



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

Memorandum

Subject: **INFORMATION:** Full-Facility
Evaluation, Anytower ATCT (KATY),
Texas; October 10-16, 2001

Date: October 18, 2001

From: Manager, Air Traffic Evaluations
and Investigations Staff, AAT-20

Reply to
Attn. of:

To: Manager, Air Traffic Division

Members of the Air Traffic Evaluations and Investigations Staff, AAT-20, conducted a full-facility evaluation (FFE) at KATY on October 10-16, 2001. A specialist from ASW-505; an SP from KATY; and two CPC's, who served as union representatives, assisted the team. The evaluation was conducted through observation, position monitoring, interviews, data review, and a review of in-flight evaluation reports. Operational positions were monitored for 162 hours. The team conducted 19 interviews (7 internal and 12 external) and reviewed 197 in-flight evaluation reports. Two hundred and twenty-three items were assessed during the evaluation. The ATM and staff were briefed on October 16, 2001, regarding the evaluation team's findings.

KATY, an ATC Grade 11 facility within the Anytower Hub, had a traffic count for CY 2000 of 856,336 compared to 845,214 for CY 1999, a 1.3 percent increase.

KATY experienced four OE's and two OD's during the 12-month period prior to the evaluation.

1. OPERATIONS. One hundred and fifty-seven items were assessed. Of these, 149 items were rated satisfactory. Other items were rated as follows:

a. Unsatisfactory. Six items were identified.

(1) (01-T-KATY-01U-FE) INTERPHONE FORMAT.
TRACON specialists omitted their operating position

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and did not terminate conversations with their operating initials (7110.65, pars. 2-4-12 and 2-4-13).

(2) (01-T-KATY-02U-FE) PHRASEOLOGY. Specialists stated altitude, distance, heading, and runway numbers in group form, and omitted words such as "runway," "contact," "miles," and "point." Improper traffic advisory phraseology was used. Additionally, communications with aircraft were conducted in a folksy or conversational language (7110.65, All).

(3) (01-T-KATY-03U-FE) RADIO COMMUNICATIONS. Specialists dropped aircraft prefixes (7110.65, pars. 2-4-3 and 2-4-8).

(4) (01-T-KATY-04U-FE) POINT OUT PROCEDURES. TRACON specialists did not use proper procedures and format when conducting point outs (7110.65, pars. 5-4-3 and 5-4-7).

(5) (01-T-KATY-05U-FE) OE/D CAUSAL FACTORS: COMMUNICATIONS ERROR: READBACK - CLEARANCE. Instances were observed where readback errors went undetected in the TRACON

(6) (01-T-KATY-06U-FE) OE/D CAUSAL FACTORS: COORDINATION: AREA OF INCIDENT - INTRA-SECTOR/POSITION. The following were observed in the TRACON: Specialists left positions while controlling active traffic to coordinate with other positions, requested pilots to communicate control information to the next controller, and conducted incomplete coordination

2. OPERATIONAL SUPPORT. Sixty-six items were assessed. Of these, 63 items were rated satisfactory. Other items were rated as follows:

a. Unsatisfactory. Two items were identified.

(1) (01-T-KATY-07U-FE) TRAINING RECORD ENTRIES. TMC certifications were not documented in TRAX (3120.4, app. 1).

(2) (01-T-KATY-08U-FE) ARTS CLOCK COMPARISON CHECK. The comparison check of the ARTS clock with its time source and the voice recorder equipment clock was not

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documented on the FAA Form 7230-4 as required (8020.11,
par. 70b3).

J. David Canoles

Cc:

AAT-100

Manager, KATY

Local Union Representative

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