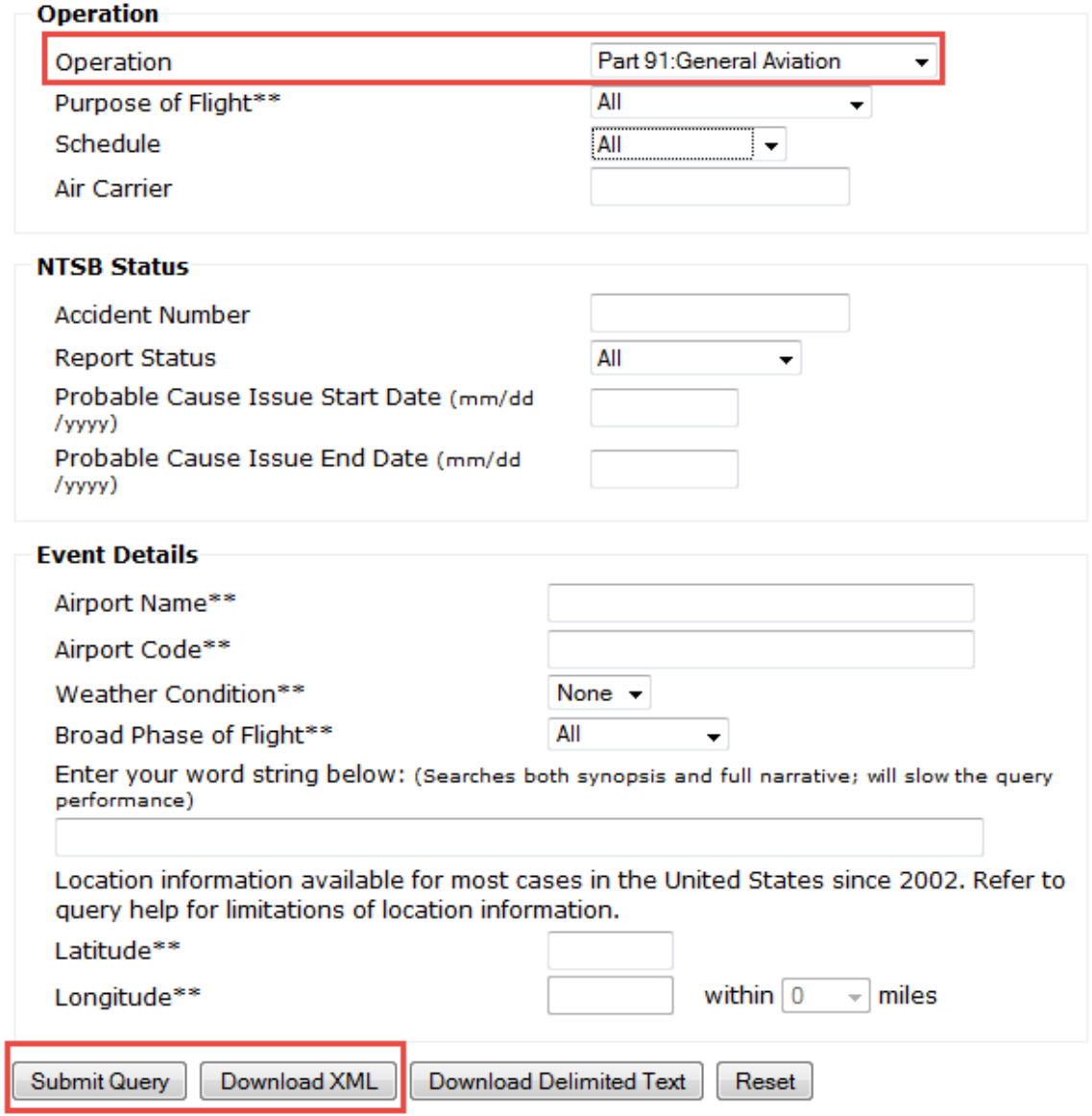
Enter the Search Parameters for your Query

- **Step #1**
  - Enter the date range
    - Event Start Date – **01/01/1984**
    - Event End Date – **12/31/2014**
  - Use the drop-down menu buttons to select
    - State – **New Jersey**
    - Country – **United States**
    - Investigation Type – **Accident**
  - Go to step #2



