

# Air Traffic Mandatory Occurrence Report

## ZAB-M-2024/06/28-0009

|  |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
|--|---|----------------------|---------------------------------|---|---|--|---|---------------------------------|---|---|-----------|--|---|-----------------------------------|--|
| <b>1. Reporting FAC ID</b>   |   |                      | <b>2. Date UTC (dd/mm/yyyy)</b> |   |   |  |   |                                 |   | <b>3. Time UTC</b>  |           |  |   | <b>4. Significant Occurrence?</b> |  |
| Z  | A | B                    | 2                               | 8   | 0 | 6  | 2 | 0                               | 2 | 4   | 1         | 6  | 2 | 5                                 | <input type="radio"/> Yes <input checked="" type="radio"/> No  |
| <b>5. MOR reported by (select one):</b><br><input type="radio"/> Controller providing services <input type="radio"/> FLM <input type="radio"/> Internal Facility Review<br><input type="radio"/> CIC <input type="radio"/> Aircraft Owner/Operator <input type="radio"/> Electronically Detected<br><input type="radio"/> External Facility Referral <input type="radio"/> Hotline (Describe in summary) <input type="radio"/> Other (Describe in summary) |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   | <b>6. Did equipment outage potentially contribute to this event?</b><br><input type="radio"/> Unknown<br><input type="radio"/> Yes <input checked="" type="radio"/> No |
| Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown   Nearest Airport: <u>TUS</u> Possible NMAC? <input type="radio"/> Yes <input checked="" type="radio"/> No   Alert #: _____  |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| <b>Airspace/Altitude/Route/Speed MORs</b>  |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| <b>E1. Aircraft information:</b>   |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| Aircraft ID  |   | Aircraft Type/Suffix |                                 | IFR/VFR   |   | Facility communicating with A/C                                  |   | Position communicating with A/C |   |   | Frequency |  |   |                                   |  |
| (b) (3) (10 USC § 130e)  |   |                      |                                 | <input checked="" type="radio"/> IFR<br><input type="radio"/> VFR |   | ZAB  |   | R91                             |   |   | 135.15    |  |   |                                   |  |
| Violated Facility: <b>ZAB</b>  |   |                      |                                 | Position:   |   |  |   |                                 |   |   |           | Frequency: <b>135.15</b>   |   |                                   |  |
| Heading  |   | Altitude             |                                 | Phase of Flight   |   |  |   | Traffic Pattern Location        |   |   |           | Evasive Action   |   |                                   |  |
| <b>E2. MOR type (only complete one sub-section as applicable):</b>   |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| E2a. Aircraft entered airspace other than expected/intended and alternate actions were taken by ATC or the flight crew:  |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| Airspace entered:  |   |                      |                                 |   |   | Foreign facility deviation:                                      |   |                                 |   | Action taken by:  |           |  |   |                                   |  |
| Facility   |   | Position             |                                 | Frequency   |   | <input type="radio"/> Yes<br><input checked="" type="radio"/> No |   |                                 |   | <input type="checkbox"/> ATC<br><input checked="" type="checkbox"/> Flight crew |           |  |   |                                   |  |
| Unexpected/unintended:<br><input type="checkbox"/> Altitude   Assigned: _____   Observed: _____<br><input type="checkbox"/> Speed   Assigned: _____   Observed: _____<br><input type="checkbox"/> Route  |   |                      |                                 |   |   |  |   |                                 |   | TCAS RA:<br><input type="radio"/> Yes<br><input type="radio"/> No               |           | Spillout: <input type="radio"/> Yes <input checked="" type="radio"/> No<br>SUA Name: |   |                                   |  |
| <b>METAR Observation</b>   |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |
| KTUS 281553Z 19008KT 10SM CLR 33/17 A2992 RMK AO2 SLP071 T03330167   |   |                      |                                 |   |   |  |   |                                 |   |   |           |  |   |                                   |  |

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| Pilot Deviation Information   |                         |   |                |
|---|-------------------------|---|----------------|
| Brasher Warning Given? <input checked="" type="radio"/> Yes <input type="radio"/> No                  |                         |   |                |
| Brasher given by:<br><br>ZAB  | Position:<br><br>OM     | Frequency:  |                |
| Pilot Information Available? <input type="radio"/> Yes <input checked="" type="radio"/> No            |                         |   |                |
| Reason for no pilot information being given:<br><br>ON FILE WITH THE 162nd FW.                        |                         |   |                |
| Pilot Deviation   |                         |   |                |
| Was this a possible pilot deviation?  |                         |   |                |
| <input checked="" type="radio"/> Yes <input type="radio"/> No   | Preliminary Number:     | Phase of Flight:  |                |
| Airspace Class:<br>A  | Aircraft #:             | ORG Choices:  | Office Number: |
| Type of Deviation:  |                         | Control Surface:  |                |
| Was possible pilot deviation validated? <input type="radio"/> Yes <input checked="" type="radio"/> No |                         | Military Pilot Deviation? <input type="radio"/> Yes <input checked="" type="radio"/> No |                |
| NMAC  |                         |   |                |
| Was this a verified NMAC?   |                         |   |                |
| <input type="radio"/> Yes <input checked="" type="radio"/> No   | NMAC Number:            |   |                |
| Apt/NAVAID:   | Direction:              | Distance:   |                |
| Pilot of  | (b) (3) (10 USC § 1306) |   |                |
| Pilot Name  | Phone Number:           | Certificate Number:   |                |
| Address:  |                         |   |                |
| Pilot of  |                         |   |                |
| Pilot Name:   | Phone Number:           | Certificate Number:   |                |
| Address:  |                         |   |                |
| NMAC Description:   |                         |   |                |

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## Summary

J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

Crossed the established ALTRV early at 1625Z, when the LFE War Day Bridge was not scheduled activated until 1630Z.

## QA Summary

(b) (5)