Enter the Search Parameters for your Query

- **Step #2**
  - Use the drop-down menu buttons to select
    - Operation – **Part 91: General Aviation**
  - If you want to see your query results in a table, click the "**Submit Query**" button
  - If you want to see your query results in an Excel spreadsheet, click the "**Download XML**" button



Viewing the Database Query Results

- **The results are shown in a tabular format as illustrated below.**
  - The first line indicates how many records met your search criteria.
    - For this search 719 records matched the search criteria
  - The Current Synopsis column contains links to NTSB findings such as
    - Preliminary
    - Probable Cause
  - The PDF Report(s) (Published) column contains links to NTSB reports such as
    - Preliminary
    - Probable Cause
    - Factual
  - The Event Severity column indicates whether the accident was
    - Nonfatal
    - Fatal – the number in the parenthesis indicates the number of fatalities for that accident

Viewing the Database Query Results

- **The results are shown in a tabular format as illustrated below.**

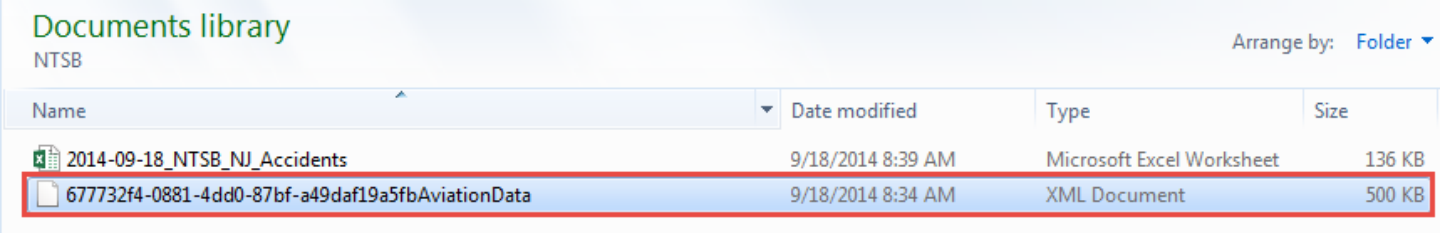
719 records meet your search criteria.
A docket of supporting materials may exist for factual and probable cause reports. Please contact Records Management Division. Dockets are not available for preliminary reports.

Accident Database & Synopses | Download XML | Download Delimited Text

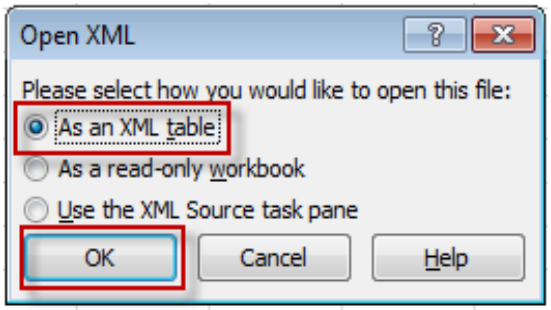
Current Synopsis	PDF Report(s) (Published)	Event Date	Location	Make/Model	Regist. Number	NTSB No.	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)
Preliminary	Preliminary (07/29/2014)	7/16/2014	Manville, NJ	HOLMLUND VICTOR P AURIGA	N234VV	ERA14LA342	Nonfatal	
Preliminary	Preliminary (06/04/2014)	5/21/2014	Princeton, NJ	JOHN V RAWSON JR SPRINT II	N505CR	ERA14LA254	Nonfatal	
Probable Cause	Factual (06/30/2014) Probable Cause (08/13/2014)	5/21/2014	Sussex, NJ	PIPER PA-28-140	N9592W	ERA14CA250	Nonfatal	
Preliminary	Preliminary (05/27/2014)	5/9/2014	Hamilton Township, NJ	NAVION G	N2473T	ERA14FA232	Fatal(1)	
Probable Cause	Factual (05/01/2014) Probable Cause (05/05/2014)	4/19/2014	Somerville, NJ	CESSNA A185E	N2219T	ERA14CA204	Nonfatal	
Probable Cause	Factual (03/24/2014) Probable Cause (04/01/2014)	3/7/2014	Pittstown, NJ	CESSNA 172M	N1319U	ERA14CA151	Nonfatal	
Preliminary	Preliminary (03/10/2014)	3/4/2014	Atlantic City, NJ	PIPER PA-28-161	N1449H	ERA14LA141	Nonfatal	
Probable Cause	Factual (03/17/2014) Probable Cause (04/01/2014)	2/17/2014	Caldwell, NJ	CESSNA 172S	N426SP	ERA14CA127	Nonfatal	
Probable Cause	Factual (04/21/2014) Probable Cause (05/05/2014)	2/11/2014	West Milford, NJ	PIPER PA 38-112	N381PT	ERA14CA119	Nonfatal	

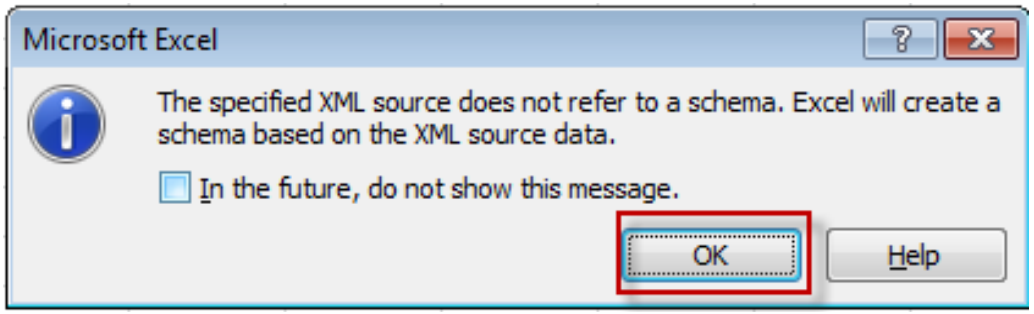
Downloading the XML Results

- **Download the XML file**



- **After downloading the XML file, launch Excel and open the XML file**





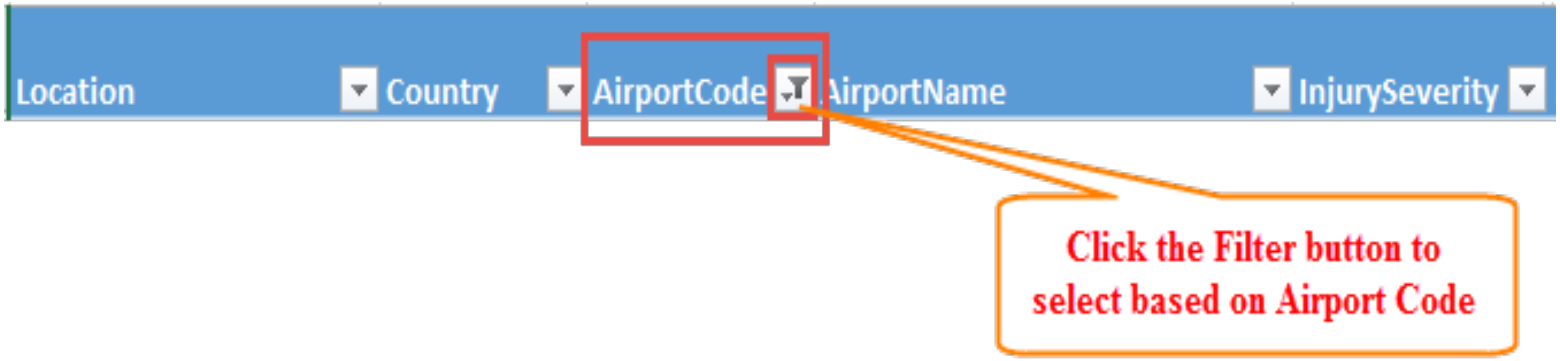
Downloading the XML Results

- **Your XML file will look similar to the screen shown below.**
- **You can save your XML file as an Excel workbook.**

	A	B	C	D	E	F	G	H	I	J	K
1	EventId	InvestigationType	AccidentNumber	EventDate	Location	Country	Latitude	Longitude	AirportCode	AirportName	InjurySeverity
2	20140716X52618	Accident	ERA14LA342	07/16/2014	Manville, NJ	United States	40.518056	-74.604722	47N	CENTRAL JERSEY RGNL	Non-Fatal
3	20140522X94053	Accident	ERA14LA254	05/21/2014	Princeton, NJ	United States	40.399166	-74.658889	39N	Princeton	Non-Fatal
4	20140522X84359	Accident	ERA14CA250	05/21/2014	Sussex, NJ	United States	41.200278	-74.623056	FWN	SUSSEX	Non-Fatal
5	20140509X24834	Accident	ERA14FA232	05/09/2014	Hamilton Township, NJ	United States	39.476667	-74.650556		N/A	Fatal(1)
6	20140421X04206	Accident	ERA14CA204	04/19/2014	Somerville, NJ	United States	40.626111	-74.670278	SMQ	Somerset Airport	Non-Fatal
7	20140311X54001	Accident	ERA14CA151	03/07/2014	Pittstown, NJ	United States	40.565833	-74.979445	N40	Sky Manor Airport	Non-Fatal
8	20140304X94802	Accident	ERA14LA141	03/04/2014	Atlantic City, NJ	United States	39.457500	-74.577223	ACY	ATLANTIC CITY INTL	Non-Fatal
9	20140220X54342	Accident	ERA14CA127	02/17/2014	Caldwell, NJ	United States	40.875278	-74.281389	CDW	Essex County Airport	Non-Fatal
10	20140212X74508	Accident	ERA14CA119	02/11/2014	West Milford, NJ	United States	41.128334	-74.346666	4N1	Greenwood Lake Airport	Non-Fatal
11	20140211X34648	Accident	ERA14CA118	02/09/2014	Sussex, NJ	United States	41.200000	-74.623056		N/A	Non-Fatal
12	20140115X22709	Accident	ERA14FA093	01/15/2014	Holland, NJ	United States	40.579167	-75.138889		N/A	Fatal(1)
13	20131231X81128	Accident	ERA14CA081	12/13/2013	Farmingdale, NJ	United States	40.185277	74.121389	BLM	MONMOUTH EXECUTIVE	Non-Fatal
14	20131023X11515	Accident	ERA14CA016	10/22/2013	Lumberton, NJ	United States	39.934166	-74.807222	N14	Flying W	Non-Fatal
15	20131022X22341	Accident	ERA14CA012	10/15/2013	Somerville, NJ	United States	40.626111	-74.670278	SMQ	Somerset Airport	Non-Fatal
16	20131022X24106	Accident	ERA13CA436	09/29/2013	Lumberton, NJ	United States	39.933889	-74.804444	N14	Flying W Airport	Non-Fatal
17	20130920X04503	Accident	ERA13FA424	09/20/2013	Hamilton Township, NJ	United States	39.506389	-74.700556		N/A	Fatal(1)
18	20130729X42909	Accident	ERA13LA339	07/26/2013	Farmingdale, NJ	United States	40.195555	-74.133889	BLM	Monmouth Executive Airport	Non-Fatal
19	20130709X65929	Accident	ERA13CA316	07/05/2013	Blairstown, NJ	United States	40.969445	-74.991666	1N7	Blairstown Airport	Non-Fatal
20	20130531X45544	Accident	ERA13FA259	05/31/2013	Linden, NJ	United States	40.621667	-74.252778	LDJ	Linden	Fatal(1)
21	20130405X35640	Accident	ERA13LA191	04/05/2013	Hammonton, NJ	United States	39.667500	-74.757778	N81	Hammonton Municipal Arpt	Non-Fatal
22	20120922X25057	Accident	ERA12CA573	09/21/2012	Berlin, NJ	United States	39.773611	-74.941944	19N	Camden County Airport	Non-Fatal

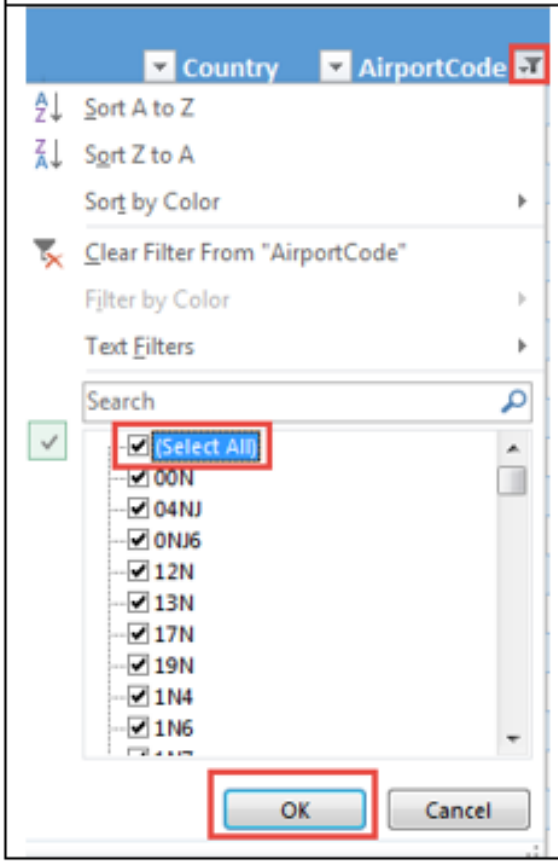
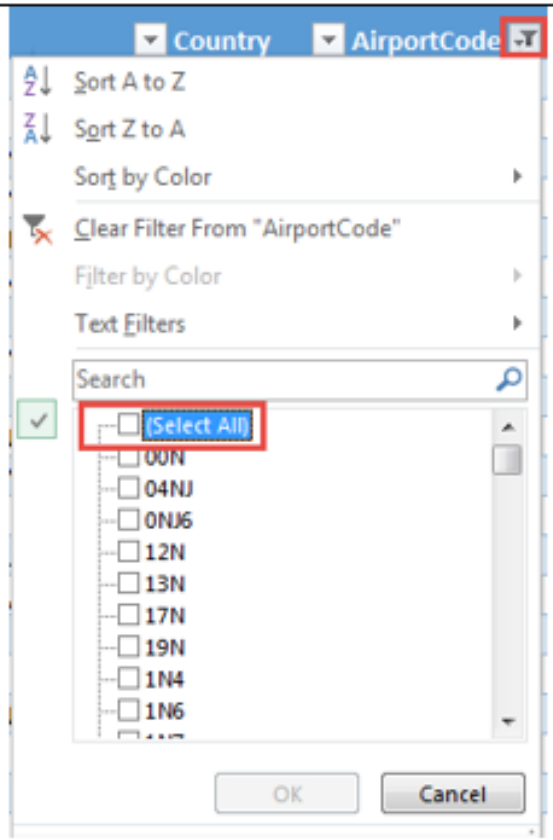
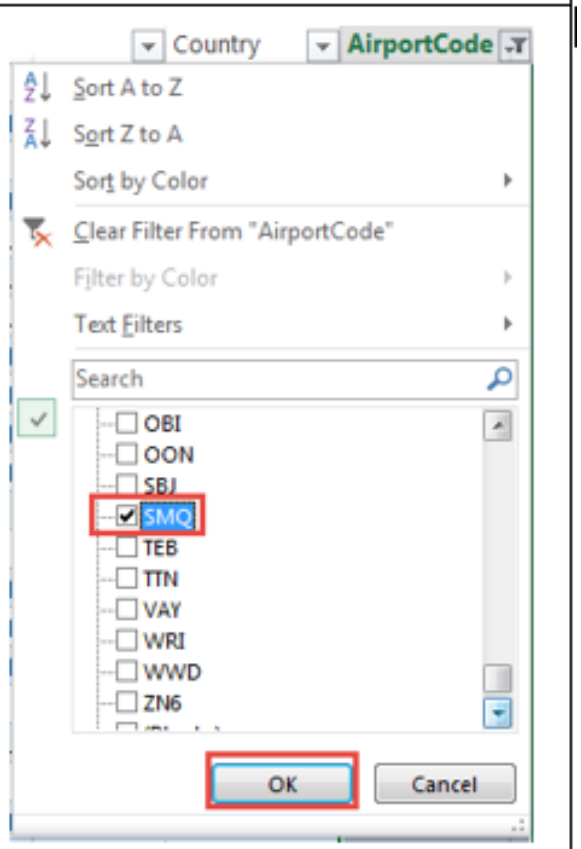
Configuring the XML Spreadsheet for Analysis

- **The first step is to configure the spreadsheet for analysis of the selected airports: SMQ and 47N.**
- **Click on the Filter button illustrated in the picture below.**



Configuring the XML Spreadsheet for Analysis

- **The steps indicate how to filter the Airport Codes for SMQ.**

• Uncheck the **Select All** box • Click the **OK** button	• Verify the **Select All** box is unchecked • Scroll down	• Click on the **SMQ** box • Click the **OK** button
		

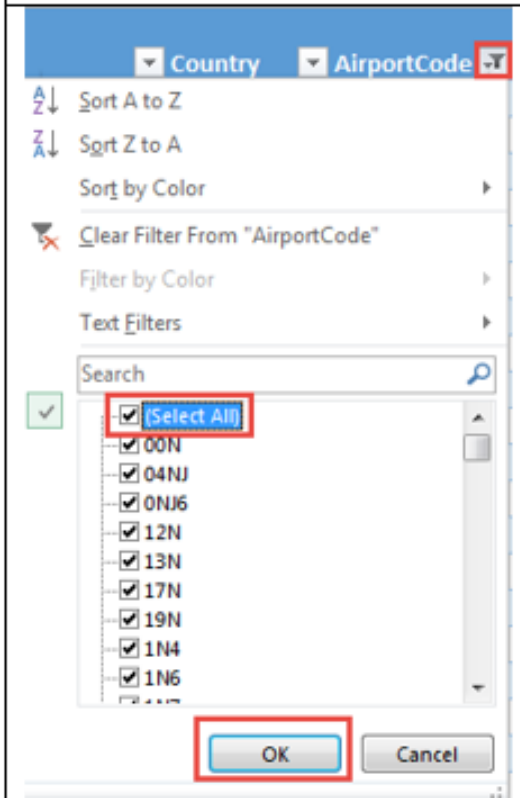
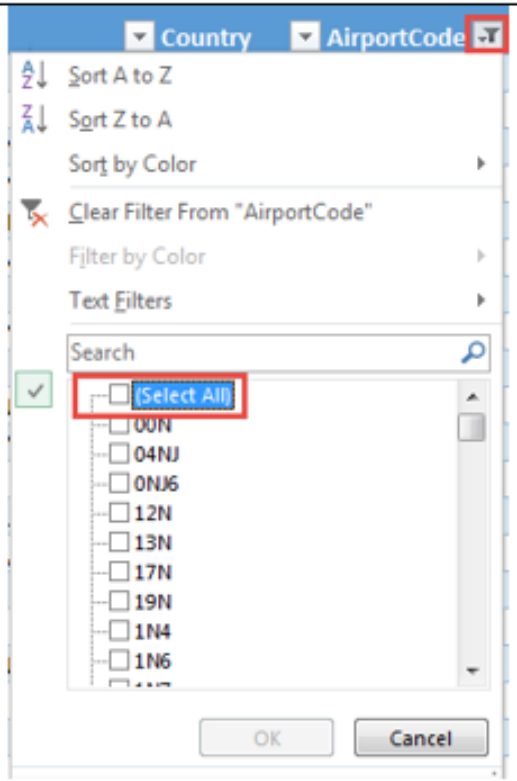
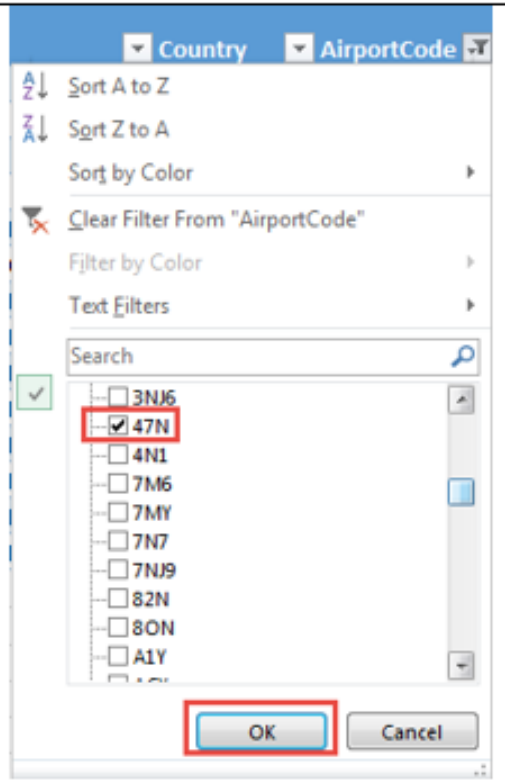
Configuring the XML Spreadsheet for Analysis

- **The steps below indicate the filtered results for SMQ, showing**
  - Injury Severity
  - Purpose of Flight
  - Weather Condition
  - Broad Phase of Flight

	E	F	G	H	I	T	Z	AA
1	Location	Country	AirportCode	AirportName	InjurySeverity	PurposeOfFlight	WeatherCondition	BroadPhaseOfFlight
6	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Personal	VMC	LANDING
15	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Personal	VMC	LANDING
34	Bedminster, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Instructional	VMC	GO-AROUND
78	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Personal	VMC	LANDING
128	Somerville, NJ	United States	SMQ	Somerset	Non-Fatal	Other Work Use	VMC	LANDING
141	Somerville, NJ	United States	KSMQ	Somerset Airport	Non-Fatal	Personal	IMC	APPROACH
191	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Personal	VMC	LANDING
199	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Instructional	VMC	TAKEOFF
208	Somerville, NJ	United States	SMQ	Somerset Airport	Non-Fatal	Instructional	VMC	GO-AROUND
305	SOMERVILLE, NJ	United States	SMQ	SOMERSET AIRPORT	Non-Fatal	Personal	VMC	LANDING

Configuring the XML Spreadsheet for Analysis

- **The steps indicate how to filter the Airport Codes for 47N.**

• Uncheck the **Select All** box • Click the **OK** button	• Verify the **Select All** box is unchecked • Scroll down	• Click on the **47N** box • Click the **OK** button
		

Configuring the XML Spreadsheet for Analysis

- **The steps below indicate the filtered results for 47N, showing**
  - Injury Severity
  - Purpose of Flight
  - Weather Condition
  - Broad Phase of Flight

	E	F	G	H	I	T	Z	AA
1	Location	Country	AirportCode	AirportName	InjurySeverity	PurposeOfFlight	WeatherCondition	BroadPhaseOfFlight
2	Manville, NJ	United States	47N	CENTRAL JERSEY RGNL	Non-Fatal	Personal	VMC	
23	Manville, NJ	United States	47N	Central Jersey Regional	Non-Fatal	Personal	VMC	GO-AROUND
50	Manville, NJ	United States	47N	Central Jersey Regional	Non-Fatal	Personal	VMC	APPROACH
91	Manville, NJ	United States	47N	Central Jersey Regional	Non-Fatal	Personal	VMC	LANDING
313	MANVILLE, NJ	United States	47N	CENTRAL JERSEY AIRPORT	Non-Fatal	Instructional	VMC	CLIMB
318	HILLSBOROUGH, NJ	United States	47N	CENTRAL JERSEY REGIONAL	Fatal	Personal	VMC	CLIMB
358	MANVILLE, NJ	United States	47N	CENTRAL JERSEY REGIONAL	Non-Fatal	Personal	VMC	LANDING
375	MANVILLE, NJ	United States	47N	CENRAL NEW JERSEY REGION	Non-Fatal	Personal	VMC	LANDING
425	MANVILLE, NJ	United States	47N	KUPPER AIRPORT	Non-Fatal	Instructional	VMC	LANDING
503	MANVILLE, NJ	United States	47N	KUPPER	Non-Fatal	Personal	VMC	LANDING
522	MANVILLE, NJ	United States	47N	KUPPER AIRPORT	Non-Fatal	Personal	VMC	LANDING
537	MANVILLE, NJ	United States	47N	KUPPER	Non-Fatal	Personal	VMC	TAKEOFF
589	MANVILLE, NJ	United States	47N	KUPPER	Non-Fatal	Instructional	VMC	LANDING
641	MANVILLE, NJ	United States	47N	KUPPER	Non-Fatal	Aerial Observation	VMC	STANDING

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Reference Materials

Reference Material

- **Author of Presentation**
  - William J. Doyle, Jr., CFI A&I, AGI, IGI, Cessna CFAI
    - FAA FAAST Team Representative, PHL FSDO
    - Email: doylewj@ix.Netcom.com
- **Downloading This Presentation**
  - Uses PowerPoint 2003 and later
  - Password-protected, so click on the "Read Only" button
  - http://williamjdoylejr.net/FAAST - all of my FAAST Team presentations
  - http://williamjdoylejr.net/FAAST/Non-Towered_Ops/Non-Towered_Ops_NJ.ppt - See & Avoid – What You Don't See Can Kill You! Operations at Non-Towered Airports

Reference Materials - AOPA

- **AOPA-ASF Runway Safety Flash Cards**

  http://www.aopa.org/-/media/Files/AOPA/Home/Online%20Education/Flash%20Cards/RWcards_lo.pdf

- **Airspace Flash Cards**

  http://www.aopa.org/-/media/Files/AOPA/Home/Online%20Education/Flash%20Cards/airspace.pdf

- **Aircraft Flash Cards**

  http://www.aopa.org/-/media/Files/AOPA/Home/Online%20Education/Flash%20Cards/aircraft_medres.pdf

- **AOPA Safety Advisors**

  http://williamjdoylejr.net/DOV/AOPA_Safety_Advisors/

- **AOPA Airports**

  http://www.aopa.org/airports/

Reference Materials – Past FAAST Presentations

- **Cessna 172, 182, and 206 Accident Trends**
  http://williamjdoylejr.net/FAAST/Cessna/Cessna_172_182_and_206.ppt
- **Airplane Performance**
  http://williamjdoylejr.net/FAAST/What_IF/Airplane_Performance/What_If_Airplane_Performance_ADM.ppt
- **Airplane Pre-Flight Planning**
  http://williamjdoylejr.net/FAAST/FlightPlanning/Pre-Flight_Planning_Cessna182T.ppt
- **Crosswind Operations**
  http://williamjdoylejr.net/FAAST/Crosswind_Operations_at_the_Edge.ppt
- **Weight & Balance**
  http://williamjdoylejr.net/FAAST/W&B/Weight_and_Balance.ppt
- **Fuel Management**
  http://williamjdoylejr.net/FAAST/Fuel/fuel_management_2013-2014.ppt
- **Single Pilot, Night IFR**
  http://williamjdoylejr.net/FAAST/Single_Pilot_Night_IFR.ppt
- **What If You Are VFR and Encounter IMC?**
  http://williamjdoylejr.net/FAAST/What_IF/What_If_VFR_into_IMC.ppt

Reference Materials – FAA Handbooks

- **Airplane Flying Handbook**
  http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/
- **Instrument Flying Handbook**
  http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/media/FAA-H-8083-15B.pdf
- **Pilot's Handbook of Aeronautical Knowledge**
  http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/media/FAA-H-8083-25A.pdf
- **Risk Management Handbook**
  http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/risk_management_handbook/

Reference Materials – FARs & NTSB

- **NTSB Accident Database**
  - http://www.ntsb.gov/aviationquery/index.aspx
- **Electronic Code of Federal Regulations – Title 14 Aeronautics and Space**
  - http://www.ecfr.gov/cgi-bin/text-idx?sid=fd0d4ed9821626f95caf8cad8372ce03&c=ecfr&tpl=/ecfrbrowse/Title14/14tab_02.tpl
- **Electronic Code of Federal Regulations – Title 14 Chapter I-- Federal Aviation Administration, Department of Transportation, Subchapter D – Airmen**
  - http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?sid=fd0d4ed9821626f95caf8cad8372ce03&c=ecfr&tpl=/ecfrbrowse/Title14/14cfrv2_02.tpl

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